LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

DRAFT
ENVIRONMENTAL IMPACT REPORT

Hilton Universal City Project

Environmental Case: ENV-2017-5424-EIR
State Clearinghouse No.: 2020100057

Project Location: 555 E. Universal Hollywood Drive, Los Angeles, California 91608

Community Plan Area: Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass

Council District: 4 — Raman

Project Description: The Hilton Universal City Project (Project) would expand the Hilton Universal City Hotel facilities located within the approximately 7.26-acre site at 555 E. Universal Hollywood Drive (Project Site) in the Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan of the City of Los Angeles. The Project Site is currently developed with a 24-story hotel with 495 guestrooms, an attached ancillary hotel building, a three-level parking garage, an outdoor pool area, and north and south plazas. The Project would involve the construction of a new 18-story, approximately 295,688 square-foot hotel with 395 guestrooms, a new lobby, three restaurants with bars and a bar and lounge space, a spa, new outdoor pool areas on the roof and on the basement level, as well as new parking. The Project also involves the addition of an approximately 3,400 square feet one-story meeting room addition to the existing ancillary hotel building. In total, the Project would add approximately 299,088 square feet of additional floor area to the Project Site. The Project would provide 464 new vehicle parking spaces to accommodate additional employees, hotel guests, and restaurant/spa visitors. The Project would involve the removal of up to approximately 88 on-site nonprotected trees which would be replaced at a 1:1 ratio. Upon completion of the Project, which includes existing uses to remain and all proposed Project features, the Project would provide a maximum of 890 guestrooms and approximately 696,609 square feet of total floor area, resulting in a floor-to-area ratio of approximately 2.2:1 for the Project Site. Up to approximately 87,000 cubic yards of soil are anticipated to be excavated and would require export and disposal off-site. In addition, approximately 10,000 cubic yards of demolition and site preparation debris would be exported for disposal off-site.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
Environmental Science Associates (ESA)

APPLICANT:
Hillcrest Real Estate, LLC

November 2023

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Executive Summary

This Draft Environmental Impact Report (Draft EIR) has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA, Public Resources Code sections 21000 et. seq.) and in accordance with CEQA Guidelines Section 15123. Accordingly, this chapter of the Draft EIR contains a brief description of the Hilton Universal City Project (Project) and its potential environmental effects. Included in this section is an overview of the purpose and focus of this Draft EIR, a description of the organization of this Draft EIR, general description of the Project and requested entitlements, a general description of areas of controversy known to the lead agency, a description of the public review process for this Draft EIR, a list of the project design features (PDFs) and mitigation measures (MMs) to be implemented as part of the Project, and a summary of the alternatives to the Project evaluated in this Draft EIR, including identification of the Environmentally Superior Alternative.

1. Purpose of this Draft EIR

As described in CEQA Guidelines Sections 15123(a) and 15362, an EIR is an informational document that will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize any significant effects, and describe reasonable project alternatives. Therefore, the purpose of this Draft EIR is to focus the discussion on the Project's environmental effects that the City of Los Angeles (City), as the Lead Agency, has determined to be, or potentially may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid the Project's significant environmental impacts.

This Draft EIR serves as the environmental document for all actions associated with the Project. This EIR is a "Project EIR" as defined by CEQA Guidelines Section 15161. Furthermore, this Draft EIR complies with CEQA Guidelines Section 15064, which discusses determining the significance of environmental effects caused by a project.

2. Draft EIR Focus and Effects Found Not To Be Significant

In accordance with CEQA Guidelines Section 15128, an EIR shall contain a brief statement indicating reasons that various possible significant environmental effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. An Initial Study was prepared for the Project and a Notice of Preparation (NOP) was distributed for public comment to the State Clearinghouse, Governor's Office of Planning and Research (OPR), responsible agencies, and other interested parties on October 6, 2020 for a 30-day review period. In addition, a public scoping meeting for the Project was held on October 20, 2020. The NOP, Initial Study, Scoping Meeting materials, and NOP

comment letters are included in Appendix A of this Draft EIR (A-1, A-2, A-3, and A-4, respectively). The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is not analyzed further in this Draft EIR. The City determined through the Initial Study the potential for significant impacts in the following environmental issue areas:

- Air Quality (Air Quality Management Plan [AQMP] consistency, criteria pollutant emissions, substantial pollutant concentrations)
- Biological Resources (sensitive species and wildlife movement)
- Cultural Resources (historical and archaeological resources)
- Energy
- Geology and Soils (fault rupture, ground shaking, liquefaction/ground failure, landslides, expansive soil, paleontological resources)
- Greenhouse Gas Emissions
- Hydrology and Water Quality (water quality standards, drainage patterns, water quality control plan/sustainable groundwater management plan conflicts)
- Land Use and Planning (plan/policy consistency)
- Noise (noise increases and groundborne noise and vibration)
- Public Services (fire protection and police protection)
- Transportation (plan/policy/ordinance consistency and vehicle miles traveled)
- Tribal Cultural Resources
- Utilities (water supply and wastewater)

The City determined through the Initial Study that the Project would not have the potential to cause significant impacts related to: Aesthetics, Agricultural Resources, Air Quality (objectionable odors); Biological Resources (riparian habitat, wetlands); Cultural Resources (disturbance of human remains); Geology and Soils (septic systems); Hazards and Hazardous Materials; Hydrology and Water Quality (groundwater, flood hazards); Land Use and Planning (divide an established community); Mineral Resources, Noise (airport land use plan, private airstrip); Population and Housing; Public Services (schools, parks, other public facilities); Recreation; Transportation (change in air traffic patterns and emergency access); Utilities and Service Systems (wastewater treatment capacity and solid waste); and Wildfire.

Therefore, these areas were not analyzed further in this Draft EIR. The Initial Study, which demonstrated that no significant impacts would occur for these issue areas, is included in Appendix A-2 to this Draft EIR.

3. Draft EIR Organization

This Draft EIR is comprised of the following sections:

Executive Summary. This section provides a statement of the purpose of the Draft EIR, a discussion regarding the focus of the analysis included in the Draft EIR and effects found not to be significant, an outline listing the content and organization of the Draft EIR, a brief summary of the Project, areas of controversy and issues to be resolved, a description of the public review process, a summary of alternatives, and a summary of environmental impacts and mitigation measures.

I Introduction. This chapter describes the purpose of the EIR, including CEQA compliance requirements, the steps undertaken to date regarding implementation of the CEQA process, and the Draft EIR's organization.

II Project Description. This chapter describes the Project location, existing conditions, Project objectives, characteristics of the Project, and requested approvals.

III Environmental Setting. This chapter presents an overview of the Project's existing and built environment setting, including on-site and surrounding land uses. This chapter also provides a list of related projects anticipated to be implemented in the vicinity of the Project Site.

IV Environmental Impact Analysis. This chapter contains the environmental setting, regulatory framework, methodology, thresholds of significance, Project characteristics and/or PDFs, Project-specific and cumulative impact analyses, mitigation measures, and conclusions regarding the level of significance including after mitigation where mitigation is required, for each of the following environmental issues: (A) Air Quality (AQMP consistency, criteria pollutant emissions, substantial pollutant concentrations); (B) Biological Resources (sensitive species and wildlife movement); (C) Cultural Resources (historical and archaeological resources); (D) Energy; (E) Geology and Soils (fault rupture, ground shaking, liquefaction/ground failure, landslides, expansive soil, paleontological resources); (F) Greenhouse Gas Emissions; (G) Hydrology and Water Quality (water quality standards, drainage patterns, water quality control plan/sustainable groundwater management plan conflicts); (H) Land Use and Planning (plan/policy consistency); (I) Noise (noise increases and groundborne noise and vibration); (J) Public Services (fire protection and police protection); (K) Transportation (plan/policy/ordinance consistency and vehicle miles traveled); (L) Tribal Cultural Resources; and (M) Utilities and Service Systems (water supply and wastewater infrastructure).

V Alternatives. This chapter provides an analysis of a reasonable range of alternatives to the Project, including Alternative 1 – No Project/No Build Alternative; Alternative 2 – Surface Parking Alternative; and Alternative 3 – Office Use Alternative.

VI Other CEQA Considerations. This chapter provides a discussion of significant unavoidable impacts that would result from the Project and the reasons why the Project is being proposed notwithstanding the significant unavoidable impacts. An analysis of the significant irreversible changes in the environment and potential secondary effects that would result from the Project is also presented here. This chapter also analyzes potential growth-inducing impacts of the Project and potential secondary effects caused by the implementation of the mitigation measures for the Project. Lastly, a summary of the possible effects of the Project that were determined not to be significant within the Initial Study is provided.

VII List of EIR Preparers and Organizations and Persons Contacted. This chapter lists the persons, public agencies, and organizations that were consulted or who contributed to the preparation of this Draft EIR.

VIII References. This chapter lists the references and sources used in the preparation of this Draft EIR.

The Environmental Analyses in this Draft EIR are supported by the following appendices:

- Appendix A – Notice of Preparation (NOP), Initial Study, Scoping Meeting Materials, and NOP and Scoping Meeting Comments
  - A-1 Notice of Preparation
  - A-2 Initial Study
  - A-3 Scoping Meeting Materials
  - A-4 NOP Comments
- Appendix B – Air Quality/Greenhouse Gas Emissions Technical Documentation
- Appendix C – Biological Resources Documentation
- Appendix D – Cultural Resources Assessment Report
- Appendix E – Geotechnical and Paleontological Resources Documentation
  - E-1 Geotechnical Investigation
  - E-2 Paleontological Resources Assessment Report
- Appendix F – Energy Calculation Worksheets
- Appendix G – Hydrology and Water Quality Report
- Appendix H – Land Use Plans and Policies: Project Consistency Tables
- Appendix I – Noise and Vibration Technical Appendix
- Appendix J – Public Service Provider Correspondence
  - J -1 Los Angeles Fire Department Correspondence
  - J -2 Los Angeles Police Department Correspondence

- Appendix K – Transportation Assessment
  - K-1 2020 Transportation Assessment
  - K-2 2020 LADOT Correspondence Approving the Transportation Assessment
  - K-3 2022 Transportation Analysis Addendum
  - K-4 2023 Transportation Analysis Addendum
  - K-5 Alternative 3 VMT Calculator Results with TDM
- Appendix L – Tribal Cultural Resources Technical Report
- Appendix M – Utilities Documentation
  - M-1 Utility Infrastructure Technical Report
  - M-2 Water Supply Assessment
  - M-3 LADWP WSA Correspondence

4. Existing Project Site Conditions

The Project site (Assessor's Parcel Number 2424-044-022) is located at 555 Universal Hollywood Drive in Universal City, (Project Site) immediately north of U.S. Highway 101 (US-101 or Hollywood Freeway). The Project Site is located west of the intersection of Universal Hollywood Drive and Hotel Drive. The Project Site is located in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area of the City of Los Angeles.

The Project Site is developed with a hotel and associated improvements. The primary on-site improvements (described from north to south) consist of: (a) a motorcourt and porte cochere entryway to an ancillary hotel building and landscaping; (b) a low-rise ancillary hotel building; (c) a motorcourt with Americans with Disabilities Act (ADA)-accessible parking spaces, a landscaped median, and a porte cochere entryway to the hotel lobby area; (d) the hotel building; and (e) an outdoor pool area.

The Project Site has a land use designation of Regional Center Commercial (Pre-Framework). Regional Centers are defined by the General Plan Framework Element as a focal point of regional commerce, identity, and activity that contain a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services.

According to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan General Plan Land Use Map, the Regional Center Commercial (Pre-Framework) land use designation has corresponding zoning designations of Limited Commercial (C2 and C4) and Multi-Family Residential (RAS3, RAS4, P, and PB).

The Project Site has three zoning designations, with the central portion of the Project Site zoned C2-1 (Commercial Zone, Height District 1). The C2 Zone permits a range of commercial uses, including hotels and apartment hotels. Within Height District 1, the C2 Zone allows unlimited building heights and establishes a maximum floor-to-area ratio of 1.5:1. The portion of the Project Site peripheral to the existing hotel buildings is assigned a zoning designation of PB-1 (Parking Building, Height District 1). The PB Zone permits structured automobile parking, including structures that are attached to or integrated with buildings in other zones provided that certain provisions are met. Within Height District 1, the PB Zone permits a maximum building height of two stories but does not otherwise specify a maximum building height. A small trapezoidal area of the Project Site is zoned RE15-1-H (Residential Estate Zones, Height District 1, Hillside Area). The RE15 Zone is primarily intended for the development of single-family homes and parks/playgrounds with a minimum lot area of 15,000 square feet. Within Height District 1, the RE15 restricts development to a maximum height of 36 feet and a maximum floor-to-area ratio of 3.0:1.The Project, which has a floor-to-area ratio of approximately 2.2:1, located on an infill site, and is located on property zoned for commercial uses, qualifies as an employment center project.[1] The Project Site is located entirely within a Transit Priority Area (TPA), as defined by the City, given its proximity to regional transportation facilities in the Project vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station, located approximately 0.25 miles to the west of the Project Site.

5. Description of the Project

The Project proposes to expand the existing Hilton Universal City Hotel facilities located within the approximately 7.26-acre Project Site. The Project Site is currently developed with a 24-story hotel building with an overall height of 258 feet above grade containing 495 guestrooms (Existing Hotel Building), an attached ancillary hotel building providing meeting/banquet rooms and ancillary hotel uses (Existing Ancillary Hotel Building), a three-level parking garage, vehicular circulation facilities (i.e., internal driveway and service road), an outdoor pool area (Existing Outdoor Pool Area), and pedestrian walkways and landscaped areas in both the north and south plazas (Existing North Plaza and Existing South Plaza), which provide access and gathering space for the north and south entryways, respectively, on the main hotel entry level.

The Project would involve construction of a new 18-story, approximately 295,688-square-foot hotel building (Hotel Expansion Building) with a maximum height of approximately 222 feet above grade containing 395 guestrooms, a new lobby, three restaurants (including bars) and a bar and lounge space, a spa, a new outdoor pool area on the roof, and a new outdoor pool area on the Basement Level on the southern portion of the Project Site. A new, approximately 2,300-square-foot steel frame canopy with glass and steel design features would be constructed above the main entrance of the Hotel Expansion

[1] "'Employment center project' means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area." [PRC Section 21099(a)(1)]

Building. An existing, undeveloped, approximately 3,149 square-foot sub-basement in the southwest corner of the existing parking garage would be developed to house mechanical, engineering, and plumbing equipment for the Hotel Expansion Building. The Project would also expand the northern portion of the Existing Ancillary Hotel Building to include a one-story meeting room addition (Meeting Room Addition) of approximately 3,400 square feet, which would consist of four separate meeting rooms of less than 750 square feet each and a connecting hallway. The Project would also involve constructing a horizontal and vertical expansion of the existing parking garage. In addition, the Project would include a revised surface parking program, new retaining walls along the eastern side of the Project Site, a new fenced area of approximately 2,000 square feet for electrical transformers and switchboards, and landscape and hardscape improvements throughout much of the Project Site. To accommodate the proposed development, the Existing Outdoor Pool Area on the southern portion of the Project Site would be demolished, and the Existing North and South Plazas would be reconfigured.

Overall, the Project would add approximately 299,088 square feet of additional floor area to the Project Site. The Project would provide approximately 464 new vehicle parking spaces to accommodate additional employees, hotel guests, and restaurant/spa visitors. Upon completion of the Project, the Hilton Universal City Hotel (referred to in entirety as "Hotel"), which includes existing uses to remain and all proposed Project features, would provide a maximum of 890 guestrooms and approximately 696,609 square feet of total floor area, resulting in a floor-to-area ratio of approximately 2.20:1 for the Project Site.

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

- Pursuant to LAMC Section 12.32 Q, a Vesting Zone Change for the portions of the Property from PB and RE15 to allow a uniform C2 zone for the entire Property.
- Pursuant to LAMC Section 12.32 F, a Height District Change for the Property from Height District No. 1 to Height District No. 2 for the entire Property.
- Pursuant to LAMC Section 12.24 W.1, a Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site consumption within the Hotel's guestrooms through room service and in-room control access cabinets (mini-fridges), at the restaurant dining and pool area on Level 18, lounge and bar on Level 4, restaurant on Level 3, the pool restaurant and bar on the Basement Level, Meeting Room Addition, and spa in accordance with the Project's hours of operation identified in Section 6.h of this Draft EIR.
- Pursuant to LAMC Section 12.24 W.18, a Conditional Use Permit to allow for dancing and live entertainment during events within the Meeting Room Addition, areas adjacent to the lobby/lounge area on Level 4, and areas adjacent to the restaurants/dining areas on Level 3 and Level 18 of the Hotel Expansion Building.
- Pursuant to LAMC Section 16.05, Site Plan Review for a development that results in an increase of 50 guestrooms.

- Haul route approval from the Los Angeles Department of Building and Safety, Board of Building and Safety Commissioners.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, Department of Public Works approval to remove non-protected trees from the Property, and sign permits.

In addition to the entitlements identified above, permits are also required from other City entities for the Project, including, but not limited to, permits from the Department of Building and Safety and Public Works (and other municipal agencies) for Project construction activities, such as demolition, haul route, excavation, shoring, grading, foundation, building and interior improvements, and the removal and replacement of trees on public and/or private property. Beyond the environmental requirements being carried out in association with this Draft EIR, to the extent known, there are no other related federal, state, or local environmental review and consultation requirements that need to be integrated with this CEQA review.

6. Areas of Controversy

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for significant and unavoidable impacts has been identified. In addition, issues raised during the public scoping meeting and NOP comment period include: aesthetics (change in views and architectural design); air quality (consistency with South Coast Air Quality Management District [SCAQMD] analysis, mitigation and permitting requirements); biological resources (adherence to California Department of Conservation's comments/recommendations on tree removal, nesting birds and impacts from invasive species and addressing of general CDFW procedures for biological review); and transportation (pedestrian safety, multi-model and complete streets transportation elements, Vehicle Miles Travelled (VMT) analysis and Transportation Demand Management (TDM) strategies (refer to Appendix A-4 for copies of NOP comment letters received). All of these issues were evaluated in this Draft EIR or the Initial Study prepared for the Project (included in Appendix A-2 of this Draft EIR). Based on the analysis in Section IV, *Environmental Impact Analysis*, of this Draft EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with regard to on-site construction noise (Project-level and cumulative impacts) and cumulative off-site construction traffic-related noise.

7. Public Review Process

The City prepared an Initial Study and circulated an NOP for public comments to the State Clearinghouse, OPR, responsible agencies, and other interested parties on October 6, 2020 for a 30-day review period. The City also carried out a public scoping meeting for the Project on October 20, 2020. The NOP, Initial Study, Scoping Meeting Materials, and

NOP comment letters are included as Appendices A-1 through A-4, respectively, of this Draft EIR.

This Draft EIR is being circulated for a 60-day comment period. Following the public comment period, a Final EIR will be prepared that will include responses to the comments submitted to the City regarding this Draft EIR.

8. Summary of Environmental Impacts

This section summarizes the environmental impacts of the Project as evaluated in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR. The summary is provided by environmental issue area below in **Table ES-1**, *Summary of Project Impacts*. Following Table ES-1, the Project's proposed PDFs and required MMs are listed.

TABLE ES-1
SUMMARY OF PROJECT IMPACTS

Environmental Issue	Project Impact
IV.A AIR QUALITY	
Consistency with applicable Air Quality Plan	
Construction	Less Than Significant with Mitigation
Operation	Less Than Significant
Cumulatively Considerable Increase of Criteria Pollutant in Nonattainment Area: Regional Emissions	
Construction	Less Than Significant with Mitigation
Operation	Less Than Significant
Sensitive Receptor Exposure to Pollutant Concentrations: Localized Emissions	
Construction[1]	Less Than Significant
Operation	Less Than Significant
Sensitive Receptor Exposure to Other Emissions Such as Odors	
Construction	Less Than Significant
Operation	Less Than Significant
IV.B BIOLOGICAL RESOURCES	
Adverse Effect, Either Directly or Through Habitat Modifications, On Any Species Identified as a Candidate, Sensitive, or Special Status Species in Local or Regional Plans, Policies, or Regulations or by CDFW or USFWS	
Construction[2]	Less Than Significant with Mitigation
Operation	Less Than Significant with Mitigation

TABLE ES-1
SUMMARY OF PROJECT IMPACTS

Environmental Issue	Project Impact
Adverse Effect on any Riparian Habitat or Other Sensitive Natural Community	
Construction	No Impact
Operation	No Impact
Adverse Effect on State or Federally Protected Wetlands	
Construction	No Impact
Operation	No Impact
Interfere Substantially with the Movement of any Native Resident or Migratory Fish or Wildlife	
Construction	Less Than Significant with Mitigation
Operation	Less Than Significant
Conflict With Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance	
Construction	Less Than Significant
Operation	Less Than Significant
Conflict With the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan	
Construction	No Impact
Operation	No Impact
IV.C CULTURAL RESOURCES	
Cause a change in the significance of a historical resource	
Construction	Less Than Significant
Operation	Less Than Significant
Cause a Change In The Significance Of An Archaeological Resource	
Construction	Less Than Significant
Operation	Less Than Significant
Disturb human remains	
Construction	Less Than Significant
Operation	Less Than Significant

TABLE ES-1
SUMMARY OF PROJECT IMPACTS

Environmental Issue	Project Impact
IV.D ENERGY	
Wasteful, inefficient, and unnecessary consumption of energy resources	
Construction	Less Than Significant
Operation	Less Than Significant
Conflict or obstruct a state or local plan for renewable energy or energy efficiency	
Construction	Less Than Significant
Operation	Less Than Significant
IV.E GEOLOGY AND SOILS	
Hazardous geologic conditions	
Construction	Less Than Significant
Operation	Less Than Significant
Soil erosion or loss of topsoil	
Construction	Less Than Significant
Operation	No Impact
Unstable geologic unit or soils	
Construction	Less Than Significant
Operation	No Impact
Expansive soils	
Construction	Less Than Significant
Operation	No Impact
Use of septic tanks or alternative wastewater disposal systems	
Construction	No Impact
Operation	No Impact
Paleontological Resources	
Construction	Less Than Significant with Mitigation
Operation	No Impact
IV.F GREENHOUSE GAS EMISSIONS	
Greenhouse gas emissions generation	
Construction	Less Than Significant
Operation	Less Than Significant

TABLE ES-1
SUMMARY OF PROJECT IMPACTS

Environmental Issue	Project Impact
Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGS	
Construction	Less Than Significant
Operation	Less Than Significant
IV.G HYDROLOGY AND WATER QUALITY	
Violate Water Quality Standards	
Construction	Less Than Significant
Operation	Less Than Significant
Substantially decrease groundwater supplies	
Construction	Less Than Significant
Operation	Less Than Significant
Alteration of the existing drainage pattern	
Construction	Less Than Significant
Operation	Less Than Significant
Risks due to inundation	
Construction	Less Than Significant
Operation	Less Than Significant
Conflict with implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan	
Construction	Less Than Significant
Operation	Less Than Significant
IV.H LAND USE AND PLANNING	
Division of an established community	
Construction	Less Than Significant
Operation	Less Than Significant
Significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	
Construction	Less Than Significant
Operation	Less Than Significant

TABLE ES-1
SUMMARY OF PROJECT IMPACTS

Environmental Issue	Project Impact
IV.I NOISE	
Substantial temporary or permanent increase in ambient noise levels	
Construction[3]	Significant and Unavoidable Impact (On-Site Construction Noise – Project-level and Cumulative Impacts) Significant and Unavoidable Impact (Off-Site Construction Noise – Cumulative Impacts)
Operation	Less Than Significant
Groundborne vibration and groundborne noise	
Construction	Less Than Significant
Operation	Less Than Significant
Expose people to excessive noise levels from proximity to an airport	
Construction	No Impact
Operation	No Impact
IV.J PUBLIC SERVICES	
Fire protection	
Construction	Less Than Significant
Operation	Less Than Significant
Police Protection	
Construction	Less Than Significant
Operation	Less Than Significant
IV.K TRANSPORTATION	
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	
Construction	Less Than Significant
Operation	Less Than Significant
Conflict or be inconsistent with CEQA guidelines section 15064.3, Subdivision (b) - Vehicle Miles Traveled (VMT)	
Construction	Less Than Significant
Operation	Less Than Significant

TABLE ES-1
SUMMARY OF PROJECT IMPACTS

Environmental Issue	Project Impact
Geometric hazards	
Construction	Less Than Significant
Operation	Less Than Significant
Emergency access	
Construction	Less Than Significant
Operation	Less Than Significant
IV.L TRIBAL CULTURAL RESOURCES	
Tribal Cultural Resources	
Construction	Less Than Significant
Operation	Less Than Significant
IV.M UTILITIES AND SERVICE SYSTEMS	
WATER SUPPLY	
Water infrastructure	
Construction	Less Than Significant
Operation	Less Than Significant
Sufficiency of water supply	
Construction	Less Than Significant
Operation	Less Than Significant
WASTEWATER	
Wastewater infrastructure	
Construction	Less Than Significant
Operation	Less Than Significant
Wastewater treatment capacity	
Construction	Less Than Significant
Operation	Less Than Significant

[1] As discussed in Section IV.A, Air Quality, of this Draft EIR, cumulative impacts related to regional construction NOx emissions would be Less Than Significant with implementation of AQ-MM-1.

[2] As discussed in Section IV.B, Biological Resources of this Draft EIR, cumulative impacts related to special-status wildlife (bat) species would be Less Than Significant with implementation of BIO-MM-1.

[3] As discussed in Section IV.I, Noise, of this Draft EIR, cumulative impacts related to construction noise would be Less Than Significant with implementation of Mitigation Measures NOI-MM-1 and NOI-MM-2.

SOURCE: ESA, 2023.

As noted in Table ES-1 and evaluated in detail in Section IV.I, *Noise*, of this Draft EIR, and summarized below, implementation of the Project would result in significant impacts that cannot be mitigated with respect to Project-level and cumulative on-site and off-site noise sources during construction.

On-Site Construction Noise (Project-Level): Mitigation Measure NOI-MM-1 provides for construction noise barriers that would achieve a noise reduction of a minimum 15 dBA along the western boundary of the Project Site at Levels 1 through 5 of the Sheraton Hotel guest rooms (receptor location R1). Construction noise impacts would be less than significant for receptor location R2 without implementation of a noise barrier due to the receptor's distance from the Project Site and difference in elevation. Receptor locations R1 (Sheraton Hotel levels 6 through 17) and R3 through R5 would not benefit from implementation of a noise barrier because the receptors are at a higher elevation than the Project Site and would have a direct line-of-sight to the construction area. Therefore, noise impacts from on-site construction at receptor locations R1 (Sheraton Hotel levels 6 through 17) and R3 through R5 would not be reduced to less than significant with implementation of Mitigation Measure NOI-MM-1 and, as such, noise barrier reductions were not applied to receptor locations R1 (Sheraton Hotel levels 6 through 17) through R5. The noise barriers required under Mitigation Measure NOI-MM-1 for receptor location R1 (Sheraton Hotel levels 1 through 5) shall be in-place during early Project construction phases (through completion of architectural coating) and during paving when heavy equipment is used. Mitigation Measure NOI-MM-2 requires the use of power construction equipment with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' specifications, including requiring the contractor to use muffler systems that provide a minimum reduction of 8 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels. No impact pile driving shall be utilized; however, vibratory, augered, or drilled piles would be permitted (Project Design Feature NOI-PDF-3).

Implementation of Mitigation Measures NOI-MM-1 and NOI-MM-2 would reduce the Project's on-site construction noise impacts at certain off-site noise sensitive receptors, to the extent technically feasible. Specifically, the mitigation measures would reduce construction noise levels by a minimum of 15 dBA at five levels of receptor location R1 (Sheraton Hotel Levels 1 through 5). Construction noise levels at receptor location R2 would be less than significant without mitigation, and receptor locations R1 (Sheraton Hotel levels 6 through 17) and R3 through R5 would not benefit from noise barriers. Consequently, with implementation of technically feasible mitigation measures, construction noise impacts at noise-sensitive receptor locations R1 (Sheraton Hotel levels 6 through 17) and R3 through R5 would exceed the significance threshold temporarily during certain months of construction, when there would be multiple simultaneous construction activities and some equipment used near the periphery of the Project Site. Construction noise impacts would be lower than peak levels when equipment is used in the interior portions of the Project Site, with equipment noise reduced (attenuating) at a rate of at least 6 dBA per doubling of distance between the equipment and the sensitive

receptor. The mitigated noise levels conservatively assume that the loudest equipment used during the various construction stages and construction activities would be located on the Project Site in the applicable construction work area for the construction activity at the nearest distance to the sensitive receptor location. There are no other feasible mitigation measures that could be implemented to reduce the temporary noise impacts from on-site construction. Therefore, construction noise impacts associated with on-site noise sources would remain significant and unavoidable.

On-Site Construction Noise (Cumulative): Cumulative construction noise impacts associated with on-site construction equipment could be significant in the event that construction activities as part of a related project occurs within 1,000 feet of the Project Site. The 1,000-foot distance is based on a screening distance identified in the 2006 L.A. CEQA Thresholds Guide of 500 feet from two different construction sites. Only one related project (Related Project No.1) is located within 1,000 feet of the Project Site as described in Section IV.I, *Noise*, of this Draft EIR. The southwestern portion of Related Project No. 1 is within 500 feet of both the Project Site and the Sheraton Hotel property (receptor location R1). The Project would implement Mitigation Measures NOI-MM-1 and NOI-MM-2 to reduce certain on-site construction noise impacts. Implementation of these mitigation measures would reduce the Project's construction noise impacts at the lower five levels of the Sheraton Hotel (receptor location R1 Levels 1 through 5); however, construction noise impacts at receptor location R1 (Levels 6 through 17) would continue to be significant. Project impacts to receptor location R2 would be less than significant without mitigation and impacts to receptor locations R3 through R5 would be less than significant with mitigation. Although it is expected that Related Project No.1 would implement mitigation that would reduce construction noise impacts similar to the Project, overlapping construction activities could result in significant cumulative impacts. The Project and Related Project No. 1 could contribute to construction noise at receptor location R1 that may exceed the significance threshold. Thus, if the construction activities overlap, the Project's contribution to cumulative construction noise associated with on-site construction equipment would be cumulatively considerable and would represent a significant and unavoidable cumulative impact at receptor location R1. Receptor locations R2 through R5 are located more than 1,000 feet of Related Project No.1, which exceeds the screening distance; therefore, cumulative impacts would not occur at these locations.

Off-Site Construction Noise – Mobile Sources (Cumulative): The Project would not result in any significant off-site construction noise impacts due to construction trips in excess of standards established by the City. However, cumulative construction noise impacts associated with off-site construction truck traffic from multiple related projects could potentially overlap with the Project on some days and generate noise in excess of the significance threshold if the related projects contribute more than 61 truck trips per hour at the same time as the Project's maximum truck trips of 50 per hour. No feasible mitigation measures are available for the Project to implement to further reduce impacts. Residential land uses comprise the majority of existing sensitive uses within the vicinity of the Project Site that could be impacted by the increase in construction traffic generated

noise levels. Construction of sound barriers would be inappropriate and infeasible for residential land uses that face the roadway as it would create aesthetic and access concerns. Thus, it is conservatively concluded that the Project's contribution to cumulative construction noise associated with off-site construction truck traffic along the haul route would be cumulatively considerable and would represent a significant and unavoidable cumulative impact.

9. Project Design Features

The following PDFs would be implemented as part of the Project.

a) Greenhouse Gas Emissions

GHG-PDF-1: Green Building Features. The Project will include the following green building features:

- The Project's buildings will be designed to achieve the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification or equivalent and will be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code.

b) Noise

NOI-PDF-1: Construction Equipment Maintenance. During plan check for each phase of the Project, the contractor will provide a statement to the City indicating their powered construction equipment (including combustion engines), fixed or mobile, will be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, would be generated.

NOI-PDF-2: Mechanical Equipment Noise. All outdoor mounted building mechanical equipment and/or ventilation systems not fully enclosed will be designed to not exceed the noise level limits specified in the LAMC through the use of quiet fans, duct silencers, parapets, enclosures, mufflers, or similar noise attenuation methods.

NOI-PDF-3: Impact Pile Drivers Prohibited. The Project will not require or allow the use of impact pile drivers. Lower noise- and vibration-generating augured, drilled, or vibratory piles will be permitted.

c) Public Services – Police Protection

POL-PDF-1: Security Features During Construction. During construction, on-site security measures will include security lighting and a construction security fence with gated and locked entry around active construction areas.

POL-PDF-2: Operational Security Features. During operation, the Hotel would continue to implement its comprehensive 24 hours per day/seven days per week security program, which includes comprehensive coverage and monitoring of key areas through closed circuit television (CCTV), electronically controlled and locking access cards for non-public areas, full time 24-hour, security provided by Hotel staff at the front desk and security personnel. Security personnel duties include, but are not limited to, assisting guests and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the Project Site. Initial alarms such as intruder alarms or duress alarms will be the responsibility of site security personnel as first responders. Access to the parking garage will be controlled by an electronic access gate and is monitored by CCTV.

d) Transportation

TRAF-PDF-1: Transportation Demand Management Program. The Applicant will implement a TDM Program for the Hotel Expansion Building and Meeting Room Addition aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. The Existing Hotel Building currently implements these four strategies and will continue to do so upon completion of the Project. The strategies in the TDM Program will include:

- Transit Subsidies: Transit fare subsidies will be proactively offered to each employee at least once annually for a minimum of five years. At the time of initial opening, the Project will offer a daily transit subsidy to all employees. This TDM strategy is currently implemented by the Existing Hotel Building and will continue to be upon completion of the Project.
- Promotions and Marketing: The Project will utilize promotional and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that employees can choose to read at their own leisure. This TDM strategy is currently implemented by the Existing Hotel Building and will continue to be upon completion of the Project.
- Include Bicycle Parking per the Los Angeles Municipal Code: Table 12.21 A.16(a)(2) in the LAMC provides the required short-term and long-term bicycle parking spaces for the Project. The Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces on-site.

  The bicycle parking ratios for both short term and long term are as follows:

  - Hotel (395 guestrooms): 1 space per 20 guestrooms (20 spaces);

- Restaurant (11,933 s.f.): 1 space per 2,000 s.f. (6 spaces);
- Bar and Lounge (1,590 s.f.): 1 space per 2,000 s.f. (2 spaces[2]);
- Spa (8,630 s.f.): 1 space per 2,000 s.f. (4 spaces); and
- Meeting Rooms (3,400 s.f.): 1 space per 10,000 s.f. (2 spaces[3]).

The long-term bicycle parking ratios are as follows:

- Hotel (395 guestrooms): 1 space per 10 guestrooms (40 spaces);
- Restaurant (11,933 s.f.): 1 space per 2,000 s.f. (6 spaces);
- Bar and Lounge (1,590 s.f.): 1 space per 2,000 s.f. (2 spaces[4])
- Spa (8,630 s.f.): 1 space per 2,000 s.f. (4 spaces); and
- Meeting Rooms (3,400 s.f.): 1 space per 10,000 s.f. (2 spaces[5]).

Based on the above, the Project is required to provide 54 short-term and 54 long-term bicycle parking spaces, for a total of 108 bicycle parking spaces. The Project will provide 54 short-term and 64 long-term bicycle parking spaces (10 more than required by the LAMC).

- Include Secure Bicycle Parking and Showers: This strategy involves implementation of additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations. This strategy applies to projects that include bicycle parking on-site per the LAMC. As noted above, the long-term bicycle parking would be secured from the general public in accordance with LAMC Section 12.21 A.16(d)(2). In addition, the Project will ensure showers will be provided for employees within the Existing Hotel Building in accordance with LAMC Section 91.6307.

TRAF-PDF-2: Construction Management Plan. Prior to the issuance of a demolition permit or building permit for the Project, a detailed Construction Management Plan (CMP), including street closure information, traffic management strategies, detour plans, haul routes and a staging plan, will be prepared and

2 While the calculation would yield a requirement of one short-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two short-term bicycle parking spaces are required for a bar/lounge use.

3 While the calculation would yield a requirement of one short-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two short-term bicycle parking spaces are required for all other commercial uses not identified in Table 12.21 A.16(a)(2), including the Project's Meeting Room Addition.

4 While the calculation would yield a requirement of one long-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two long-term bicycle parking spaces are required for a bar/lounge use.

5 While the calculation would yield a requirement of one long-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two long-term bicycle parking spaces are required for all other commercial uses not identified in Table 12.21 A.16(a)(2), including the Project's Meeting Room Addition.

submitted to the City for review and approval. The CMP will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site and will include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation;
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during Project construction.
- Coordinate with the City and emergency service providers to ensure adequate access, including emergency access, is maintained to the Project Site and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary.
- Prohibition of construction worker or equipment parking on adjacent streets;
- Prohibition of haul truck staging on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route;
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets;
- Containment of construction activity within the Project Site boundaries;
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours;
- Spacing of trucks so as to discourage a convoy effect;
- Sufficient watering of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind;
- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day; and
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction.

e) Utilities and Service Systems – Water Supply

WS-PDF-1: Water Conservation Features. The Project will provide the following specific water efficiency features:

- Fixtures for the entire Project
  - High Efficiency Toilets with a flush volume of 1.0 gallons per flush, or less
  - High-efficiency Energy Star–rated commercial dishwashers
  - Showerheads with a flow rate of 1.5 gallons per minute, or less
  - Waterless Urinals
- Landscape and irrigation
  - 80 percent California Friendly® plants
  - Artificial Turf on all turf areas
  - Drip/Subsurface Irrigation (Micro-Irrigation)
  - Landscaping contouring to minimize precipitation runoff
  - Micro-Spray
  - Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together)
  - Rotating Sprinkler Nozzles for Landscape Irrigation – 0.5 gallon per minute
- Pool
  - Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired
  - Leak Detection System for swimming pools and Jacuzzi
  - Water-Saving Pool Filter

10. Mitigation Measures

The following MMs would be required and implemented as part of the Project.

a) Air Quality

AQ-MM-1: Construction Equipment Features: The Applicant shall implement the following construction equipment features for equipment operating at the Project Site. These features shall be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features shall include the following:

- The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and United States Environmental Protection Agency (USEPA) Tier 4 Final off-road

emissions standards or equivalent for equipment rated at 50 horsepower (hp) or greater during Project construction where available within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT) which means a CARB certified Level 3 Diesel Particulate Filter or equivalent.

- During plan check, the Project's representative shall make available to the lead agency and South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used during any of the construction phases. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier specification, best available control technology (BACT) documentation, and CARB or SCAQMD operating permit shall be maintained on-site at the time of mobilization of each applicable unit of equipment.
- During demolition, site preparation, and grading and excavation activities, the contractor shall provide notification and documentation that haul truck drivers have received training regarding idling limitations specified in Title 13 California Code of Regulations, Section 2485, and that haul trucks limit idling for loading and unloading activities to 5 minutes at a location.
- Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. Tampering with construction equipment to increase horsepower or to defeat emission control devices shall be prohibited.
- Construction activities shall be discontinued during second-stage smog alerts. A record of any second-stage smog alerts and of discontinued construction activities as applicable shall be maintained by the Contractor on-site.

b) Biological Resources

BIO-MM-1: Due to the presence of potentially suitable roosting and foraging habitat (palms) for western mastiff bat, western yellow bat, silver-haired bat, and Townsend's big-eared bat, the Project shall carry out the following steps and to the satisfaction of the City:

- Any construction or palm removal activities that occur during the maternity roosting season for special-status bat species (March 1 through September 30) shall require a qualified biologist to conduct a pre-construction or palm removal survey, using sonic bat detectors (e.g., Anabat) and night vision goggles for an emergence survey (for at least one-hour after sunset) to determine whether special-status bat species are roosting within palms that would be removed. The surveys shall be conducted at dusk and after nightfall by a biologist. A qualified biologist is a biologist with specialized bat experience including the

familiarity with bat roost biology (i.e., a professional biologist with a minimum of two years of bat survey experience, inclusive of acoustic survey experience).

- If an active roost site is located during the pre-construction survey, the roost shall be avoided and Project construction activities shall be conducted as recommended by the biologist to avoid the area, which may include temporary postponement of activities or provision of a suitable buffer around the roost until roosting activities cease.
- A report shall be submitted to the City with the results of the pre-construction or tree removal survey and any needed maternity roost avoidance actions prior to any Project-related ground-disturbing activities or vegetation removal at or near locations of roosting habitat for bats. If special-status bats are detected during the survey, a qualified bat specialist shall prepare species specific mitigation measures to reduce or avoid impacts to each special-status species detected. Mitigation may include avoidance through postponing or temporarily halting construction until maternal roost use is completed, use of construction buffers of no less than 100-feet, or the installation of bat boxes in proximity to detected maternal roosts. Avoidance measures shall be based on site-specific factors to prevent roost disturbances; including but not limited to numbers and locations of bats, proposed construction activities, height and distance of bat roosts from proposed construction activities, the presence of visual and/or acoustic barriers between the roost and proposed activities, and the pre-existing level of human activities (e.g., ambient noise, potential movement, etc.) to which the bats may already tolerate.
- If special-status bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year and could roost in palms at a given location, removal activities will be initiated by pushing palms using heavy machinery prior to using a chainsaw to remove the tree. In order to provide the optimum warning to any roosting special-status bats that may be present, palms shall be pushed lightly two or three times, with an approximately 30-second pause between each nudge/push to allow bats to become active. A period of at least 24 hours shall elapse between such operations to allow special-status bats to escape the construction area.

c) Geology and Soils (Paleontological Resources)

PALEO-MM-1: Retention of a Qualified Paleontologist. A Qualified Paleontologist meeting the Society of Vertebrate Paleontology Standards (SVP, 2010) (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the Project Site in the event potential paleontological resources are encountered.

PALEO-MM-2: Construction Worker Paleontological Resources Sensitivity Training. The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional training shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

PALEO-MM-3: Paleontological Resources Monitoring. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP, 2010) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments which have high sensitivity for encountering paleontological resources (Upper Topanga Formation, which encompasses the entire Project Site). However, depending on the conditions encountered, full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring needs to be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed and any discoveries. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report, which shall be submitted to the appropriate repository and the City.

d) Noise

NOI-MM-1: **Noise Barriers.** The Project shall provide a temporary 20-foot-tall construction noise barrier equipped with noise blankets or equivalent noise reduction materials rated to achieve sound level reductions of at least 15 dBA along the western boundary of the Hilton Property from the start of demolition through the completion of architectural coating activities. The barrier shall be placed on top of the Project parking structure at the same level as the existing Project building entrance.

NOI-MM-2: **Construction Equipment Noise Shielding and Muffling Devices.** Contractors shall ensure that all construction equipment, fixed or mobile, are

equipped with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' specifications. The construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications. The contractor shall use muffler systems that provide a minimum reduction of 8 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels. The contractor shall also keep documentation on-site prepared by a noise consultant verifying compliance with this measure.

11. Summary of Alternatives

This Draft EIR examined three alternatives to the Project in detail, which include: Alternative 1: the No Project/No Build Alternative; Alternative 2: the New Parking Garage Alternative, and Alternative 3: the Office Use Alternative. A general description of these alternatives is provided below. Refer to Chapter V, Alternatives, of this Draft EIR for a more detailed description of these alternatives, a comparative analysis of the impacts of these alternatives with those of the Project, and a description of the alternatives considered but rejected as infeasible.

a) Alternative 1: No Project/No Build Alternative

In accordance with the CEQA Guidelines, Alternative 1, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "in certain instances, the No Project/No Build Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for the purpose of this Draft EIR analysis, Alternative 1 assumes that no new development associated with the Project would occur within the Project Site. The Existing Hotel Building would remain as under the existing uses and condition.

As discussed in subsection 6.b)(3) in Chapter V, *Alternatives*, of this Draft EIR, Alternative 1 would avoid the Project's significant and unavoidable impacts associated with on-site construction noise. Alternative 1 would also avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to on-site construction noise and off-site construction noise – mobile sources. All other environmental impacts, with the exception of water quality standards and altering existing drainage, would be less than the Project's less than significant impacts.

b) Alternative 2: New Parking Garage Alternative

The purpose of the New Parking Garage Alternative (Alternative 2) is to reduce the Project's excavation volumes and, thus, reduce the Project's significant and unavoidable construction-related noise impacts associated with grading. To achieve the reduction in grading, Alternative 2 would eliminate the Project's proposed parking garage expansion and would locate all parking in an enclosed parking structure within the North Plaza. Alternative 2 would include the same amount of overall development (same 2.2:1 FAR,

same number of hotel rooms, same maximum building heights, and same overall floor area) as the Project. However, Alternative 2 would include 360 parking spaces, a reduction of 22 percent from the Project's 464 spaces. Nonetheless, the provided parking spaces for Alternative 2 would meet the City's parking requirements under LAMC Section 12.21 A.4. Alternative 2 would only remove parking spaces and excavation materials associated with the parking garage expansion. The hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project, apart from a minor reduction (125 square feet) in the amount of landscaping needed. The requested actions for Alternative 1 would be the same as under the Project.

As discussed in subsection 6.b)(3) in Chapter V, *Alternatives*, of this Draft EIR, Alternative 2 would not avoid the Project's significant and unavoidable impacts associated with on-site construction noise. Alternative 2 would also not avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to on-site construction noise and off-site construction noise – mobile sources. All other environmental impacts would be less than or similar to the Project.

c) Alternative 3: Office Use Alternative

The Office Use Alternative (Alternative 3) would include a smaller amount of overall development (1.6:1 FAR) as compared to the Project's development (2.2:1 FAR), and consist of office uses in an 8-story office building in place of the Hotel Expansion Building included under the Project, and would not include the Meeting Room Addition. The overall new floor area would be 105,000 square feet, which is approximately 35 percent of the Project's floor area (299,088 square feet). Under Alternative 3, the office building would be constructed on the south side of the Project Site and would not require the removal of the Existing Outdoor Pool Area. Alternative 3 would not require the excavation associated with expansion of the existing parking garage and all new parking would be surface level. Excavation under Alternative 3 would be reduced by approximately 80 percent from 87,000 CY of cut for export under the Project to 17,800 CY of cut for export under Alternative 3. Parking under Alternative 3 would be reduced relative to the parking requirements for the office use area. New parking on the Project Site to be provided along the existing circulation roads and within the North and South Plazas would be reduced by 54 percent from 464 new spaces under the Project to 215 spaces under Alternative 3, and would be consistent with the City's LAMC parking requirements. Alternative 3's proposed office uses would also not be an allowed use in the southern portion of the Project Site's existing zoning of RE15-1-H. Therefore, Alternative 3 would require the same zone change as the Project to allow for a uniform C2 zone for the entire Project Site.

As discussed in subsection 6.c)(3) in Chapter V, *Alternatives*, of this Draft EIR, Alternative 3 would not avoid the Project's significant and unavoidable impacts associated with on-site construction noise. Alternative 3 would also not avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to on-site construction noise. All other environmental impacts would be less than or similar to the Project.

d) Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR and that if the "no project" alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. With respect to identifying an Environmentally Superior Alternative among those analyzed in this Draft EIR, the range of feasible Alternatives includes the No Project/No Build Alternative, New Parking Garage Alternative, and Office Use Alternative.

A comparative summary of the environmental impacts anticipated under each Alternative to the environmental impacts associated with the Project is provided in **Table V-2,** *Comparison of Impacts Associated with the Alternatives and the Project*, in Chapter V, Alternatives, of this Draft EIR. As indicated in Table V-2, the No Project/No Build Alternative would have less impacts than the Project or other alternatives as it would have no direct or indirect impacts on the environment. Further, it would avoid the Project's short-term construction impacts on air quality, noise and traffic, including the Project's significant and unavoidable construction noise impacts. Therefore, the No Project/No Build Alternative is considered the overall Environmentally Superior Alternative.

However, although Alternative 1 would avoid all the Project's significant environmental impacts relating to on-site construction noise, it would also not include the Project's beneficial impacts or meet any of the Project Objectives. As shown in **Table V-3**, *Ability of Alternatives to Meet Project Objectives*, the No Project/No Build Alternative would not allow for the underlying purpose of the Project to expand and upgrade the existing Hilton Universal City Hotel to maintain its competitive position as a hub for regional commerce with convenient visitor access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist and entertainment destinations. The Project Site would remain available for an alternative future development that may or may not have less environmental impact than the Project.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project/No Action Alternative, a comparative evaluation of the remaining Alternatives should be performed. Following this guideline, Alternative 3, Office Use Alternative, has been identified as an Environmentally Superior Alternative to the remaining alternatives as it requires the least amount of excavation and grading and would have 65 percent less Floor Area than the Project or Alternative 2.

Alternative 2, which fully meets many of the Project Objectives, would be considered environmentally superior to the Project because Alternative 2 would slightly reduce the construction-based impacts, due to the reduction in grading, excavation, and foundation work associated with the parking garage expansion. However, as Alternative 2 would result in the same FAR and uses as the Project, Alternative 3 is only Alternative that substantially reduces the scale of development. The amount of excavation, building

volume and related construction activity under Alternative 3 would be less than that required for Alternative 2, 55 percent less than the project associated with Alternative 2 and 80 percent less than the Project. Therefore, Alternative 3 offers the greatest reduction in construction activity and construction impacts including those associated with on- and off-site construction noise.

As shown in Table V-2, Alternative 3 would broadly reduce the Project's environmental impacts, with a higher number of issue areas than Alternative 2 resulting in less impacts compared to the Project. Alternative 3 would substantially reduce the scale of development by reducing the Project's floor area by approximately 65 percent and would substantially reduce the duration of construction activities and the Project's significant and unavoidable construction noise impacts. However, as with Alternative 2, significant noise impacts would not be reduced to less than significant levels. As also shown in Table V-3, Alternative 3 would fully meet three of the Project's six specific Objectives and would not meet the Project's underlying purpose to maintain its competitive position as a hub for regional commerce with convenient visitor access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist and entertainment destinations.

It should also be noted that Alternative 3 would require the least amount of electricity and water consumption due to the lack of new pool areas, lack of a new spa area, and lack of new restaurant areas. It would also require less overall change to the current setting conditions than other alternatives as the Existing Outdoor Pool Area would remain. However, Alternative 3 would lack the potential benefits as the Project since it would not provide the same type of visitor serving uses that would enable visitors to use alternative modes of transportation while visiting a regional hub for commerce including tourist destinations, entertainment-related uses and transit centers. Further, Alternative 3 would not support many of the Project Objectives. Therefore, Alternative 3 would only partially meet the Project's economic and development Objectives by providing new local employment opportunities.

Therefore, while Alternative 3 is environmentally superior to the remaining alternative it would not necessarily be considered superior to the Project and would not meet the Project's attainment of its Project Objectives.

I. Introduction

1. Purpose of the Draft EIR

As described in Sections 15121(a) and 15362 of the California Environmental Quality Act (CEQA) Guidelines, an environmental impact report (EIR) is an informational document that will inform decision makers and the general public of the environmental impacts resulting from the project, identify possible ways to minimize any significant effects, and consider reasonable project alternatives. The City of Los Angeles (City) is the Lead Agency under CEQA responsible for preparing this Draft EIR. This Draft EIR has been prepared in conformance with CEQA (California Public Resources Code [PRC] Section 21000 et seq.), and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.). The primary CEQA Guidelines sections governing the content of this document are CEQA Guidelines Sections 15120 through 15132 (Contents of an EIR), and CEQA Guidelines Section 15161 (Project EIR).

The City is responsible for processing and approving the Hilton Universal City Project (Project) pursuant to PRC Section 20167. The City will consider the information in this Draft EIR, along with other information that may be presented during the CEQA process, including the Initial Study and a Final EIR. The EIR will be used in connection with all other permits and all other approvals necessary for the construction and operation of the Project. The EIR will be used by the City's Department of City Planning (DCP); Department of Building and Safety (LADBS); Department of Transportation (LADOT); and Department of Public Works (LADPW), including the Bureaus of Engineering (BOE) and Sanitation (LASAN); and other responsible public agencies that must approve activities undertaken with respect to the Project.

In accordance with CEQA Guidelines Section 15121, this Draft EIR provides specific information regarding the environmental effects associated with development of the Project and ways to minimize any significant environmental effects through mitigation measures or reasonable alternatives to the Project. This Draft EIR complies with CEQA Guidelines Section 15064, which discusses determining the significance of the environmental effects caused by a project. For some effects, significant environmental impacts cannot be mitigated to a level considered less than significant; in such cases, impacts are considered significant and unavoidable. In accordance with CEQA Guidelines Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts where impacts cannot be mitigated to less-than-significant levels), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is known as a "statement of overriding considerations."

This document analyzes the environmental effects of the Project, as described in detail in Chapter II, *Project Description*, of this Draft EIR to the degree of specificity appropriate to the actions by the Project, as required under CEQA Guidelines Section 15146. This analysis considers the actions associated with the Project to determine the short-term and long-term effects associated with their implementation. This Draft EIR discusses both the direct and indirect impacts of this Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects. CEQA requires the preparation of an objective, full disclosure document to inform agency decision makers and the general public of the direct and indirect environmental effects of the proposed action, including mitigation measures and reasonable alternatives that can reduce or eliminate any identified significant adverse impacts.

2. EIR Public Review Process

In compliance with the CEQA Guidelines, the City has taken steps to provide opportunities for participation in the environmental process. During the preparation of the Draft EIR, an effort was made to contact various state, regional, and local government agencies and other interested parties to solicit comments and inform the public of the Project. As further described below, this included the distribution of an Initial Study and Notice of Preparation (NOP), which included noticing for a public scoping meeting.

a) Initial Study

In accordance with CEQA Guidelines Section 15063(a), the City prepared an Initial Study. The Initial Study determined that the Project had the potential to result in significant impacts associated with a number of environmental issues. As a result, the Initial Study determined that this Draft EIR should address those issues where the Project could result in significant environmental impacts and consider mitigation measures.

The Draft EIR focuses primarily on changes in the environment that would result from the Project, individually and cumulatively with other development projects. The Draft EIR identifies potentially significant direct and indirect impacts resulting from construction and operation of the Project and provides project design features (PDFs) and mitigation measures to reduce or avoid such effects. Based on public input and the results of the Initial Study, this Draft EIR addresses environmental effects in the following areas:

- Air Quality
- Biological Resources
- Cultural Resources (Historical and Archaeological)
- Energy
- Geology and Soils (including Paleontological Resources)
- Greenhouse Gas Emissions
- Hydrology and Water Quality

- Land Use and Planning
- Noise
- Public Services (Fire Protection and Police Protection)
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems (Wastewater and Water Supply)

Based on the Initial Study, issues for which no significant impacts are anticipated to occur are addressed in Chapter VI, *Other CEQA Considerations*, of this Draft EIR. See also the Initial Study in **Appendix A-2** of this Draft EIR.

b) Notice of Preparation

Pursuant to the provision of CEQA Guidelines Section 15082, the City circulated an NOP to State, regional, and local agencies; interested organizations; and members of the public for a 30-day period, commencing on October 6, 2020, and ending on November 4, 2020. The purpose of the NOP was to formally convey that the City was preparing a Draft EIR for the Project and to solicit input regarding the scope and content of the Draft EIR. See **Appendix A-1**, *Notice of Preparation*, of this Draft EIR.

c) Public Scoping Meeting

The NOP included notification that a public scoping meeting would be held to further inform public agencies and other interested parties of the Project, share information regarding the environmental process, and to solicit input regarding the scope and content of the Draft EIR. The public scoping meeting was held on October 20, 2020, in an online format using GoToWebinar. City staff, environmental consultants, and Project representatives were made available during this meeting. The scoping meeting recording is posted on the Department of City Planning's website at https://planning.lacity.org/development-services/eir. The presentation materials and other documentation from the scoping meeting are provided in **Appendix A-3**, *Scoping Meeting Materials*, of this Draft EIR.

d) Comments Received

A total of four written comment letters and emails responding to the NOP were submitted to the City. Responses to the NOP were provided by the following public agencies and organizations: California Department of Transportation (Caltrans) District 7, California Department of Fish and Wildlife (CDFW), South Coast Air Quality Management District (SCAQMD), and the Studio City Residents Association. Public comments received during the NOP circulation period are provided in **Appendix A-4**, *NOP Comments*, of this Draft EIR, and are summarized in the *Executive Summary*.

3. Format of the Draft EIR

The Draft EIR includes an *Executive Summary*, eight chapters, and appendices, which are organized as follows:

Executive Summary. This portion of the Draft EIR provides an overview of the entire document in a concise, summarized format. It briefly describes the Project (location and key Project features), the CEQA review process and focus, identifies effects found to be significant and unavoidable, identifies areas of controversy, provides a summary of the Project alternatives (descriptions and conclusions regarding comparative impacts), and provides a summary of Project impacts, PDFs and mitigation measures, and the level of impact significance following implementation of mitigation measures.

I Introduction. This chapter describes the purpose of the EIR, including CEQA compliance requirements, the steps undertaken to date regarding implementation of the CEQA process, and the Draft EIR's organization.

II Project Description. This chapter describes the location, objectives, and physical and operational characteristics of the proposed Project.

III Environmental Setting. This chapter presents an overview of the Project's environmental setting, including on-site and surrounding land uses. This chapter also provides a list and the mapped locations of past, present, and probable future projects (i.e., related projects) considered in the analysis of potential Project contributions to cumulative impacts.

IV Environmental Impact Analysis. This chapter contains the environmental setting, regulatory framework, methodology, thresholds of significance, Project characteristics and/or PDFs, Project-specific and cumulative impact analyses, mitigation measures, and conclusions regarding the level of significance after mitigation for each of the following environmental issues: (A) Air Quality; (B) Biological Resources; (C) Cultural Resources (Historical and Archaeological); (D) Energy; (E) Geology and Soils (including Paleontological Resources); (F) Greenhouse Gas Emissions; (G) Hydrology and Water Quality; (H) Land Use and Planning; (I) Noise; (J) Public Services – Fire Protection and Police Protection; (K) Transportation; (L) Tribal Cultural Resources; and (M) Utilities and Service Systems –Water Supply and Wastewater Infrastructure.

V Alternatives. This chapter describes a reasonable range of alternatives to the Project, including Alternative 1 – No Project/No Build Alternative; Alternative 2 – Surface Parking Alternative; and Alternative 3 – Office Use Alternative. This chapter also evaluates the environmental effects of the alternatives for each issue area analyzed in the Draft EIR.

VI Other CEQA Considerations. This chapter includes a discussion of issues required by CEQA that are not covered in other chapters. This includes significant

unavoidable impacts, reasons why the Project is being proposed notwithstanding significant unavoidable impacts, significant irreversible environmental changes, growth-inducing impacts, potential secondary effects caused by the implementation of the mitigation measures for the Project, and effects found not to be significant.

VII List of EIR Preparers and Organizations and Persons Contacted. This chapter lists the persons, public agencies, and organizations that were consulted or who contributed to the preparation of this Draft EIR.

VIII References. This chapter lists the references and sources used in the preparation of this Draft EIR.

The Environmental Analyses in this Draft EIR are supported by the following appendices:

- Appendix A – Notice of Preparation (NOP), Initial Study, Scoping Meeting Materials, and NOP and Scoping Meeting Comments
  - A-1 Notice of Preparation
  - A-2 Initial Study
  - A-3 Scoping Meeting Materials
  - A-4 NOP Comments
- Appendix B – Air Quality/Greenhouse Gas Emissions Technical Documentation
- Appendix C – Biological Resources Documentation
- Appendix D – Cultural Resources Assessment Report
- Appendix E – Geotechnical and Paleontological Resources Documentation
  - E-1 Geotechnical Investigation
  - E-2 Paleontological Resources Assessment Report
- Appendix F – Energy Calculation Worksheets
- Appendix G – Hydrology and Water Quality Report
- Appendix H – Land Use Plans and Policies: Project Consistency Tables
- Appendix I – Noise and Vibration Technical Appendix
- Appendix J – Public Service Provider Correspondence
  - J -1 Los Angeles Fire Department Correspondence
  - J -2 Los Angeles Police Department Correspondence
- Appendix K – Transportation Assessment
  - K-1 2020 Transportation Assessment
  - K-2 2020 LADOT Correspondence Approving the Transportation Assessment

  - K-3 2022 Transportation Analysis Addendum
  - K-4 2023 Transportation Analysis Addendum
  - K-5 Alternative 3 VMT Calculator Results with TDM
- Appendix L – Tribal Cultural Resources Technical Report
- Appendix M – Utilities Documentation
  - M-1 Utility Infrastructure Technical Report
  - M-2 Water Supply Assessment
  - M-3 LADWP WSA Correspondence

4. Public Review of the Draft EIR

The Draft EIR is subject to a 45-day review period in which the document is made available to responsible and trustee agencies and interested parties. In compliance with the provision of Sections 15085(a) and 15087(a)(1) of the CEQA Guidelines, the City, serving as the Lead Agency: (1) published a Notice of Completion (NOC) and a Notice of Availability (NOA) of a Draft EIR that indicated that the Draft EIR was available for review at the Department of City Planning (221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90012); (2) provided a copy of the NOC/NOA and Draft EIR to the Los Angeles Central Library, Frances Howard Goldwyn – Hollywood Regional Library, and Will & Ariel Durant Branch Library; (3) posted the NOC/NOA and the Draft EIR on the City's website at https://planning.lacity.org/development-services/eir; (4) prepared and transmitted the NOC to the State Clearinghouse; (5) sent a copy of the NOC/NOA to all property owners and occupants within 1,000 feet of the Project Site; and (6) sent a copy of the NOC/NOA to the last known name and address of all organizations and individuals who previously requested such notice in writing or attended public meetings about the Project. Proof of publication is available at the City. The public review period commenced on November 16, 2023, and will end on January 15, 2024, for a total of 60 days.

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing or send them via email to the following address prior to the end of the public review period:

Mail: *Jim Harris*
City of Los Angeles
Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, California 90012

Email: *james.harris@lacity.org*

Upon the close of the public review period, the City will proceed to evaluate and prepare responses to all relevant oral and written comments received from public agencies and other interested parties during the public review period. A Final EIR will then be prepared. Pursuant to CEQA Guidelines Section 15132, the Final EIR will consist of possible revisions to the Draft EIR, comments submitted by responsible agencies or reviewing parties during the public circulation period for the Draft EIR, and City responses to those comments. After the Final EIR is completed and at least 10 days prior to its certification, responses to comments made by public agencies on the Draft EIR will be provided to the commenting agencies.

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II. Project Description

1. Introduction

Hillcrest Real Estate, LLC (the Project Applicant) proposes to expand the existing Hilton Universal City Hotel facilities (Project) located within the approximately 7.26-acre Hotel property (Project Site). The Project Site is currently developed with a 24-story hotel building containing 495 guestrooms (Existing Hotel Building), an attached ancillary hotel building providing meeting/banquet rooms and ancillary hotel uses (Existing Ancillary Hotel Building), a three-level parking garage, vehicular circulation facilities (i.e., internal driveway and service road), an outdoor pool area (Existing Outdoor Pool Area), and pedestrian walkways and landscaped areas in both the north and south plazas (Existing North Plaza and Existing South Plaza), which provide access and gathering space for the north and south entryways, respectively, on the main hotel entry level.

The Project would involve construction of a new 18-story, approximately 295,688-square-foot hotel building (Hotel Expansion Building) with 395 guestrooms, a new lobby, three restaurants (including bars) and a bar and lounge space, a spa, a new outdoor pool area on the roof, and a new outdoor pool area on the Basement Level on the southern portion of the Project Site. A new, approximately 2,300-square-foot steel frame canopy with glass and steel design features would be constructed above the main entrance of the Hotel Expansion Building. An existing, undeveloped, approximately 3,149 square-foot sub-basement in the southwest corner of the existing parking garage would be developed to house mechanical, engineering, and plumbing equipment for the Hotel Expansion Building. The Project would also expand the northern portion of the Existing Ancillary Hotel Building to include a one-story meeting room addition (Meeting Room Addition) of approximately 3,400 square feet, which would consist of four separate meeting rooms of less than 750 square feet each and a connecting hallway. The Project would also involve constructing a horizontal and vertical expansion of the existing parking garage. In addition, the Project would include a revised surface parking program, new retaining walls along the eastern side of the Project Site, a new fenced area of approximately 2,000 square feet for electrical transformers and switchboards, and landscape and hardscape improvements throughout much of the Project Site. To accommodate the proposed development, the Existing Outdoor Pool Area on the southern portion of the Project Site would be demolished, and the Existing North and South Plazas would be reconfigured.

Overall, the Project would add approximately 299,088 square feet of additional floor area to the Project Site. The Project would provide approximately 464 new vehicle parking spaces to accommodate additional employees, hotel guests, and restaurant/spa visitors. Upon completion of the Project, the Hilton Universal City Hotel (referred to in entirety as “Hotel”), which includes existing uses to remain and all proposed Project features, would

provide a maximum of 890 guestrooms and approximately 696,609 square feet of total floor area, resulting in a floor-to-area ratio of approximately 2.20:1 for the Project Site.

2. Project Location and Surrounding Uses

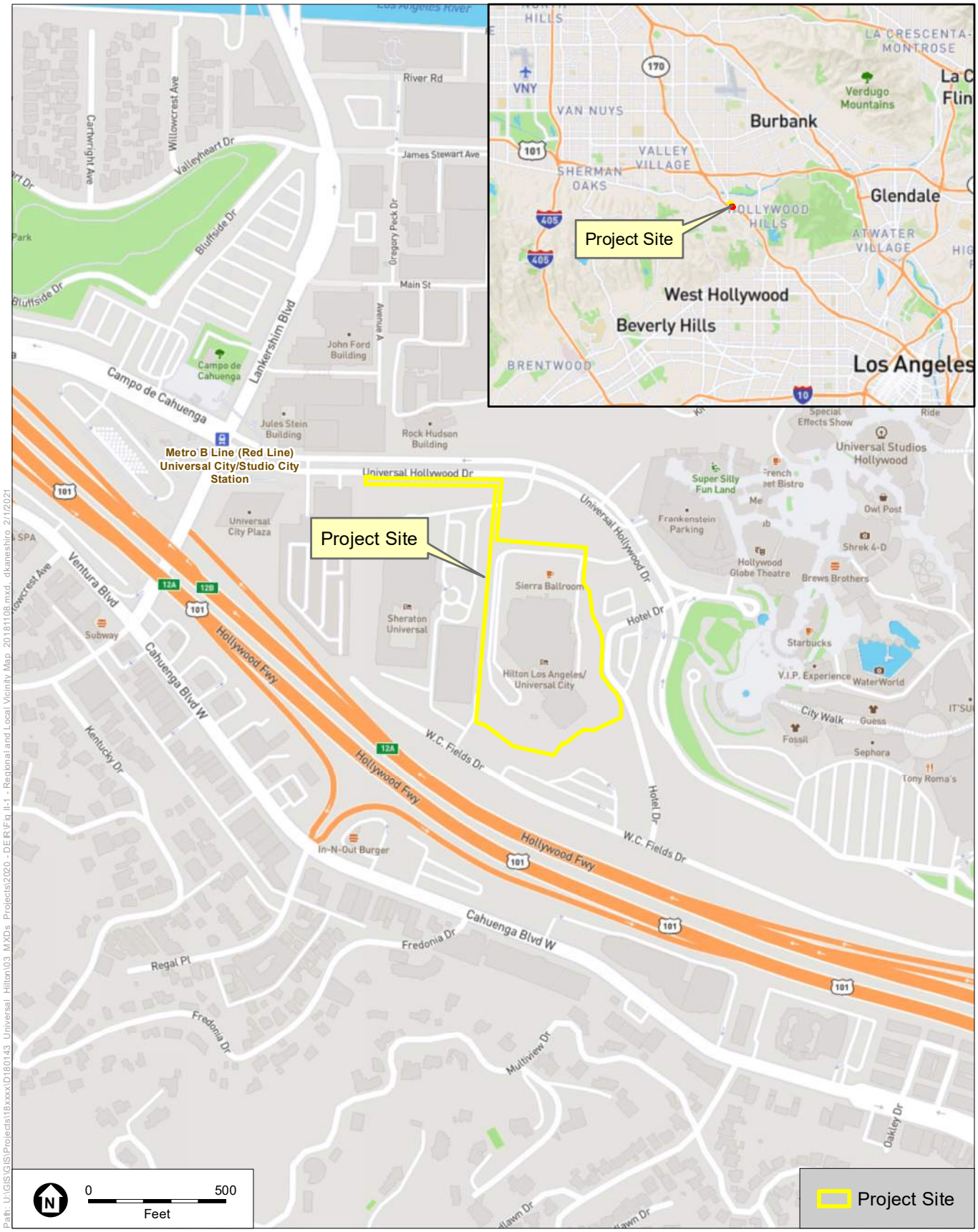
a) Project Location

As shown in **Figure II-1**, *Regional and Local Vicinity Map*, the Project Site (Assessor's Parcel Number 2424-044-022) is located at 555 Universal Hollywood Drive in Universal City, immediately north of U.S. Highway 101 (US-101 or Hollywood Freeway). The Project Site is located west of the intersection of Universal Hollywood Drive and Hotel Drive. The Project Site is located in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area of the City of Los Angeles (City). Regional access to the Project Site is provided by the Hollywood Freeway via on- and off-ramps at Lankershim Boulevard (0.25 miles west of the Project Site) and Universal Studios Boulevard (0.4 miles east of the Project Site). Local access to the Project Site is provided via Lankershim Boulevard, W.C. Fields Drive, Hotel Drive, and Universal Hollywood Drive.

b) Surrounding Uses

As shown in **Figure II-2**, *Project Vicinity Map*, the Project vicinity is highly urbanized and generally built out. The Project Site is located in an active area that serves as both a commercial center for Studio City and the surrounding communities, and as an entertainment center of regional importance.

The Project Site is bordered on the north by an undeveloped parcel (periodically used for the temporary storage of trailers) and Universal Hollywood Drive; on the east by a surface parking lot operated by Universal Studios Hollywood, Hotel Drive, an undeveloped hillside parcel, and Universal Studios Hollywood; on the south by an undeveloped parcel and a shuttle parking lot (both owned and maintained by Universal Studios Hollywood); and on the west by the Sheraton Universal Hotel. The Sheraton Universal Hotel consists of a 20-story hotel building at the center of the property, with hotel-related uses surrounding the building, including a three-level parking structure located adjacent to the Project Site. W.C. Fields Drive, which is located approximately 130 feet south of the Project Site, provides vehicle access to the Project Site via Hotel Drive and Universal Hollywood Drive as an alternate entrance and exit. A landscaped roadway shoulder and the travel lanes of the Hollywood Freeway are located south of W.C. Fields Drive, approximately 200 feet south/southwest of the Project Site. South of the Hollywood Freeway is the Cahuenga Boulevard corridor, which consists of one- to three-story commercial uses. Further south, land uses consist of the single-family residential homes of the Cahuenga Pass foothills.

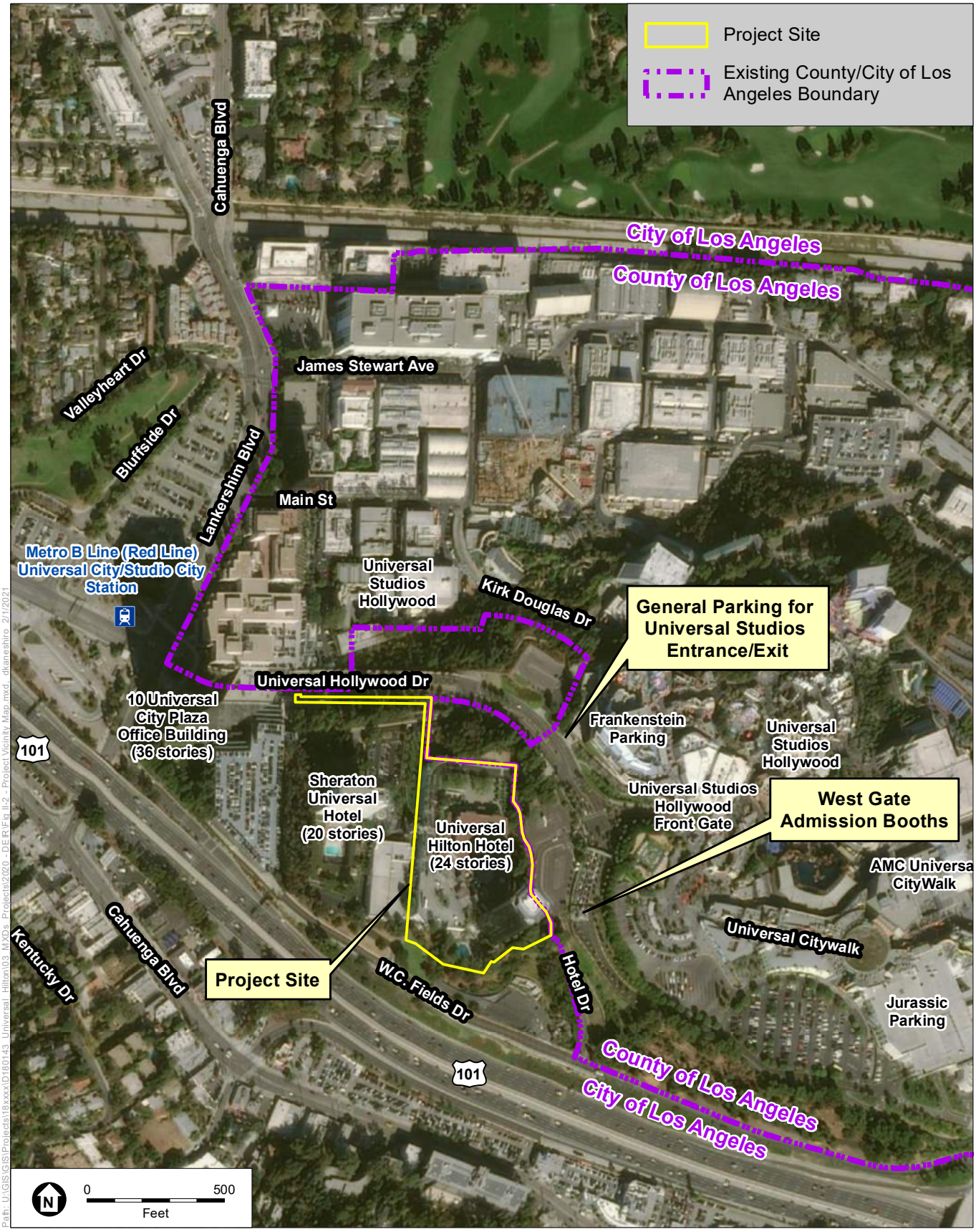


Path: U:\GIS\GIS\Projects\18xxxx\D180143_Universal_Hilton\03_MXDs_Projects\2020 - DEIR\Fig_II-1 - Regional and Local Vicinity Map_20181108.mxd dkaneshiro 2/1/2021

SOURCE: Open Street Map, 2020

Hilton Universal City Project

Figure II-1
Regional and Local Vicinity Map



SOURCE: DigitalGlobe, 2016

Hilton Universal City Project

Figure II-2
Project Vicinity Map

The Existing Hotel Building is one of three high-rise buildings located between the Hollywood Freeway and Universal Hollywood Drive, east of Lankershim Boulevard. The other two high-rise buildings are the 20-story Sheraton Hilton Hotel, located immediately west of the Project Site, and the 36-story 10 Universal City Plaza Office Building, located west of the Sheraton Hilton Hotel at the northeast corner of Lankershim Boulevard and the Hollywood Freeway. Each of the three high-rise buildings is supported by two- to six-level, aboveground, detached parking structures.

The Hilton Universal City Hotel, inclusive of both the Existing Hotel Building and Existing Ancillary Hotel Building, is the closest hotel to Universal Studios Hollywood and Universal CityWalk, both of which are located across Universal Hollywood Drive from the Project Site. Both entertainment venues are part of the larger Universal City, which consists of a number of interrelated entities that have evolved because of their association with the entertainment industry, including Universal Studios Hollywood, Universal CityWalk, and the facilities that comprise Universal Studios, with soundstages, backlot sets, and offices largely occupied by entertainment-related companies. The majority of Universal City is located within unincorporated Los Angeles County, generally just north and east of the Project Site, which is also generally north and east of Universal Hollywood Drive.

The front admissions gate (Front Gate) to Universal Studios Hollywood is located approximately 650 feet east of the Project Site at its closest point adjacent to Hotel Drive, with pedestrian access provided between the Project Site and the Front Gate via sidewalks and pedestrian crosswalks at the intersection of Universal Hollywood Drive and Hotel Drive. Universal Hollywood Drive also serves as the primary vehicle access to parking facilities for Universal Studios Hollywood and Universal CityWalk, with public travel lanes terminating at the West Gate admission booths on Universal Hollywood Drive approximately 530 feet south of the driveway to the Project Site. General Parking (the Frankenstein Parking Garage) for Universal Studios Hollywood is also located across Universal Hollywood Drive from the Project Site's driveway. Universal Studios Hollywood operates a complimentary shuttle for hotel guests/visitors to Universal Studios Hollywood and Universal CityWalk on a 15- to 20-minute cycle to and from both the Existing Hotel Building and the adjacent Sheraton Hotel as a courtesy for park attendees staying at the hotels.

c) Existing Transportation System

The Project Site is served by a network of regional transportation facilities that provide access to the greater metropolitan area. Regional access to the Project Site is provided by the Hollywood Freeway via on- and off-ramps at Lankershim Boulevard (0.25 miles west of the Project Site) and Universal Studios Boulevard (0.4 miles east of the Project Site). Local access to the Project Site is provided via Lankershim Boulevard, W.C. Fields Drive, Hotel Drive, and Universal Hollywood Drive.

The Project Site is served by a variety of transit options, including the Los Angeles County Metropolitan Transportation Authority (Metro) B Line (Red Line) Universal City/Studio City

Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately 0.25 miles west of the Project Site. The Metro B Line (Red Line) provides direct linkages to downtown Los Angeles as well as to other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour).

Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Specifically, bus stops for Metro Local 155, Local 222, and Local 224 are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank, Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station.[1] The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the BurbankBus Pink Route, also stop off-street at the Universal/Studio City Station. As previously mentioned, Universal Studios Hollywood also provides complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances.

3. Existing Project Site Conditions

The Project Site is situated on a promontory (a point of high land) that descends moderately to the west, south, and east at a grade of approximately 50 percent (2:1 horizontal-to-vertical gradient). The top of the promontory is approximately 707 feet above mean sea level (amsl), and the on-site low point is approximately 670 feet amsl, with an overall elevation change of approximately 37 feet across the Project Site.[2]

The Project Site is developed with the Existing Hotel Building and associated improvements. The Existing Hotel Building was designed by master architect William L. Pereira and was constructed in 1984. The primary on-site improvements (described from north to south) consist of: (a) a motorcourt and porte cochere entryway to the Existing Ancillary Hotel Building and landscaping (collectively, the North Plaza); (b) the low-rise Existing Ancillary Hotel Building; (c) a motorcourt with Americans with Disabilities Act (ADA)-accessible parking spaces, a landscaped median, and a porte cochere entryway to the Existing Hotel Building's lobby area (collectively, the South Plaza); (d) the Existing

1 Metro Maps and Schedules. 2022. Maps & Schedules - LA Metro. Accessed October 2022.

2 Based on the North American Vertical Datum of 1988 (NAVD 88), which is the vertical datum for orthometric heights established for vertical control surveying in the United States based upon the General Adjustment of the North American Datum of 1988.

Hotel Building; and (e) the Existing Outdoor Pool Area. A summary of the existing uses is provided in **Table II-1**, *Existing On-Site Improvements*. (The locations of Existing Hotel Building and Existing Ancillary Hotel Building on the Project Site are shown in Figure II-4, *Conceptual Site Plan*, below.)

TABLE II-1
EXISTING ON-SITE IMPROVEMENTS

Use	Size/Area
Project Site Area (sf/ac)	316,249 sf[a]/ 7.26 ac
Existing Uses	
Hotel Rooms	495 rooms/ 347,033sf
Meeting/Banquet	26,030 sf
Restaurant/Lounge	5,050 sf
Pool Area (pool, spa, pool bar and grill, landscaped area)	8,819 sf
Retail/Sundry	924 sf
Lobby/Circulation	9,665 sf
Total Floor Area	**397,521 sf**
Total Vehicle Parking Spaces	**652 spaces**

[a] The Project Site square footage provided is from the official site survey, which varies from the ZIMAS square footage which has the Project Site recorded as 317,413.8 square feet.

NOTES: sf = square feet; ac = acre.

Vehicle access to the Project Site is via a driveway on Universal Hollywood Drive that leads to an internal roadway along the north and west perimeter of the Project Site. This internal roadway provides vehicle access to the North Plaza, the parking garage, and the South Plaza. The South Plaza porte cochere entryway provides primary pedestrian access to the Existing Hotel Building and also serves as the pick-up/drop-off area for the complimentary Universal Studios Hotel Shuttle.

Pedestrian access to the Project Site is provided via existing sidewalks along the west side of Universal Hollywood Drive and the north side of the internal roadway. For visitors using the tram from the Metro B Line (Red Line) station, there are sidewalks provided along Hotel Drive leading from the guest drop-off location to the striped crosswalks across Universal Hollywood Drive. Visitors would then travel northbound via the existing sidewalks along the west side of Universal Hollywood Drive and cross the Project Site's driveway to the sidewalks provided along the north side of the internal roadway.

The Existing Ancillary Hotel Building is one- to two-stories in height and located south of the North Plaza. The Existing Ancillary Hotel Building includes a lobby area, a concierge/tour desk, a gift/sundry shop, atrium areas, meeting/banquet rooms, the Atrium Lounge, a lobby bar, and a small coffee shop. The Existing Ancillary Hotel Building also

includes internal corridors that connect to the 24-story Existing Hotel Building, which is located south of the Existing Ancillary Hotel Building, northeast of the Existing Outdoor Pool Area, and east of the South Plaza. The Existing Hotel Building is approximately 258 feet in height, as measured from the South Plaza, and contains 495 guestrooms. The approximately 8,819-square-foot Existing Outdoor Pool Area is the southernmost improvement on the Property, and consists of a pool, pool deck, spa, pool bar and grill, and ornamental landscaping.

The North Plaza, Existing Ancillary Hotel Building, internal roadway, and South Plaza are located above the three-level parking garage. The three parking levels are accessible via a ramp extending from the west side of the North Plaza, just north of the Existing Ancillary Hotel Building. Overall, the Project Site currently has 652 vehicle parking spaces. Ornamental landscaping is planted along the periphery of the aboveground portion of the parking garage to screen it from view.

a) Hours of Operation and Staffing

The hours of operation for the Existing Hotel uses vary by use, but all uses are available 7 days per week. The meeting and banquet rooms are available for use 24 hours a day. Amenities within the Existing Ancillary Hotel Building include the Café Sierra Restaurant—which serves hotel guests and visitors—maintains hours of operation from 6:30 a.m. to 10:00 p.m., the Atrium Lounge—which also serves hotel guests and visitors—operates from 11:00 a.m. to 1:00 a.m., and the Coffee Corner operates from 6:00 a.m. to 9:00 p.m. The Existing Outdoor Pool Area is located on the south side of the Existing Hotel Building and is open to hotel guests from 6:00 a.m. to 12:00 a.m. The Existing Hotel employs approximately 370 full-time staff members and 90 part-time and seasonal employees, which equate to 415 full-time equivalent employees.[3]

b) Site Security

The Project Site presently implements a comprehensive security program, 24 hours per day, 7 days per week, to ensure the safety of hotel guests and visitors. The hotel grounds provide well-lit public and semi-public spaces and active security features, including coverage and monitoring of key areas through closed-circuit television. Full-time security is provided through staff at the front desk and security patrols. Access to non-public areas of the hotel and guestrooms is controlled through the use of electronic key cards. Access to the parking levels is controlled by an electronic access gate and monitored by closed-circuit television.

[3] To calculate the number of full-time equivalent (FTE) jobs, two part-time jobs equal one full-time job.

4. Land Use and Zoning Designations

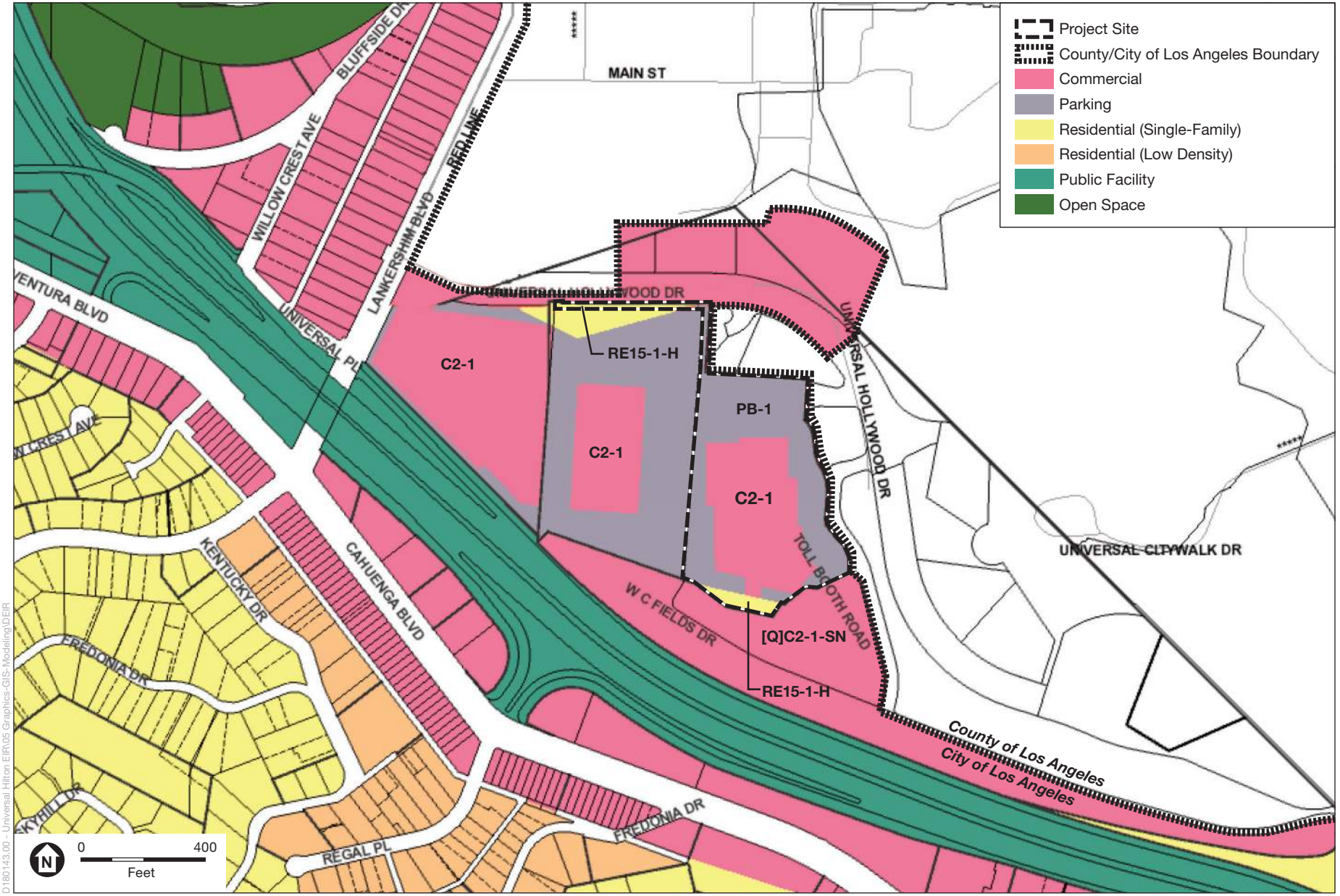
a) Community Plan Land Use Designation

The Project Site is located within the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area, one of the City's 35 community plans that collectively comprise the Land Use Element of the City of Los Angeles General Plan (General Plan). According to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan General Plan Land Use Map, the Project Site has a land use designation of Regional Center Commercial (Pre-Framework). Regional Centers are defined by the General Plan Framework Element as a focal point of regional commerce, identity, and activity that contain a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services.

According to the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan General Plan Land Use Map, the Regional Center Commercial (Pre-Framework) land use designation has corresponding zoning designations of Limited Commercial (C2 and C4) and Multi-Family Residential (RAS3, RAS4, P, and PB). Although the Project Site is not located within a Specific Plan area, the nearby unincorporated Los Angeles County (County) area to the north and east is part of the County's Universal Studios Specific Plan area, which includes four districts: Business District, Studio District, Back Lot District, and the Entertainment District. The Entertainment District is located to the north and east of the Project Site. The Entertainment District contains Universal Studios Hollywood, an admission-based entertainment venue/theme park, and Universal CityWalk, an entertainment venue and entertainment retail venue with retail, restaurant, and theater uses. The Business District is located northwest of the Project Site on the north side of Universal Hollywood Drive and west of Lankershim Boulevard.

b) Zoning Designation

The Project Site has three zoning designations, as shown in **Figure II-3**, *Zoning of Project Site and Surrounding Area*. The central portion of the Project Site, where the Existing Hotel Building and Existing Ancillary Hotel Building are located, is zoned C2-1 (Commercial Zone, Height District 1). The C2 Zone permits a range of commercial uses, including hotels and apartment hotels. Within Height District 1, the C2 Zone allows unlimited building heights and establishes a maximum floor-to-area ratio of 1.5:1. The portion of the Project Site peripheral to these buildings is assigned a zoning designation of PB-1 (Parking Building, Height District 1). The PB Zone permits structured automobile parking, including structures that are attached to or integrated with buildings in other zones provided that certain provisions are met. Within Height District 1, the PB Zone permits a maximum building height of two stories but does not otherwise specify a maximum building height.



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SOURCE: ZIMAS, 2020

Hilton Universal City Project

Figure II-3
Zoning of Project Site and Surrounding Area

ESA

A small trapezoidal area that forms the southern portion of the Project Site (specifically the landscaped engineered hillside) and a portion of the narrow L-shaped strip of land that extends from the northwest corner of the Project Site are zoned RE15-1-H (Residential Estate Zones, Height District 1, Hillside Area). The RE15 Zone is primarily intended for the development of single-family homes and parks/playgrounds with a minimum lot area of 15,000 square feet. Within Height District 1, the RE15 restricts development to a maximum height of 36 feet and a maximum floor-to-area ratio of 3.0:1.

c) Transit Priority Area

The City of Los Angeles Department of City Planning, Zoning Information (ZI) File No. 2452 was developed in response to Senate Bill (SB) 743 to identify Transit Priority Areas (TPAs) in the city and to provide guidelines regarding exemptions to the analysis of aesthetic impacts and parking evaluations within TPAs pursuant to the California Environmental Quality Act (CEQA). Specifically, Section 21099 (d)(1) of the California Public Resources Code (PRC) states that a project's aesthetic 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;[4] and (2) the project is located on an infill site within a TPA. It should be noted that the definition of aesthetic impacts in Section 21099 does not include or exempt analysis of impacts to historical or cultural resources. PRC Section 21099 defines the criteria for an employment center, infill site, and TPAs. Specifically, *infill site* is defined as a location within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins an improved public right-of-way. TPAs are defined as areas within 0.5 miles of a major transit stop that is existing or planned. A major transit stop is defined as a site containing an existing rail transit station or the intersection of two or more major bus routes with a frequency-of-service interval of 15 minutes or less during the morning and afternoon peak commute periods. Under ZI File No. 2452, a project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than 0.5 miles from the major transit stop.

The Project, which has a floor-to-area ratio of greater than 0.75 and is located on an infill site, qualifies as an employment center project. Given its proximity to regional transportation facilities in the Project vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately 0.25 miles to the west, the Project Site is located entirely within a TPA, as defined by the City. Also see the "Citywide Transit Priority Areas" map contained in ZI File No. 2452, which identifies the Project Site as within a TPA.[5]

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4 "'Employment center project' means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area." [PRC Section 21099(a)(1)]

5 City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA.

5. Project Objectives

Section 15124(b) of the CEQA Guidelines states that a project description shall contain "a statement of the objectives sought by the proposed project," and further states that "the statement of objectives should include the underlying purpose of the project."

The underlying purpose of the Project is to expand and upgrade the existing Hilton Universal City Hotel to maintain its competitive position as a hub for regional commerce with convenient visitor access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist and entertainment destinations. The Project's specific objectives are as follows:

1. Expand hotel capacity and local employment opportunity through infill development on a parcel located within close proximity to tourist destinations, entertainment-related uses, and transit centers, thereby promoting local, regional, and state land use and mobility objectives, enabling visitors to use alternative modes of transportation (e.g., walking, bicycling, transit) and reducing vehicle miles traveled.
2. Maximize the usefulness of the Project Site by redeveloping portions of the property and upgrading other areas of the Project Site with an economically viable designed project with comprehensive ground-level landscape and entry upgrades and a new hotel building with guestrooms, spa and meeting rooms, and restaurants to support anticipated market demand.
3. Preserve views to and from the Hollywood Hills by developing a hotel building that is compatible with the height and massing of nearby high-rise buildings while aligning the building in a way that preserves existing view corridors from public viewing areas.
4. Provide efficient and convenient site access for all modes of transportation, and enhance pedestrian circulation and bicycle amenities.
5. Strengthen the economic vitality of the local area by expanding employment opportunities and visitor-serving uses through construction and operation of an infill project within a TPA on a site that is served by existing infrastructure and would generate additional annual tax revenues to the City, including sales taxes and transient occupancy taxes.
6. Support the City's commitment to green building design, conservation, recycling, and sustainability through sustainable design and construction that promotes resource conservation, including waste reduction, efficient water management techniques, and conservation of energy.

6. Description of the Project

a) Project Overview

The Project would improve and expand the Existing Hotel Building with the addition of the Hotel Expansion Building just south of the Existing Hotel Building within the southern portion of the Project Site. The Hotel Expansion Building would include up to 395 new guestrooms, a lobby and lounge/bar on Level 4, a restaurant (including a bar) on Level 3, a fitness center on Level 2, a spa on Level 1, and new outdoor pool area with a poolside restaurant (including a bar) on the Basement Level. There would be a rooftop restaurant (including a bar) on Level 18 (Roof) with indoor and outdoor seating and a new pool on Level 18 (Roof). The Project would also expand the northern portion of the Existing Ancillary Hotel Building to include a one-story Meeting Room Addition of approximately 3,400 square feet, which would consist of four separate meeting rooms of less than 750 each and a connecting hallway (Expanded Ancillary Hotel Building). Construction of the Project would require the removal of the Existing Outdoor Pool Area and reconfiguration of the North and South Plazas with redesigned motorcourts and landscaping.

Overall, the Project would add approximately 299,088 square feet of additional floor area to the Project Site. The Project would provide approximately 464 new vehicle parking spaces to accommodate additional employees, hotel guests, and restaurant/spa visitors, in addition to the 652 existing parking spaces, for a total of approximately 1,116 parking spaces. Upon completion of the Project, including both new construction and existing uses to remain, the Hilton Universal City Hotel would provide a maximum total of 890 guestrooms and approximately 696,609 square feet of total floor area, resulting in a floor-to-area ratio of approximately 2.20:1 for the Project Site.

b) Development Program

Figure II-4, *Conceptual Site Plan*, provides an illustration of the conceptual site plan for the Project. As shown in Figure II-4, the Project Site includes a narrow L-shaped strip of land that extends from the northwest corner of the Project Site. This area extends approximately 200 feet to the north from the northwest corner of the North Plaza and then turns west extending approximately 325 feet. No Project-related improvements would occur within this L-shaped strip of land. As such, this portion of the Project Site is included in figures only as relevant, given that no improvements would occur in this area. The proposed development program is summarized in **Table II-2**, *Development Program Summary*. Individual Project components are described in more detail in this section.

Representative floor plans (from lowest to highest levels) for the Project, including plans for the Hotel Expansion Building in the southern portion of the Project Site, as well as for the northern portion of the Project Site (generally showing improvements as part of and near the Meeting Room Addition) from lowest to highest are shown in **Figure II-5**, *Basement (South) – Hotel Expansion Building*; **Figure II-6**, *Level 1 (South) – Hotel Expansion Building*; **Figure II-7**, *Level 1 (North)*; **Figure II-8**, *Level 2 (South) – Hotel*

Expansion Building; **Figure II-9**, *Level 2 (North)*; **Figure II-10**, *Level 3 (South) – Hotel Expansion Building*; **Figure II-11**, *Level 3 (North)*; **Figure II-12**, *Level 4 (South) – Hotel Expansion Building*; **Figure II-13**, *Level 4 (North) – Meeting Room Addition*; **Figure II-14**, *Level 5 (South) – Hotel Expansion Building*; **Figure II-15**, *Level 6–16 (South) – Hotel Expansion Building Typical Layout*; **Figure II-16**, *Level 17 (South) – Hotel Expansion Building*; **Figure II-17**, *Level 18 (Roof) (South) – Hotel Expansion Building*.

TABLE II-2
DEVELOPMENT PROGRAM SUMMARY

Use	Size/Area[a]
Project Site	316,249 sf or 7.26 ac
Hotel Expansion Building (Zoning Floor Area)	
395 Guestrooms	198,268 sf
Other, Circulation, Support[b]	72,601 sf
Guest-Only Fitness Center (Level 2)	2,666 sf
Spa (Level 1)	8,630 sf
Restaurants (Basement, Level 3, and Level 18/Roof)	11,933 sf
Lobby Bar and Lounge (Level 4)	1,590 sf
Hotel Expansion Building (Non-Zoning Area)	
Other, Circulation, Support[c]	12,511 sf
Restaurant Outdoor Seating (Level 18/Roof)	3,244 sf
Expanded Ancillary Hotel Building (Zoning Floor Area total and per room)	
Meeting Room Addition (individual rooms < 750 sf each/hallway)	3,400 sf
Total New Zoning Floor Area	***299,088 sf***
Existing Project Site Floor Area (Zoning)	397,521 sf
Existing Plus Project Floor Area (Zoning)	696,609 sf
FAR for Project Site	2.20:1
New Parking Spaces	464

NOTES: sf = square feet; ac = acre; FAR = floor-to-area ratio.

[a] Areas for the Hotel Expansion Building are shown as zoning floor area for purposes of calculating FAR per the Los Angeles Municipal Code (LAMC), as well as non-zoning area that do not count towards FAR per the LAMC (i.e., outdoor restaurant seating area, circulation and support area) but are nonetheless included in this Draft EIR for CEQA analysis purposes. Therefore, for purposes of this Draft EIR, when including the non-zoning area, the Project would have approximately 15,177 sf of restaurant space and approximately 85,112 sf of other, circulation, and support space.

[b] "Other, Circulation, Support" area that contributes to Zoning Floor Area includes the lobby, circulation, pools, pool decks, and housekeeping/support spaces that are considered zoning floor area per the LAMC.

[c] "Other, Circulation, Support" area that contributes to Non-Zoning Area includes the circulation, pools, pool decks, and housekeeping/support spaces that are uncovered or outdoors and are not factored into FAR calculations per the LAMC.

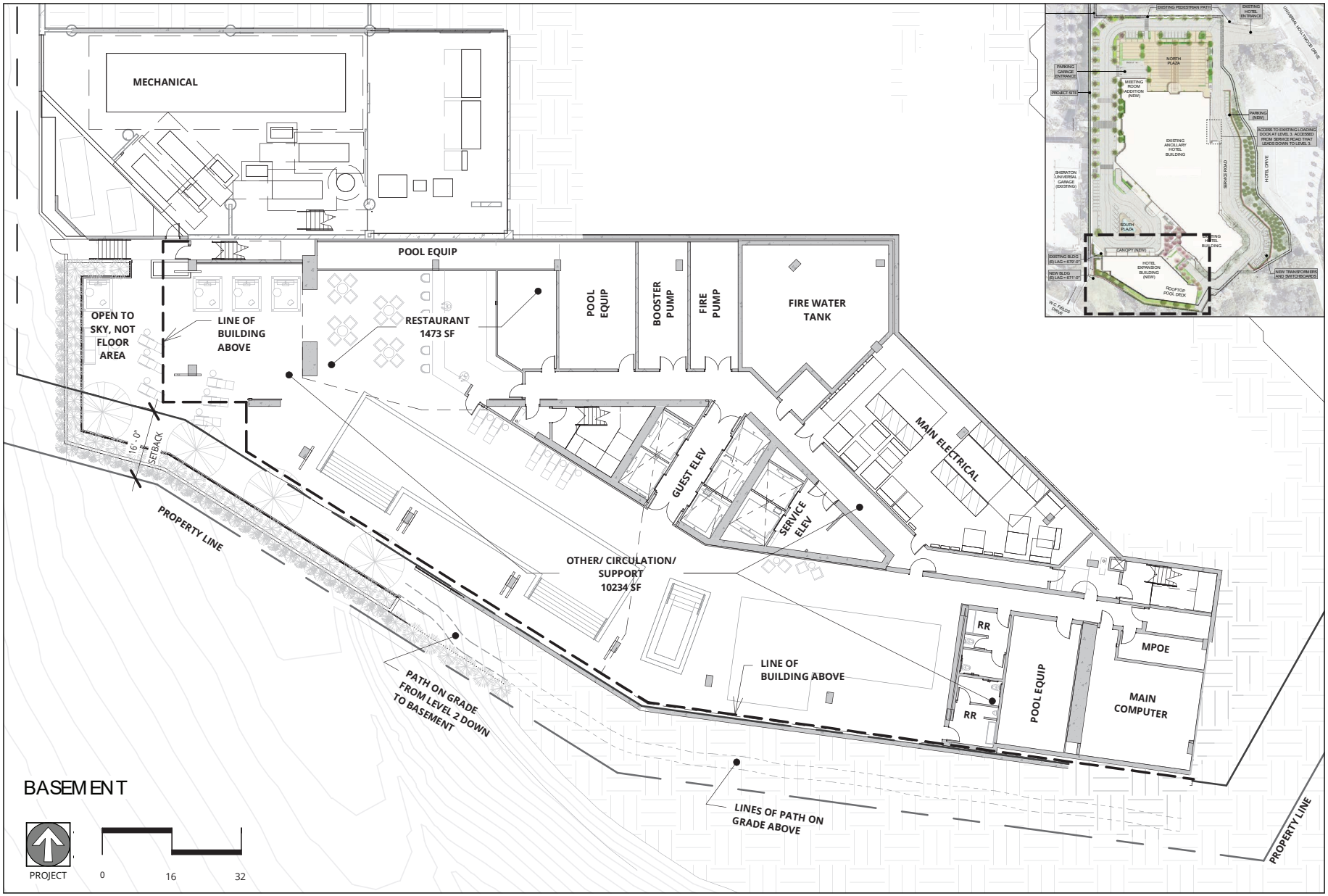
SOURCE: Compiled by ESA, 2023.



SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

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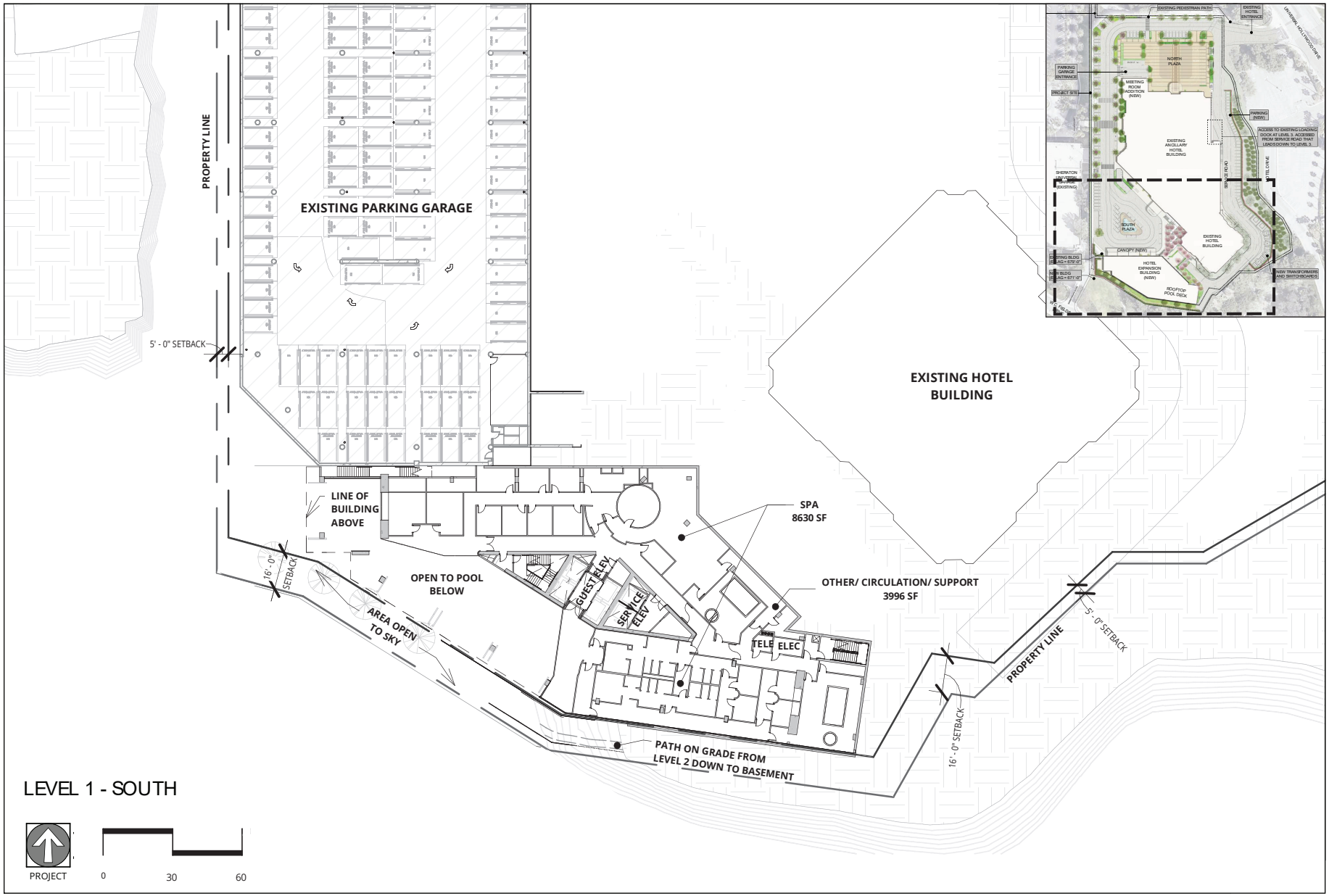
Figure II-4
Conceptual Site Plan



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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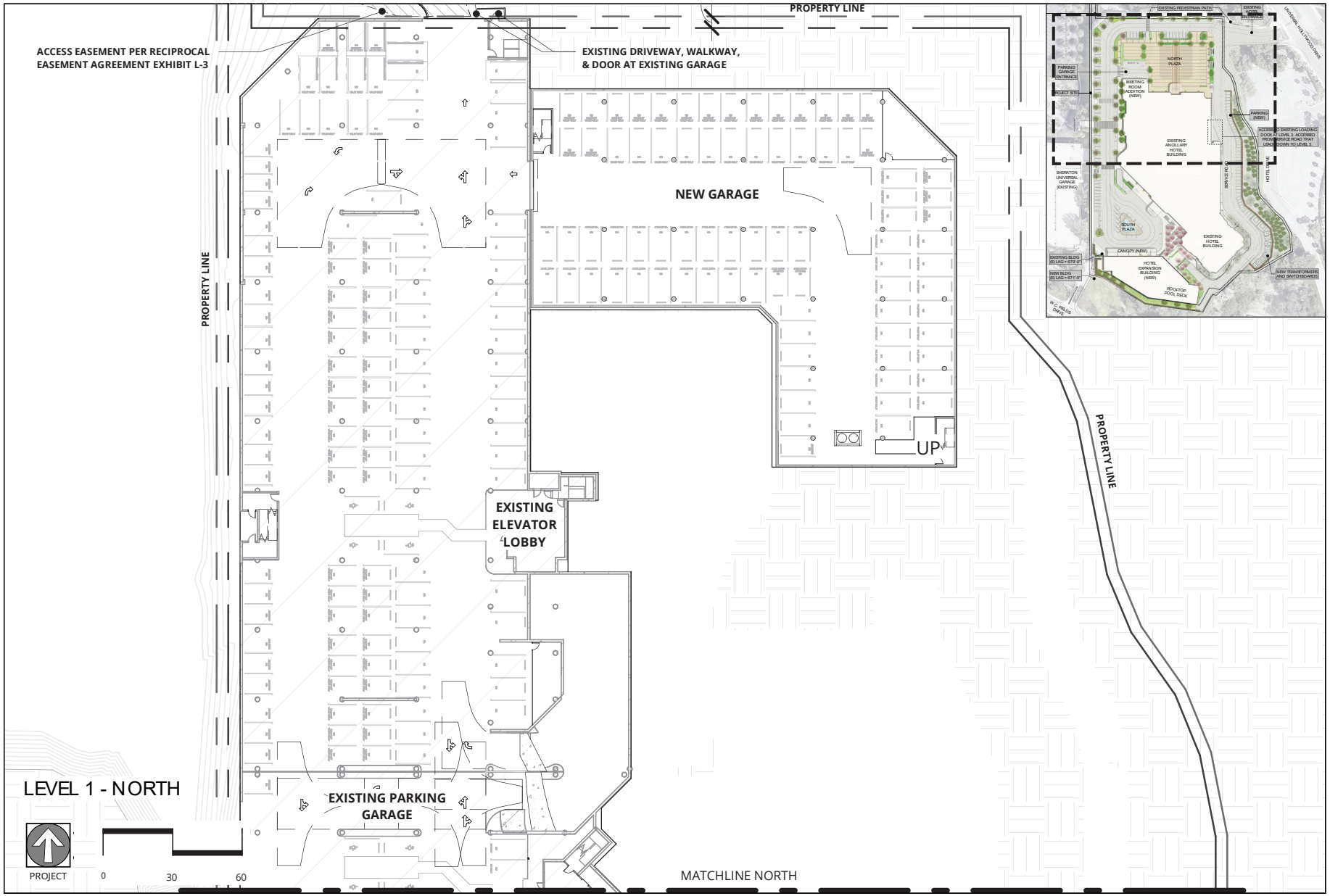
Figure II-5
Basement (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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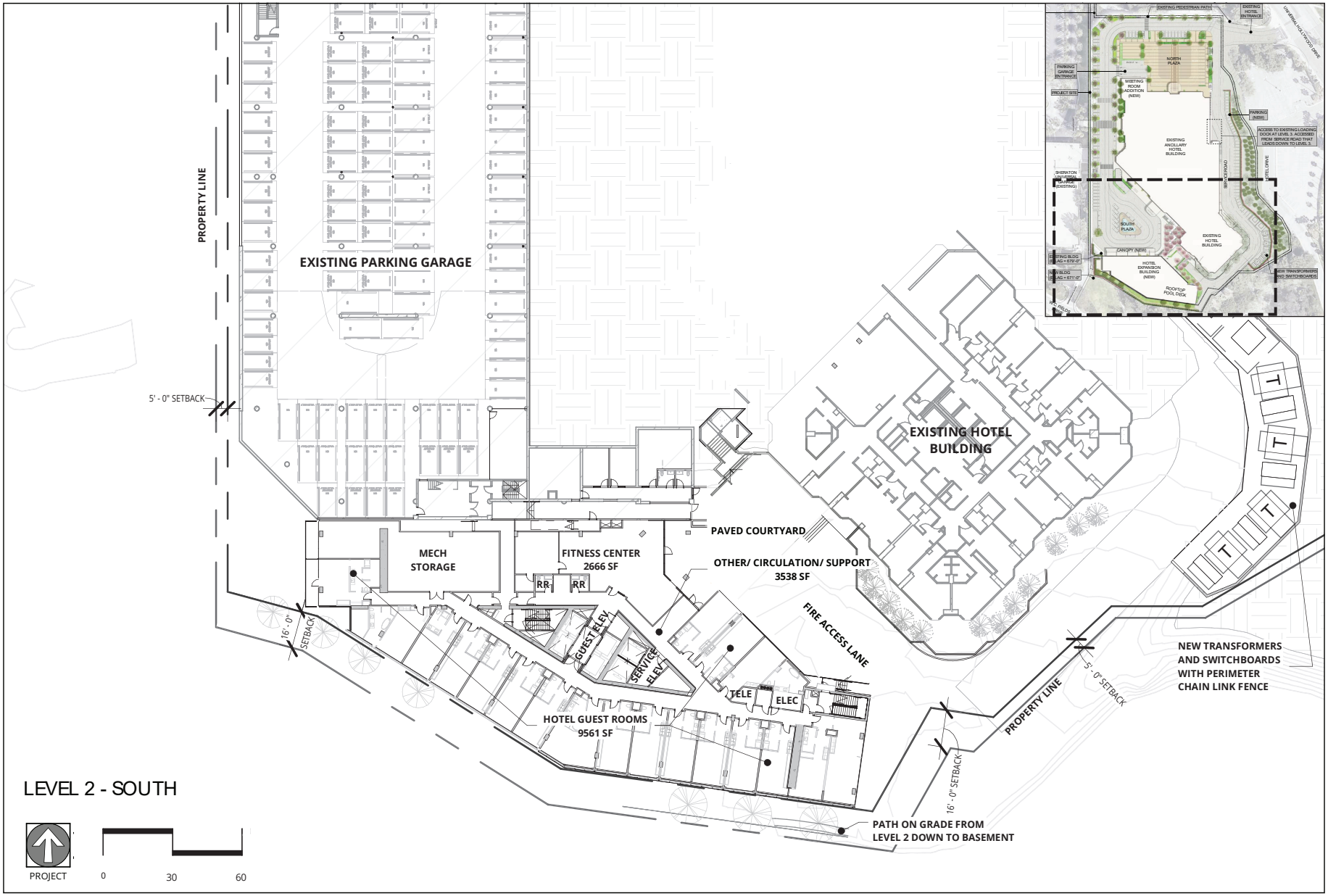
Figure II-6
Level 1 (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

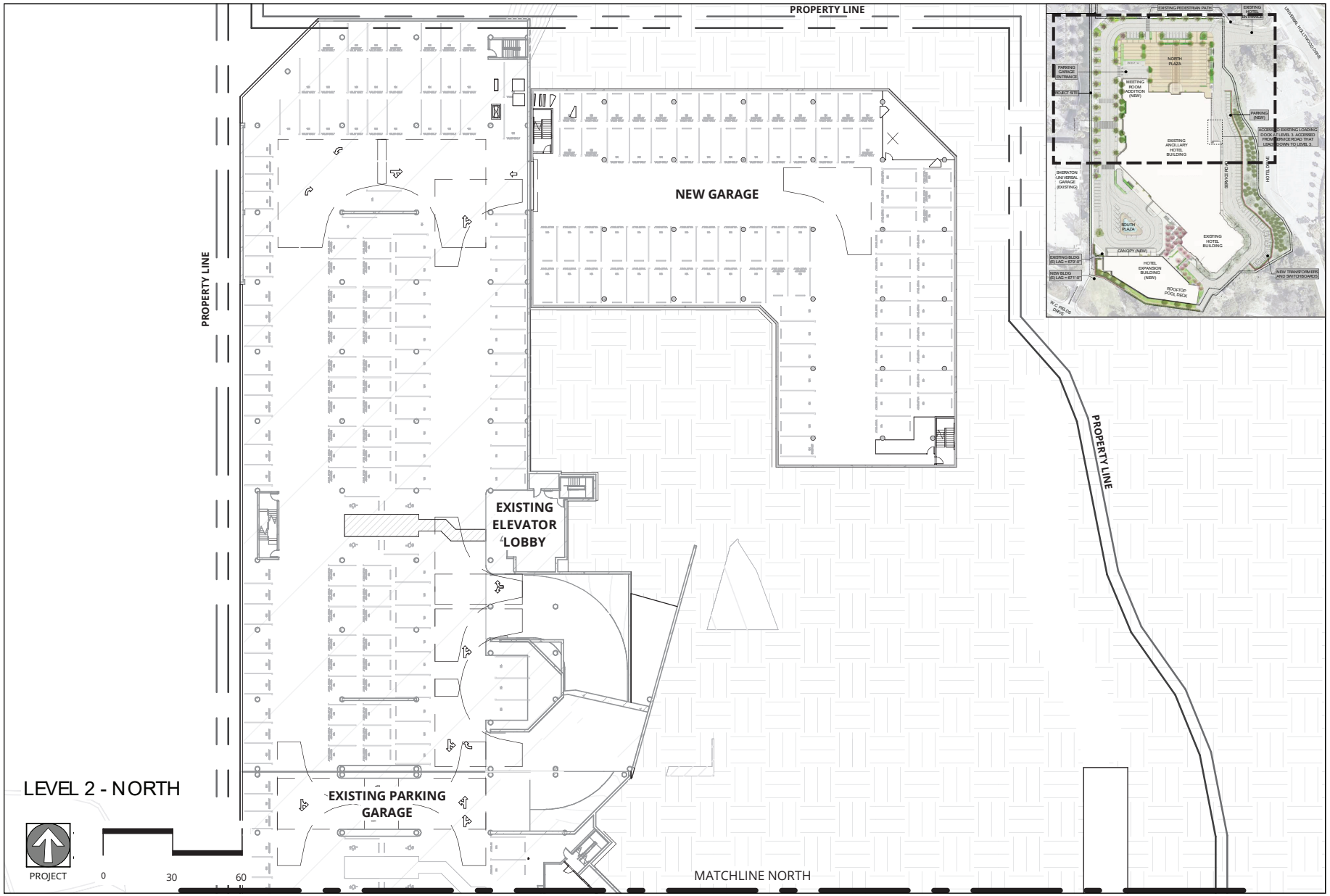
Figure II-7
Level 1 (North)



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

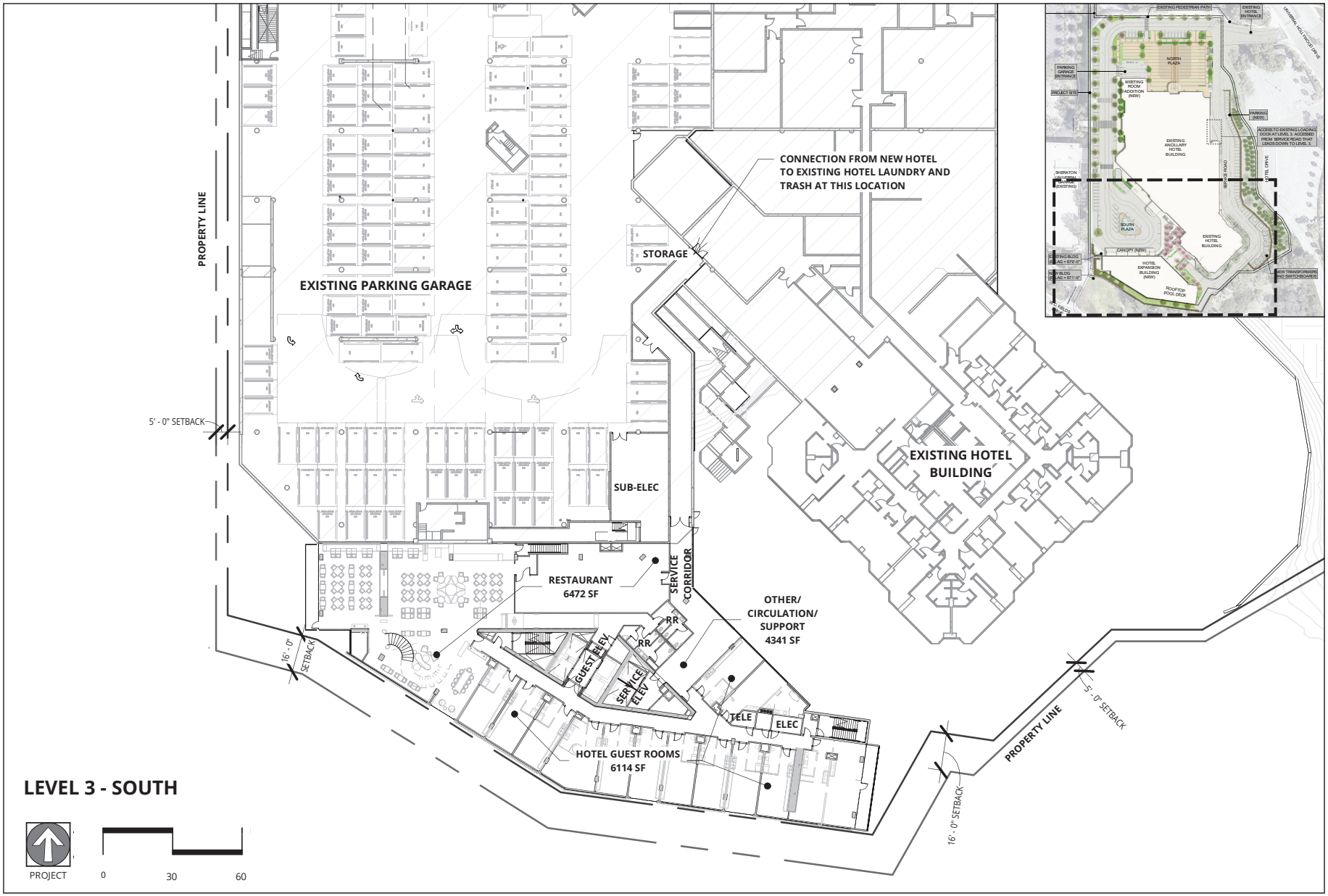
Figure II-8
Level 2 (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

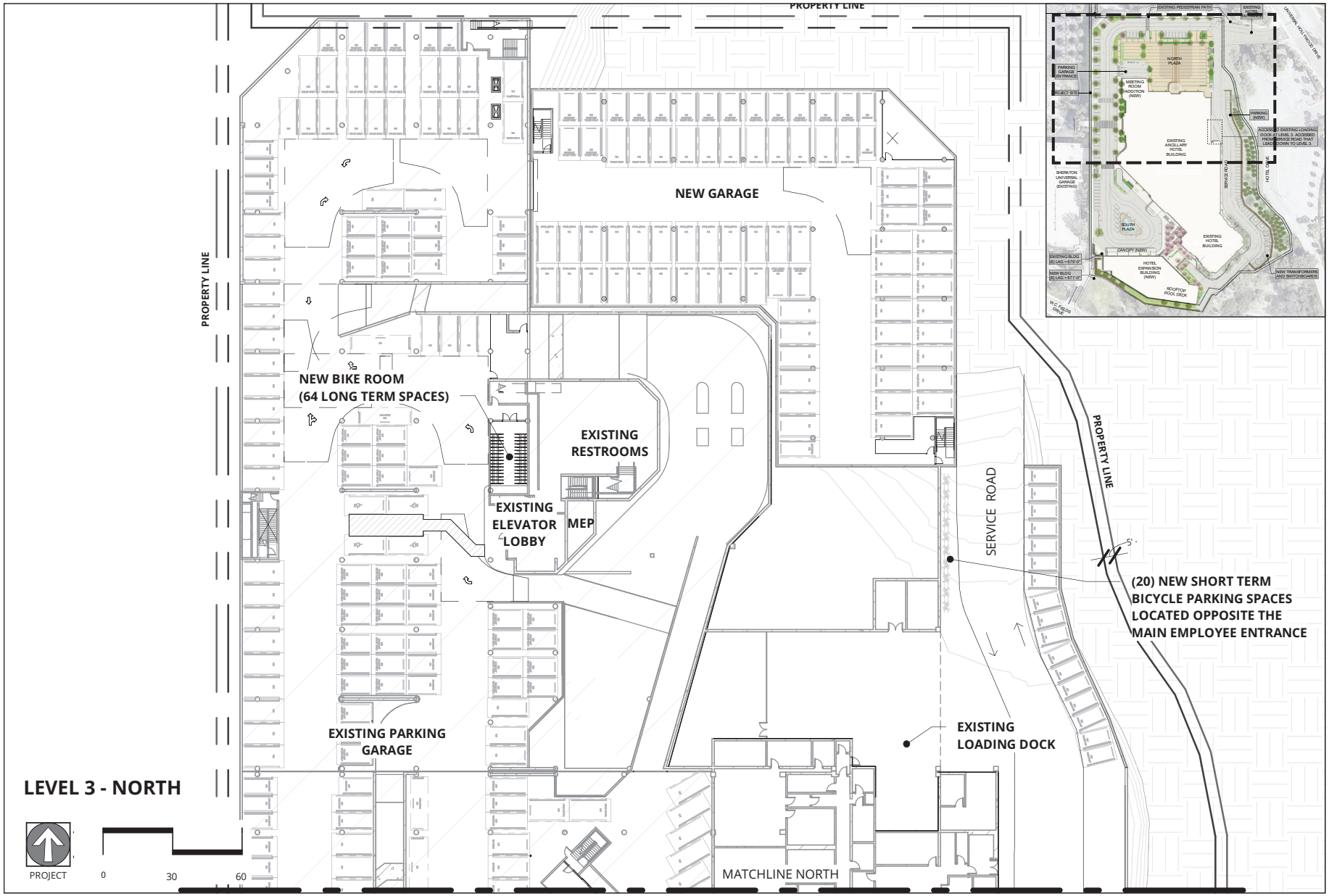
Figure II-9
Level 2 (North)



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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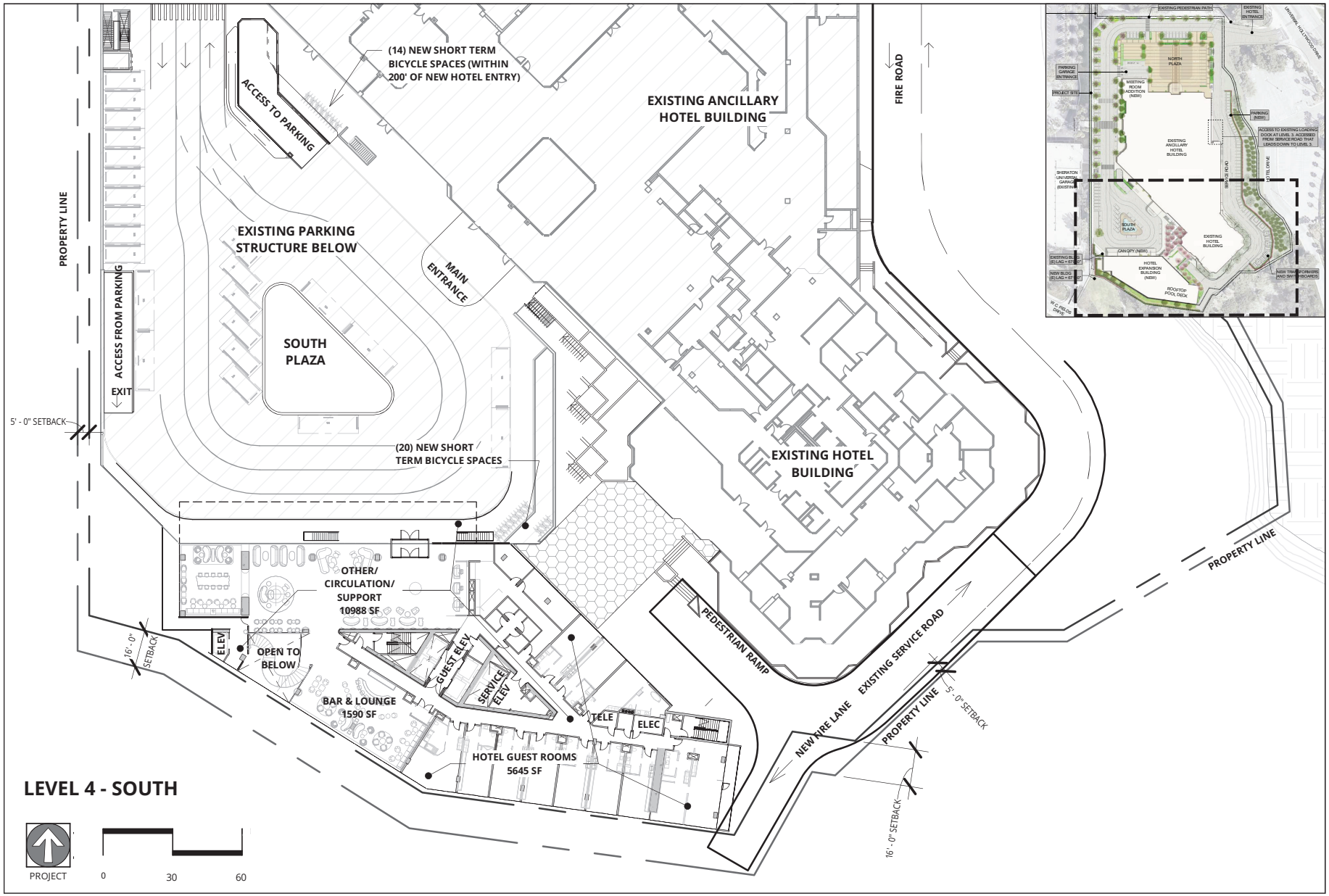
Figure II-10
Level 3 (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

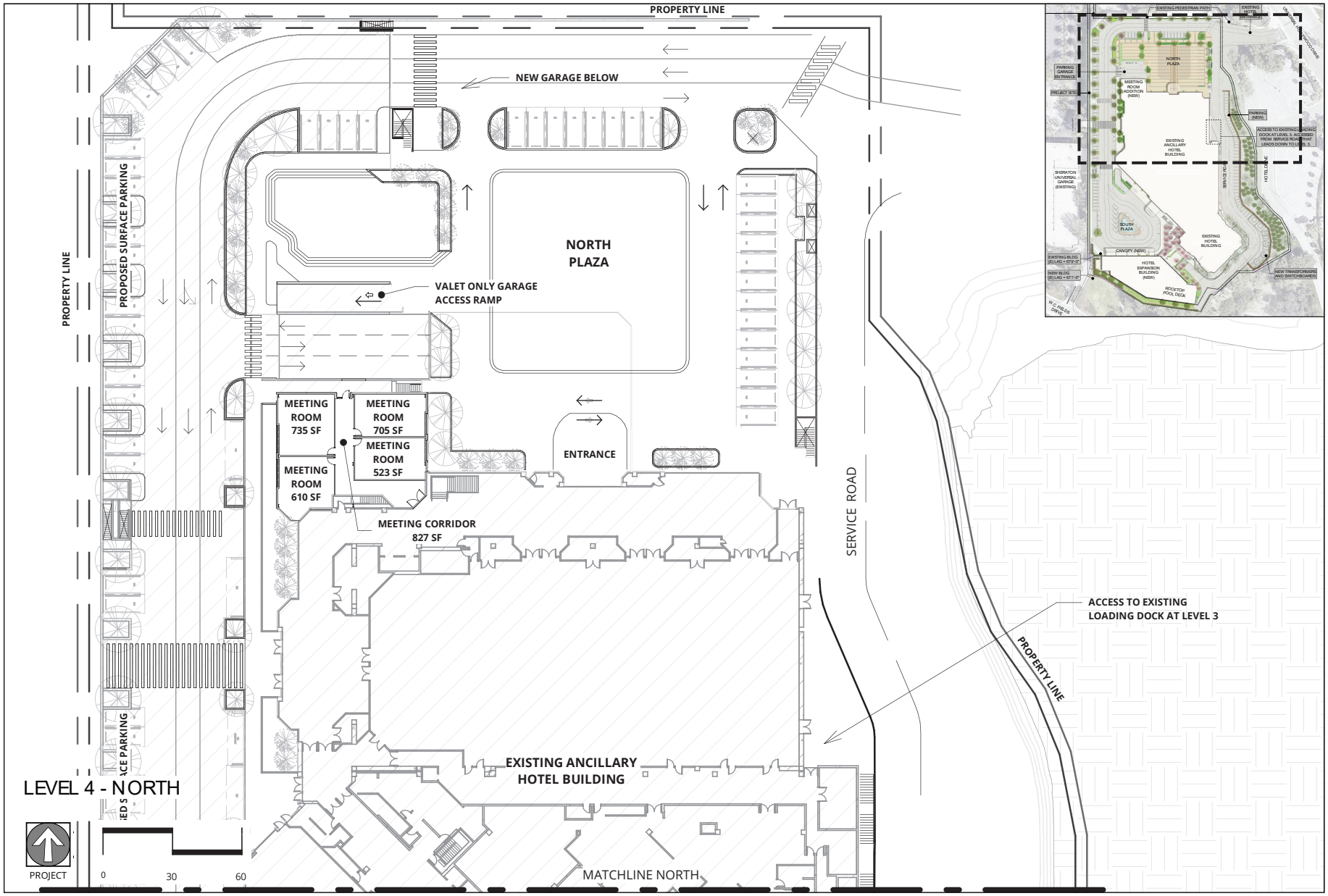
Figure II-11
Level 3 (North)



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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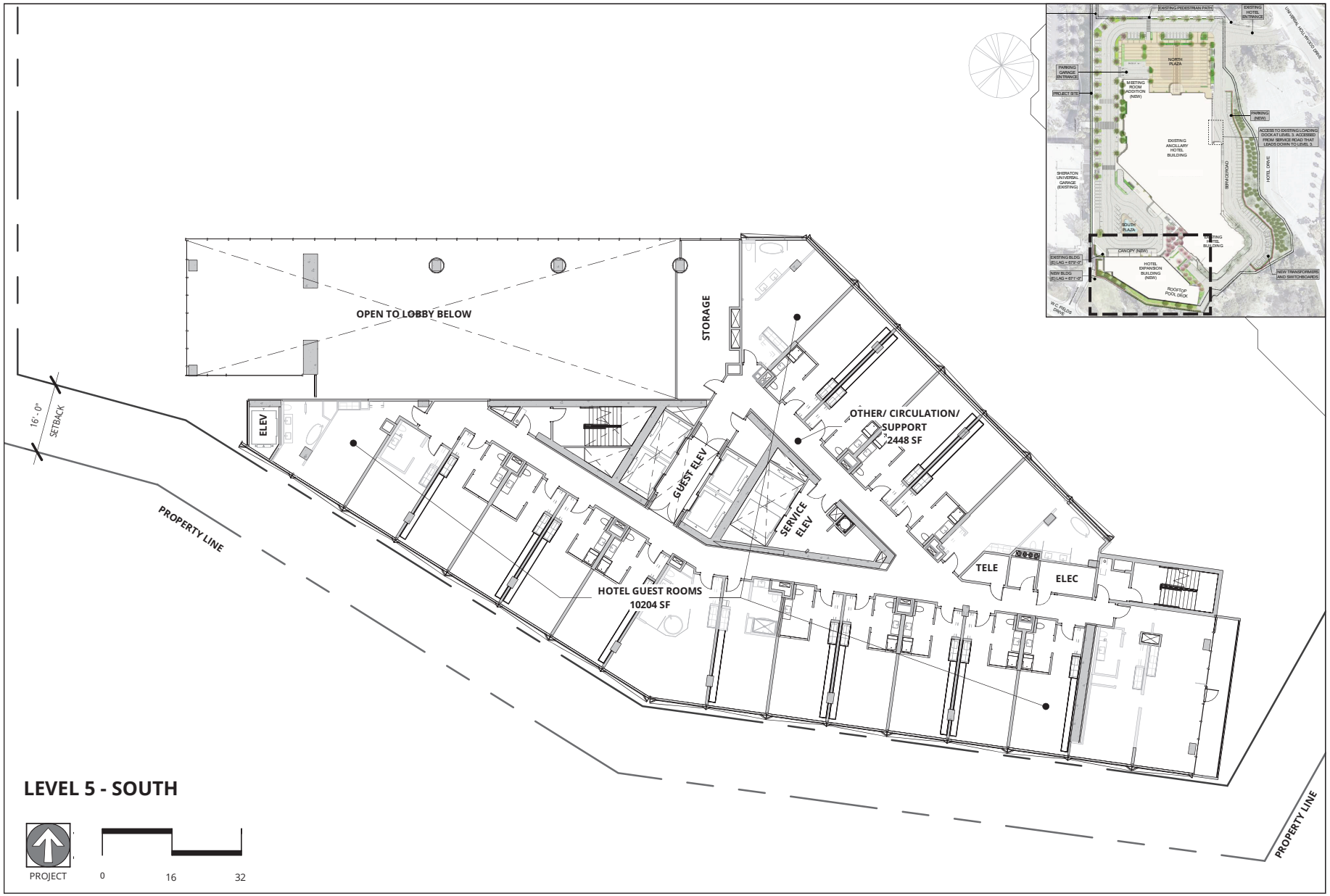
Figure II-12
Level 4 (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

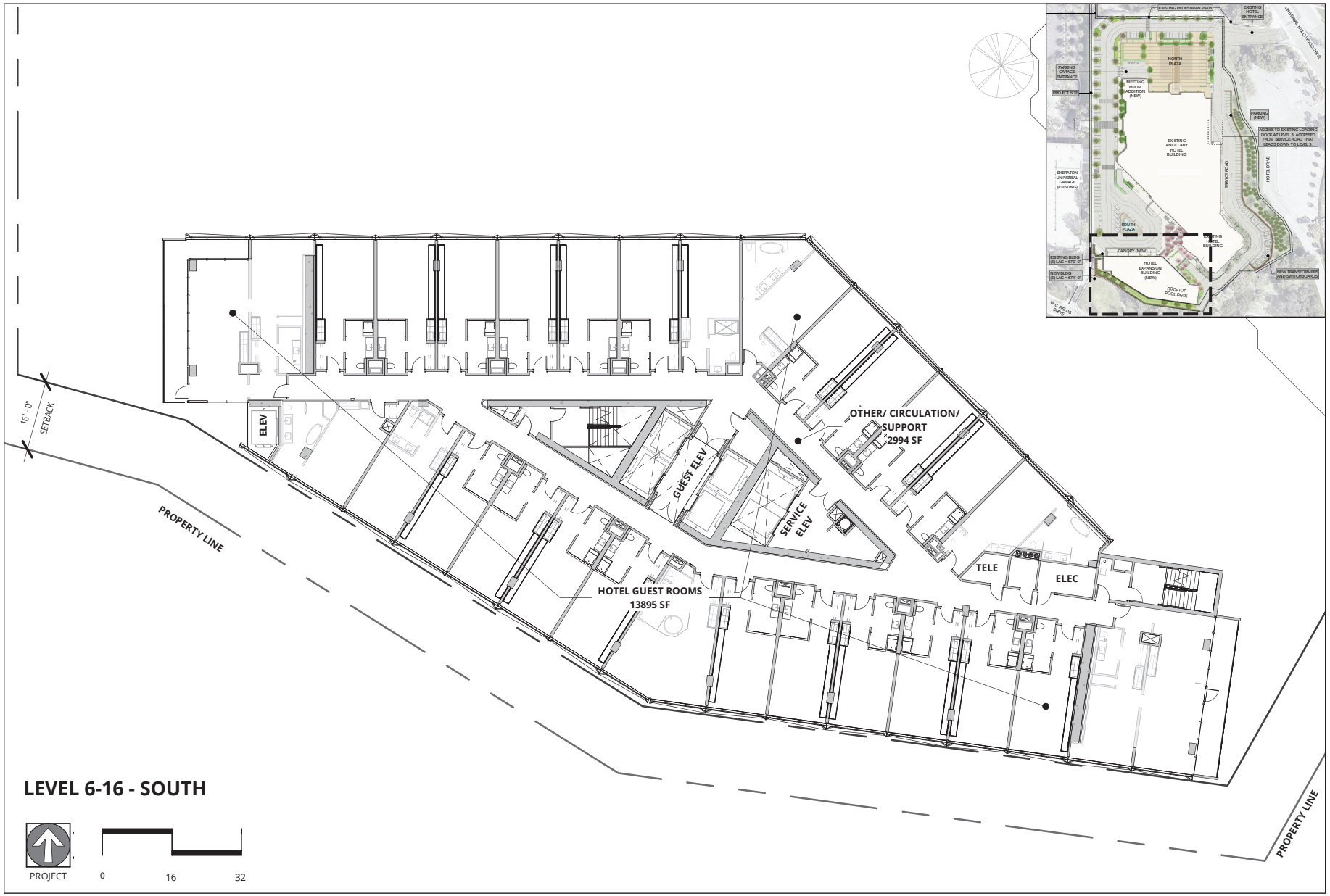
Figure II-13
Level 4 (North) - Meeting Room Addition



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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Figure II-14
Level 5 (South) - Hotel Expansion Building

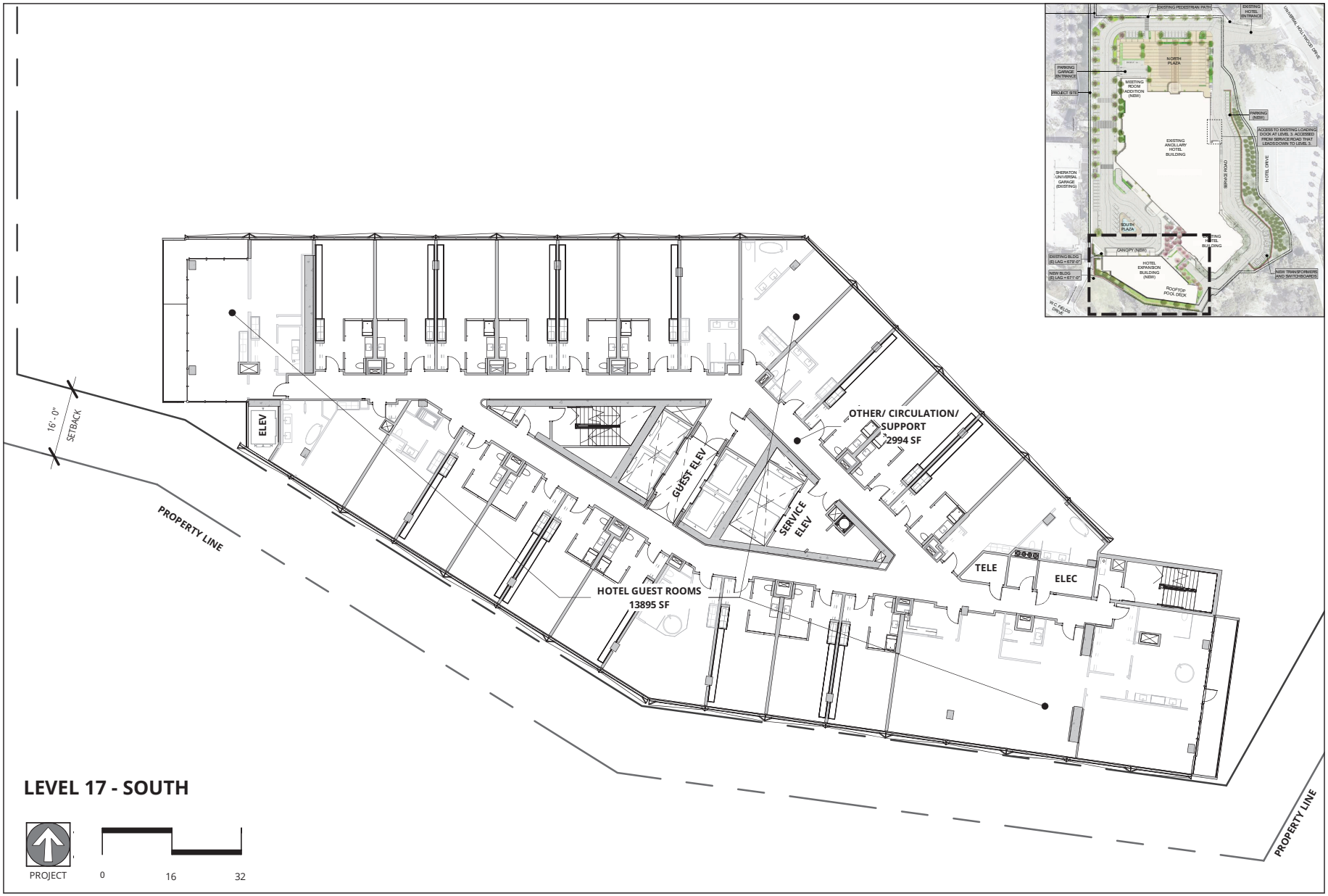


SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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Figure II-15

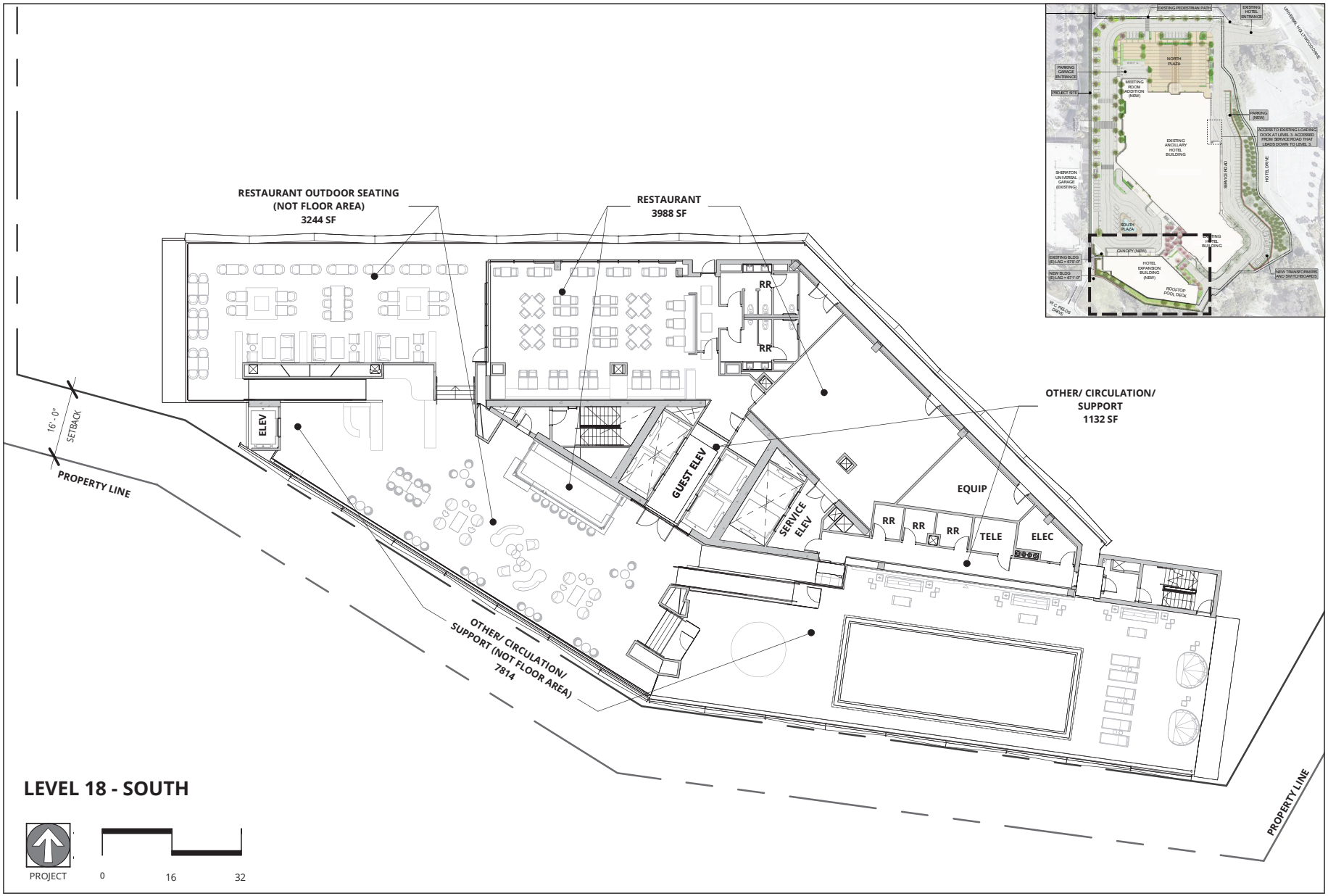
Level 6-16 (South) - Hotel Expansion Building Typical Layout



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-16
Level 17 (South) - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-17
Level 18 (Roof) (South) - Hotel Expansion Building

(1) Hotel Rooms

The Hotel Expansion Building's 395 total maximum guestrooms would be located on Levels 2 through 17 (a total of 16 floors). The room types and sizes would include the standard approximately 400-square-foot guestroom, the approximately 1,000-square-foot suite, and the up to an approximately 2,500-square-foot presidential suite.

(2) Restaurants

As shown in Table II-2 above, there are three restaurants included in the development program for the Hotel Expansion Building. As shown on Figure II-5, there is an approximately 1,473-square-foot restaurant located on the Basement Level. As shown in Figure II-10, an approximately 6,472-square-foot restaurant would be located on Level 3 of the Hotel Expansion Building. In addition, as shown in Figure II-17, the roof of the Hotel Expansion Building would feature a restaurant (including a bar) with indoor and outdoor seating of approximately 7,232 square feet. The restaurant on the Roof Level would be accessed through a dedicated elevator in the Hotel Expansion Building. The restaurants would include bars that would provide a full line of alcohol service for on-site consumption during the hours of operation.

(3) Meeting Rooms

As shown in Figure II-13, the Project would also involve expanding the northern portion of the Existing Ancillary Hotel Building to include a one-story Meeting Room Addition of approximately 3,400 square feet, which would consist of four separate meeting rooms of less than 750 square feet each and a connecting hallway. In addition, the North Plaza would be reconfigured with two landscaped spaces, one that is approximately 7,485 square feet and the other approximately 2,800 square feet. These landscaped areas would be constructed adjacent to the Meeting Room Addition and would also be used as a pre-function space for the Meeting Room Addition.

(4) Recreational Amenities

An approximately 8,630-square-foot spa would be located on Level 1 of the Hotel Expansion Building (see Figure II-6). The space would be open to hotel guests and up to 250 non-hotel guest private members. Maximum use capacity of the spa would not exceed 50 visitors at a time, which may consist of a combination of private memberships and hotel guests. The Hotel Expansion Building would also provide an approximately 2,666-square-foot fitness center on Level 2 for use by hotel guests (see Figure II-8). On the Basement Level, as shown in Figure II-5, there is an approximately 9,106-square-foot private pool deck with an approximately 2,450-square-foot pool, an approximately 860-square-foot pool, and outdoor seating. In addition, as shown in Figure II-17, the roof of the Hotel Expansion Building would feature a 2,294-square-foot deck surrounding a rooftop pool and jacuzzi totaling approximately 1,308 square feet.

(5) Back of House

The expansion of the Existing Hotel Building would result in the need to increase back-of-house functions. Mechanical, electrical, and plumbing spaces are proposed on the Basement Level and Levels 1, 2, and 18/roof of the Hotel Expansion Building, as shown in Figures II-5, II-6, II-8, and II-17.

c) Elevations and Sections

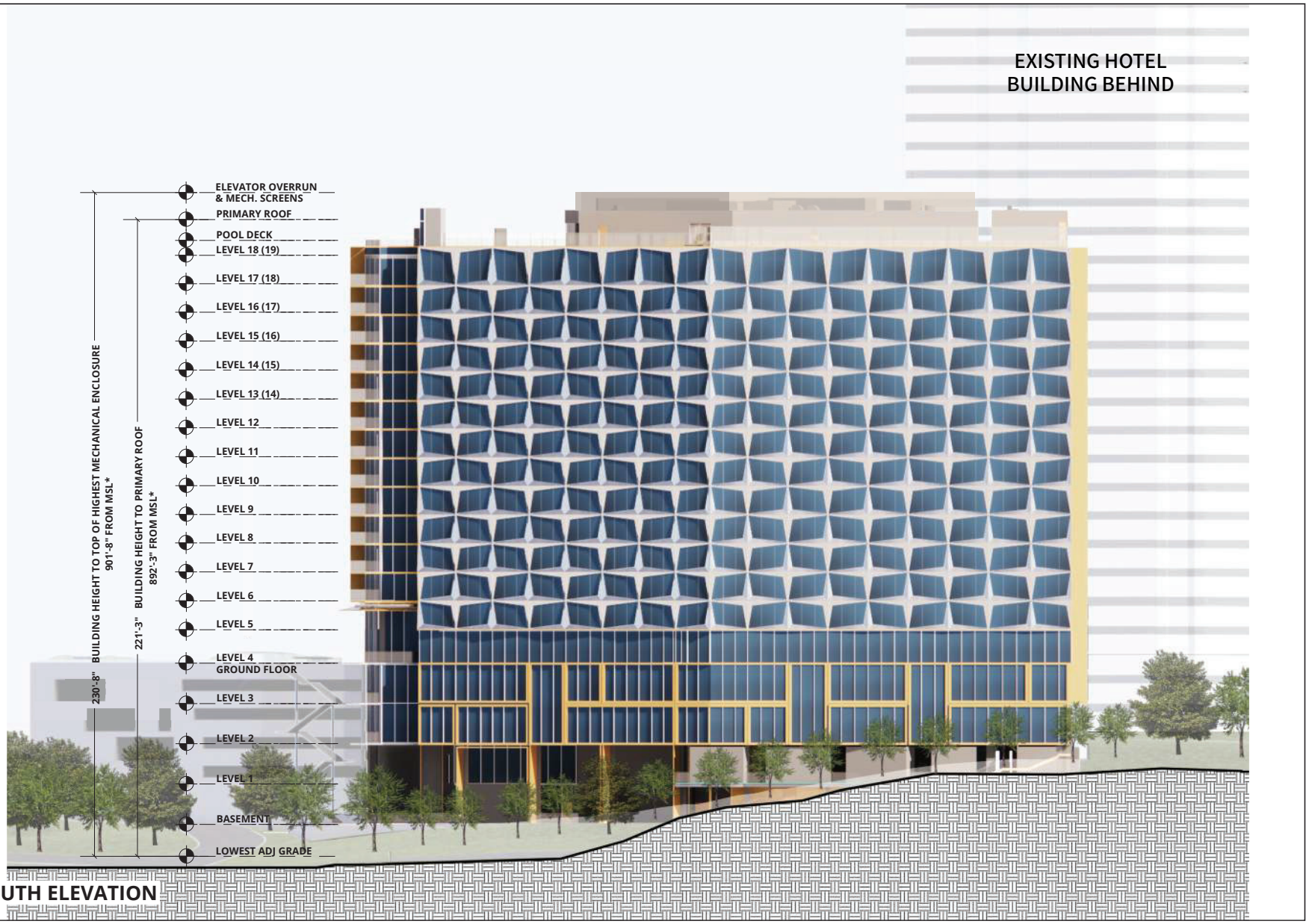
The Hotel Expansion Building would include 18 stories and have a maximum height of approximately 222 feet above grade to the top of the primary roof of the building. The Hotel Expansion Building would have a maximum height of approximately 231 feet above grade to the top of the highest mechanical enclosure. Generally, the Hotel Expansion Building would have 19 levels above grade, which includes the Basement Level and Roof Level 18. At the proposed height, the 18-story Hotel Expansion Building would be six stories shorter than the 24-story Existing Hotel Building. Elevations and Sections of the Hotel Expansion Building are provided in **Figure II-18**, *South Elevation – Hotel Expansion Building*, **Figure II-19**, *North Elevation – Hotel Expansion Building*, **Figure II-20**, *East Elevation – Hotel Expansion Building*, and **Figure II-21**, *West Elevation – Hotel Expansion Building.* **Figure II-22**, *Section A – Hotel Expansion Building*, and **Figure II-23**, *Section B – Hotel Expansion Building and Meeting Room Addition*, provide illustrative building cross sections of the Hotel Expansion Building.

The Meeting Room Addition would be a one-story building with a maximum building height of approximately 16 feet, 2 inches to the top of the roof and 22 feet, 2 inches to the top of the highest mechanical enclosure. **Figure II-24**, *Meeting Room Addition Elevation*, shows the Meeting Room Addition as viewed from the north and from the east.

d) Design and Architecture

The Project would be designed with a modern diamond-shaped architectural massing that would complement the Existing Hotel Building and the Expanded Ancillary Hotel Building and create a single hotel campus with two distinct buildings.

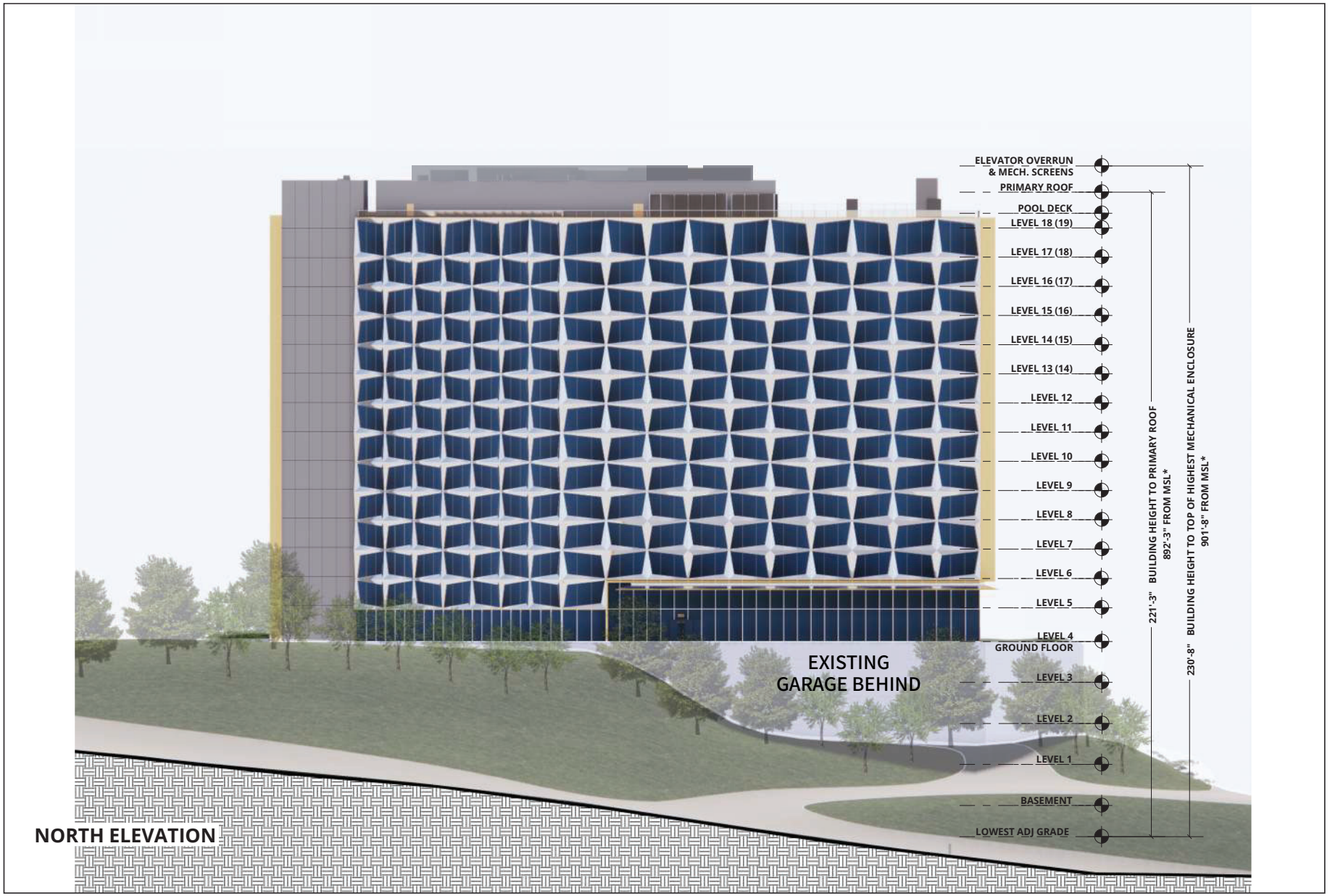
Figure II-25, *Project Rendering – Northeasterly View*, and **Figure II-26**, *Project Rendering – Southeasterly View*, provide renderings of the Hotel Expansion Building. The Hotel Expansion Building would be oriented in an approximate east-west direction with the broad side of the building (south elevation) facing the Hollywood Freeway. As shown in Figures II-25 and II-26, the Hotel Expansion Building would incorporate clear and tinted glass, and aluminum panels. The rooftop would be articulated to define the restaurant space, which would be outdoor dining.



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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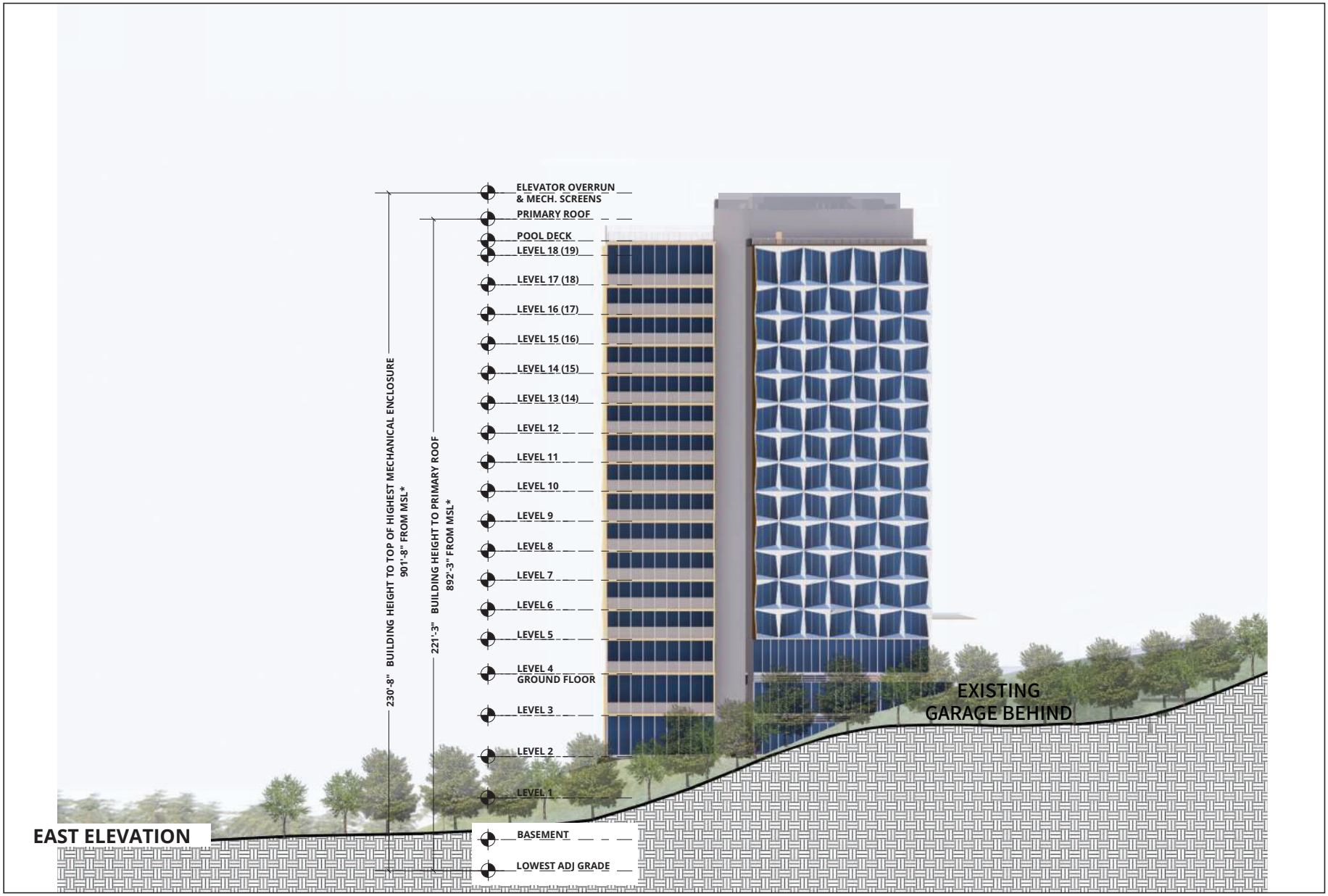
Figure II-18
South Elevation - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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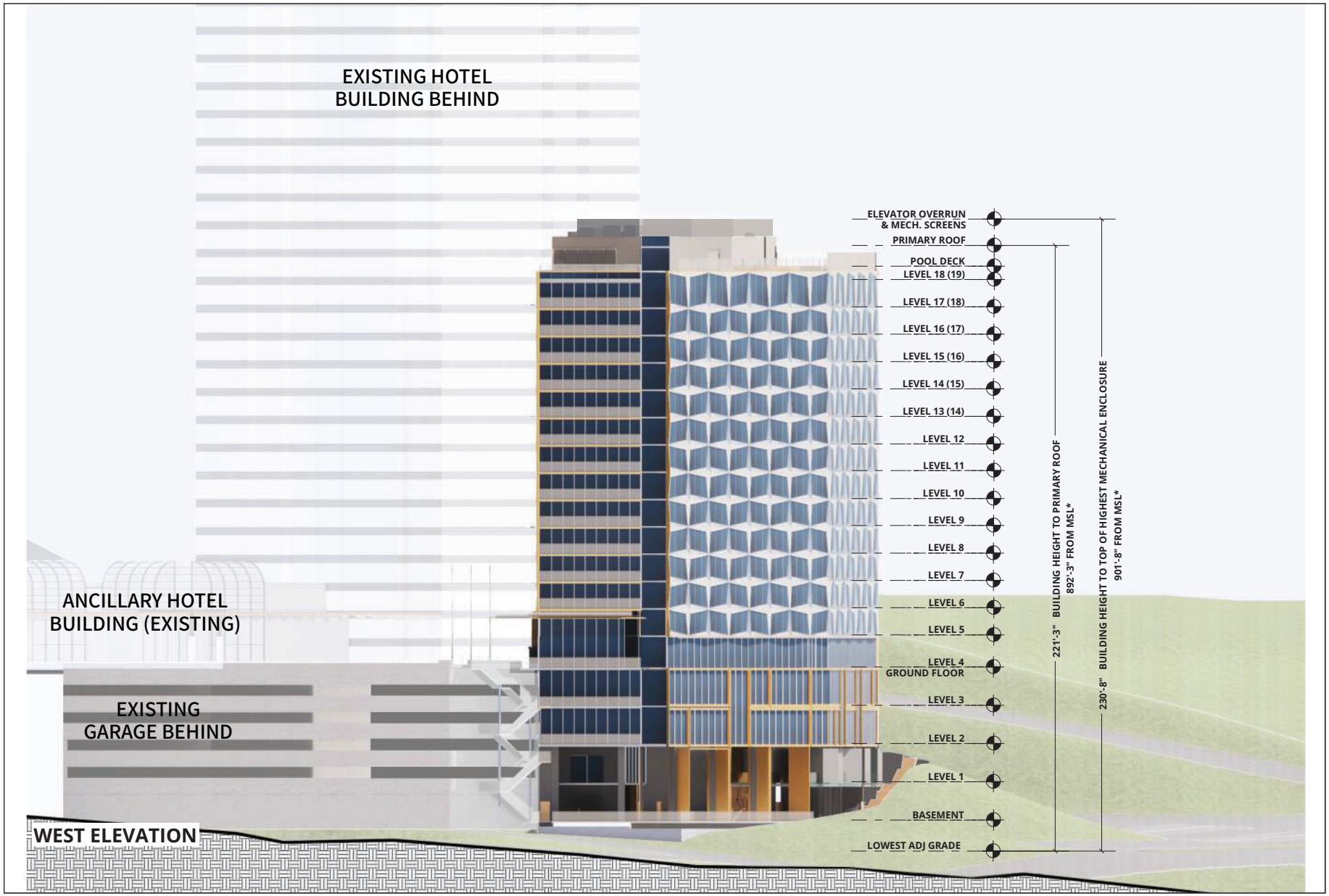
Figure II-19
North Elevation - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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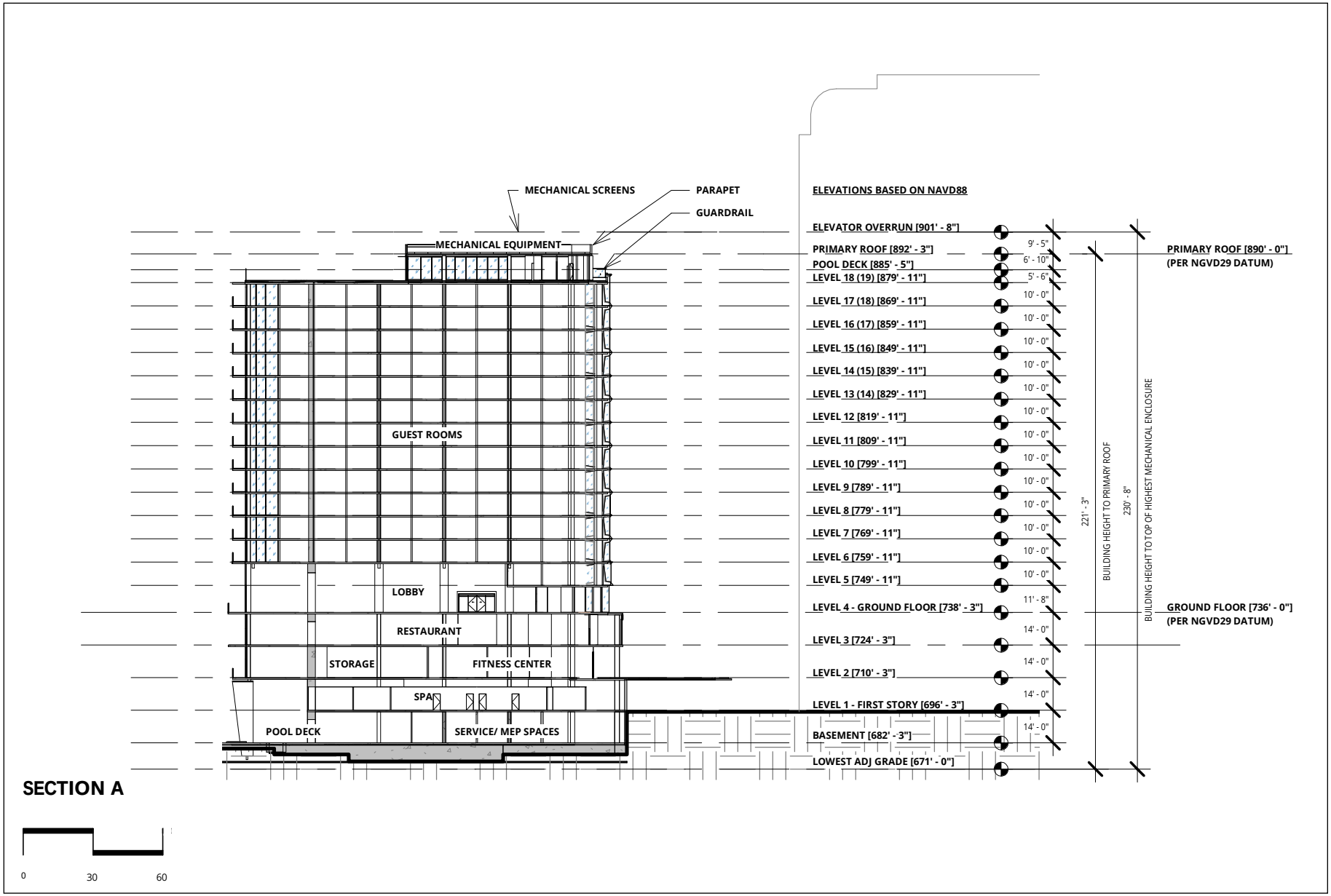
Figure II-20
East Elevation - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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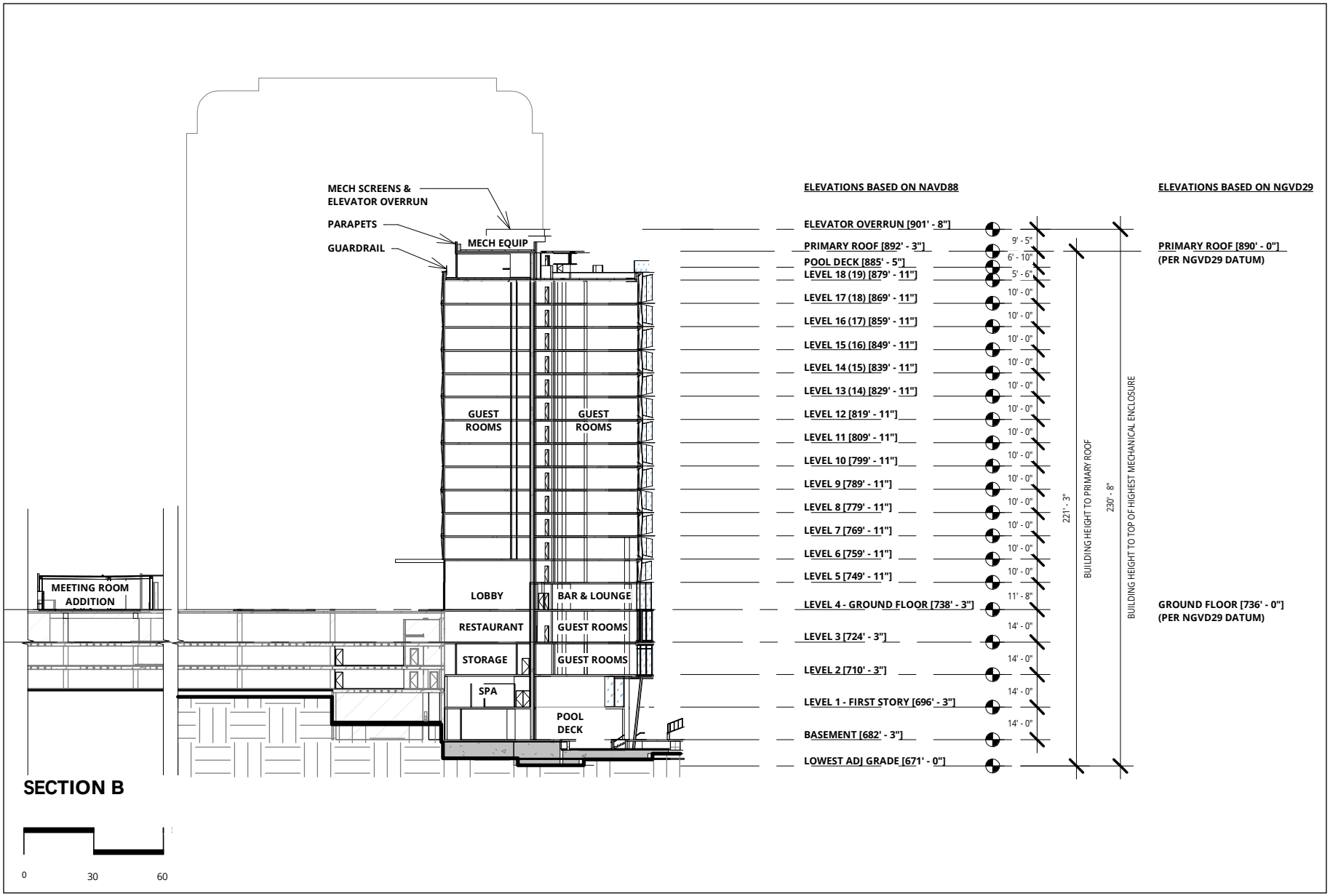
Figure II-21
West Elevation - Hotel Expansion Building



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

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Figure II-22
Section A - Hotel Expansion Building

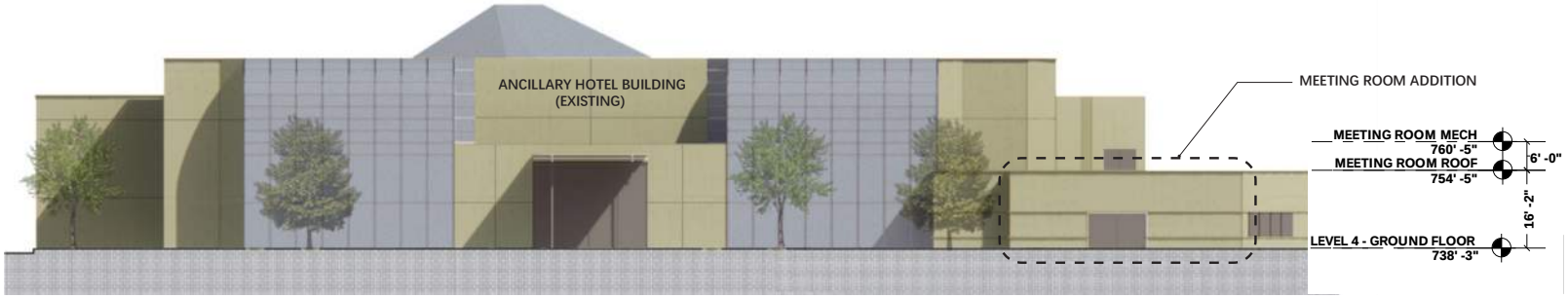


SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

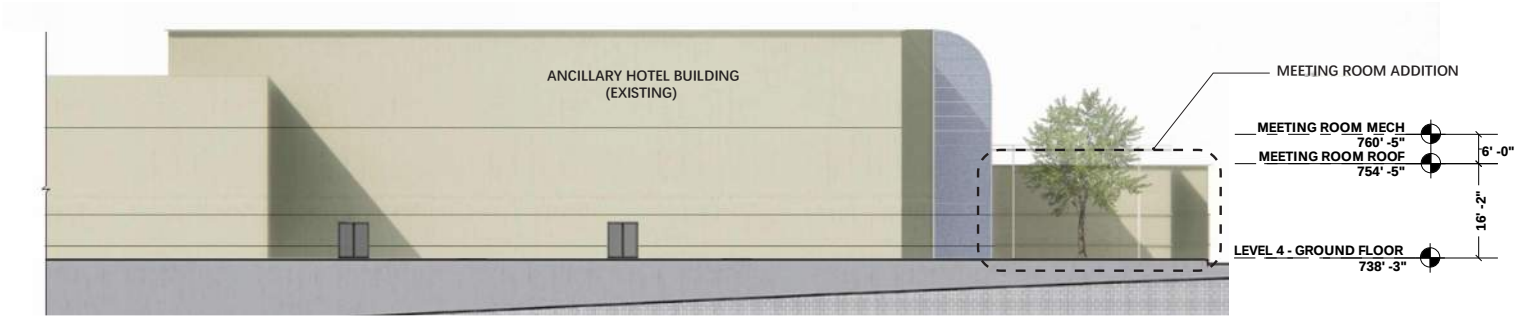
Hilton Universal City Project

Figure II-23

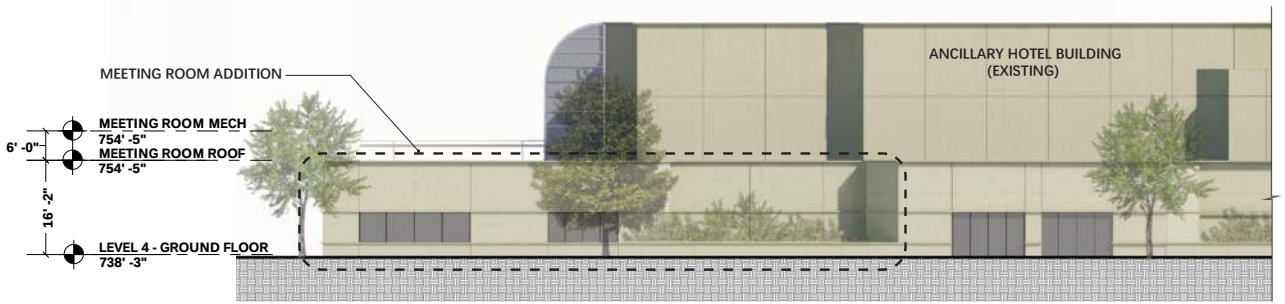
Section B - Hotel Expansion Building and Meeting Room Addition



NORTH ELEVATION



EAST ELEVATION

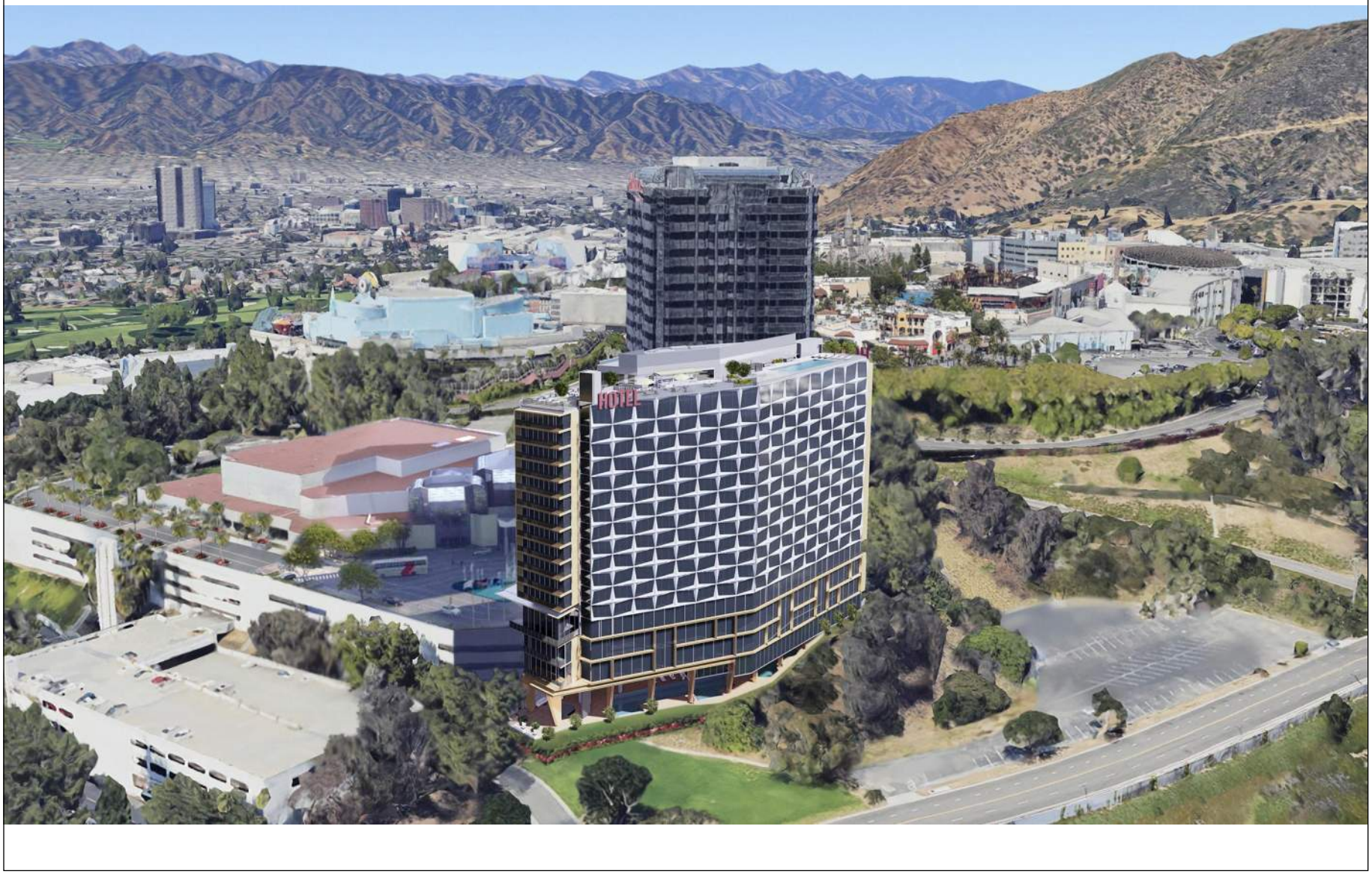


WEST ELEVATION

SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-24
Meeting Room Addition Elevation



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-25
Project Rendering - Northeasterly View



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-26
Project Rendering - Southeasterly View

e) Landscaping

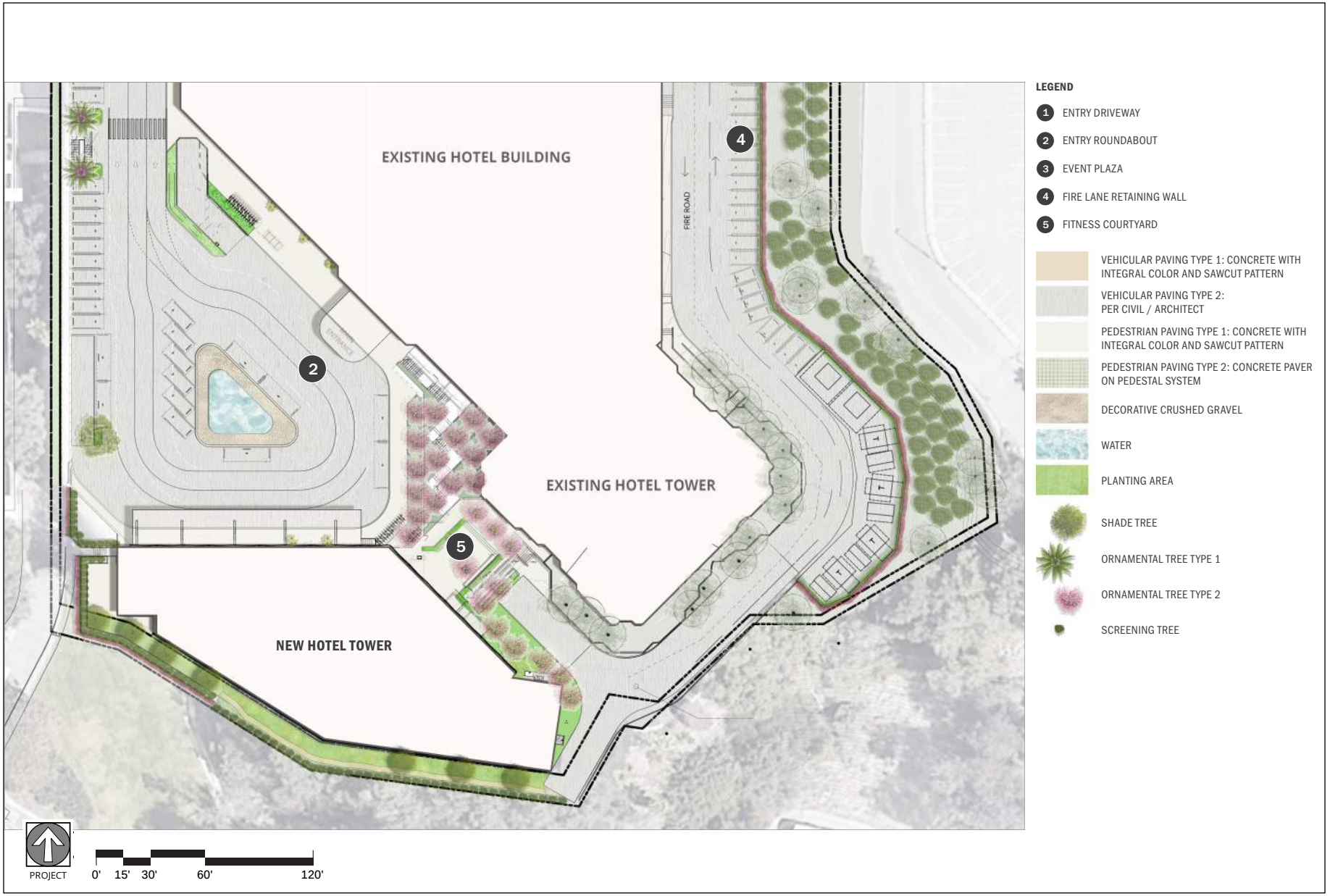
The Project would include a comprehensive replacement and upgrade of the landscape throughout Level 4, which is the primary entryway to the Project Site, consisting of climate-appropriate trees and understory shrubs to provide layers of color, texture, and year-round interest. **Figure II-27**, *Conceptual Landscape Plan – Level 4 (South)*, shows the landscape plan for the southern portion of the Project Site. A recirculating water feature would be located at the center of the reconfigured drop-off area and turnaround space near the proposed lobby and Hotel Expansion Building (South Plaza). Large potted plants would line the drop-off area adjacent to the Hotel Expansion Building. The Project Site's western and southern boundaries would include groupings of trees and shrubs. Along the southern property line, a series of evergreen trees would provide a planted buffer that visually connects to the existing landscape and would screen the pool deck on the Basement Level from W.C. Fields Drive and the Hollywood Freeway. In addition, the areas between the Hotel Expansion Building, the Existing Hotel Building, and the Expanded Ancillary Hotel Building would be landscaped to create green, internal pedestrian circulation routes. **Figure II-28**, *Conceptual Landscape Plan – Level 4 (North)*, depicts the landscape plan for the northern portion of the Project Site near the Project driveway entrance and renovated courtyard adjacent to the Meeting Room Addition (North Plaza). **Figure II-29**, *Conceptual Landscape Plan – Level 18*, depicts the landscape plan for the pool deck outdoor seating area on Level 18, which would include potted plants. The landscape palette would consist of plants adapted to the Southern California climate that have low to medium water demand. The final planting design would include an irrigation system that complies with the State of California Model Water Efficient Landscape Ordinance. A smart irrigation controller with weather-sensing technology along with a high-efficiency drip irrigation system would be used to apply water efficiently and effectively to new planting areas.

Project development may impact existing trees within the Project Site. Based on the Project's Tree Report,[6] the Project Site (excluding the approximately 14,000-square-foot L-shaped portion off of the northwestern corner of the Project Site) contains 115 trees (refer to **Figure II-30**, *Project Site Tree Inventory*).[7] There are no trees located in City's rights-of-way associated with the Project. Also, none of the trees are City-protected trees. Of the 115 trees on the Project Site, 110 are City significant trees and 5 are neither significant nor protected trees.[8] The Project would involve removing 88 trees—including 84 significant trees—to accommodate the proposed improvements. The significant trees removed would be replaced at a ratio of at least 1:1, as required by the City's Department of City Planning and/or the City's Urban Forestry Division.

6 Carlberg Associates, City of Los Angeles Tree Report Hilton Universal City Expansion Project, 2023.

7 The City Planning Department requires that any off-site trees or palms whose canopies overhang the subject property be included in the inventory. Therefore, while a total of 115 trees are located on the Project Site, a total of 125 trees were inventoried.

8 City of Los Angeles. 2006. Los Angeles Municipal Code Ordinance No. 177.404 as amended. Preservation of Protected Trees.



SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

Hilton Universal City Project

Figure II-27
Conceptual Landscape Plan - Level 4 (South)



SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

Hilton Universal City Project

Figure II-28
Conceptual Landscape Plan - Level 4 (North)

PLANT SCHEDULE



1 *OLEA EUROPAEA* 'SWAN HILL' FRUITLESS OLIVE
SIZE: 36" BOX | QTY: 5 | WUCOLS: LOW



2 *DRACAENA DRACO* DRAGON TREE
SIZE: 15 GAL | QTY: TBD | WUCOLS: VERY LOW



3 *SANSEVIERIA CYLINDRICA* SKYLINE SPEAR SANSEVIERIA
SIZE: 5 GAL | QTY: TBD | WUCOLS: LOW



4 *WESTRINGIA FRUTICOSA* 'GREY BOX' DWARF COAST ROSEMARY
SIZE: 5 GAL | QTY: TBD | WUCOLS: LOW

HARDSCAPE SCHEDULE



A CONCRETE PAVERS



B POOLANDSPA



C MOVABLEPLANTER



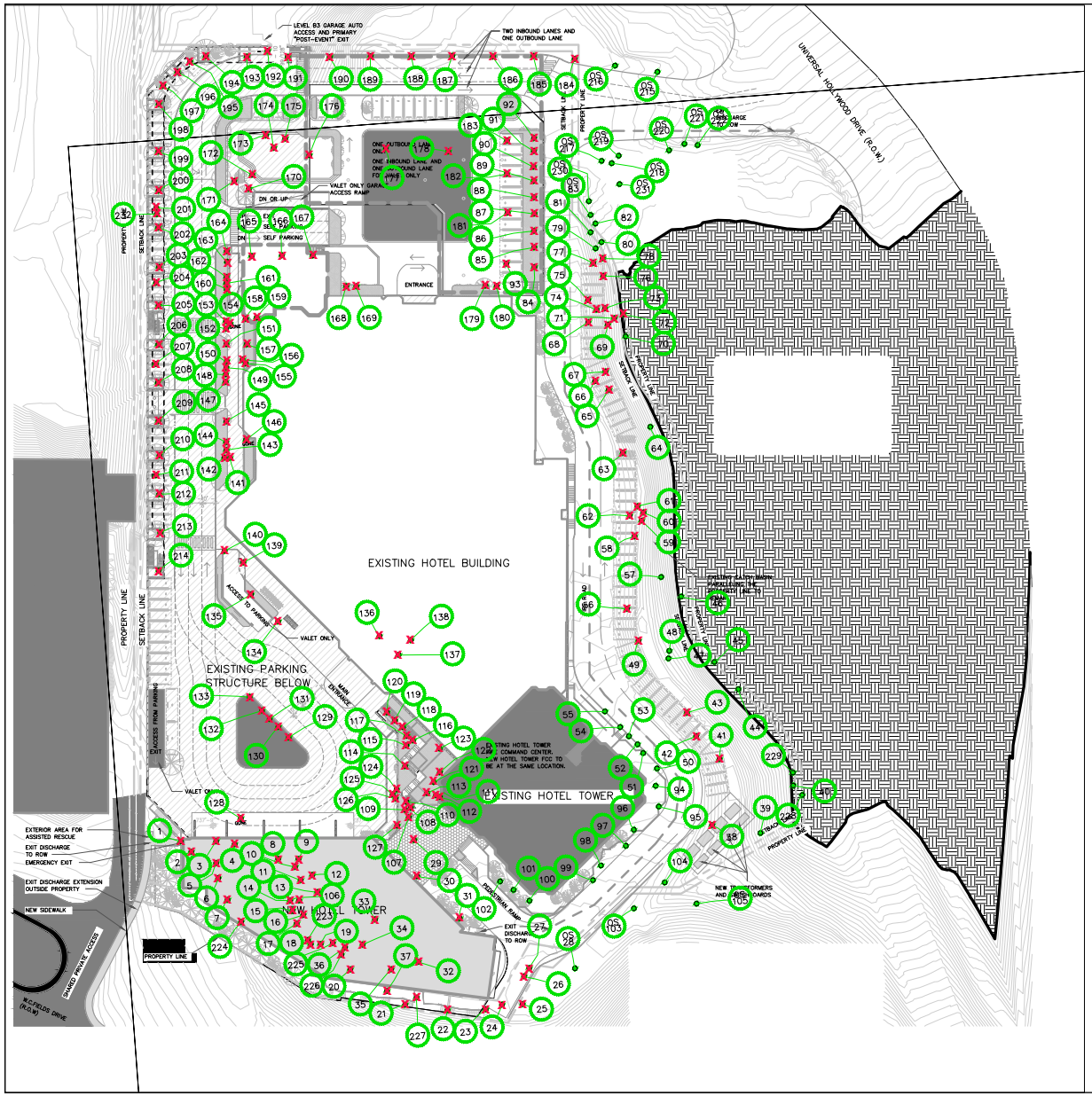
D CABANA



SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

Hilton Universal City Project

Figure II-29
Conceptual Landscape Plan - Level 18



TREE INVENTORY LEGEND

INVENTORIED TREE

X TREE TO BE REMOVED

Date prepared: 04/10/23
Prepared by: S. McAllaster,
ISA Certified Arborist
Reviewed by: Cy Carlberg, RCA #405

SOURCE: Carlberg Associates, 2023

Hilton Universal City Project

Figure II-30
Project Site Tree Inventory

In addition, 103 palms were inventoried on the Project Site and 4 palms were inventoried off-site whose canopies overhang the Project Site.[9] Of the 103 on-site palms, 98 would be removed. The 4 off-site palms would remain.

f) Access and Circulation, Parking, and Bicycle Amenities

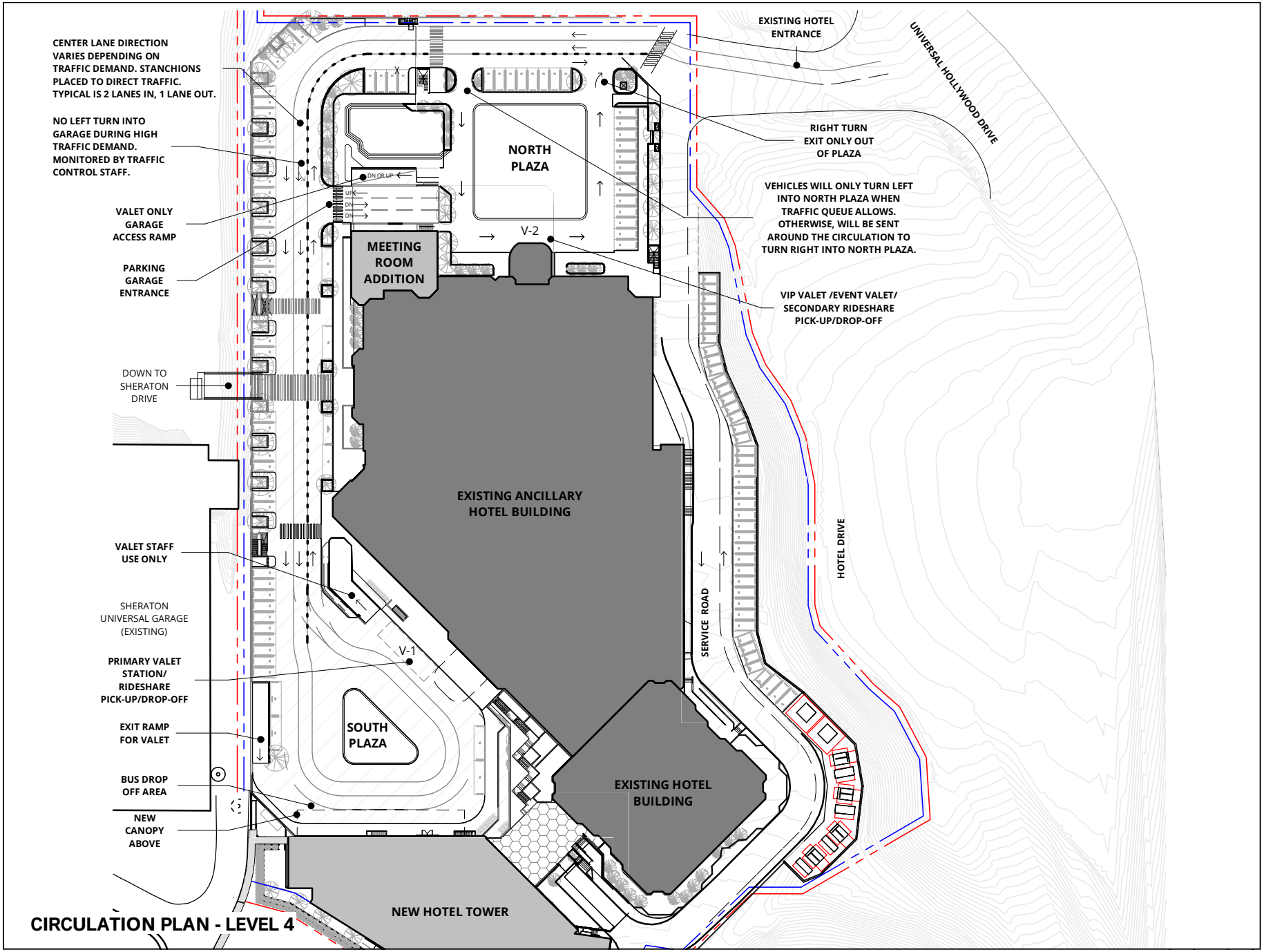
(1) Access and Circulation

Vehicle access to the Project Site would continue to be provided via the existing driveway on Universal Hollywood Drive. From Universal Hollywood Drive, vehicles entering the Project Site would proceed down the internal roadway to the motorcourt in the South Plaza where hotel guests and visitors would drop off their vehicles at the existing valet station (V-1) on Level 4 (see **Figure II-31**, *Circulation Plan – Level 4*) or proceed to self-park in the expanded parking garage. The South Plaza would continue to serve as the primary drop-off/pick-up location for guests and visitors as well as for rideshare services (e.g., Uber/Lyft). Left turns from the internal roadway into the parking garage would be limited to low traffic volume conditions and would be monitored by traffic control staff. The configuration of the internal roadway would vary depending on traffic demand, with two lanes in and one lane out as the standard operational configuration. Stanchions may also be placed to alter this configuration as two lanes out and one lane in, depending on traffic demand.

The existing motorcourt in the North Plaza would be reconfigured with a combination of hardscaped and landscaped areas and surface parking and would serve as a loading zone and staging area for activities within the Existing Ancillary Hotel Building. The North Plaza would also include a second valet station (V-2), which would provide an optional valet station for event arrival and/or circulation relief for high traffic volume special events (see Figure II-31). Circulation within the North Plaza would be one-way. All vehicles exiting the North Plaza would turn right onto the internal roadway. Vehicles would be directed to the South Plaza to turn around and turn right into the North Plaza. Similar to the parking garage, left turns from the internal roadway into the North Plaza would be limited to low traffic volume conditions and would be monitored by traffic control staff.

During special events with high arrival volumes, a third valet station (V-3) would be available on Level 3 within the expanded parking garage (see **Figure II-32**, *Circulation Plan – Level 3*). During such special events, no self-parking would be allowed and vehicles would be directed to one of the three valet stations and managed with traffic control staff to avoid queueing onto Universal Hollywood Drive.

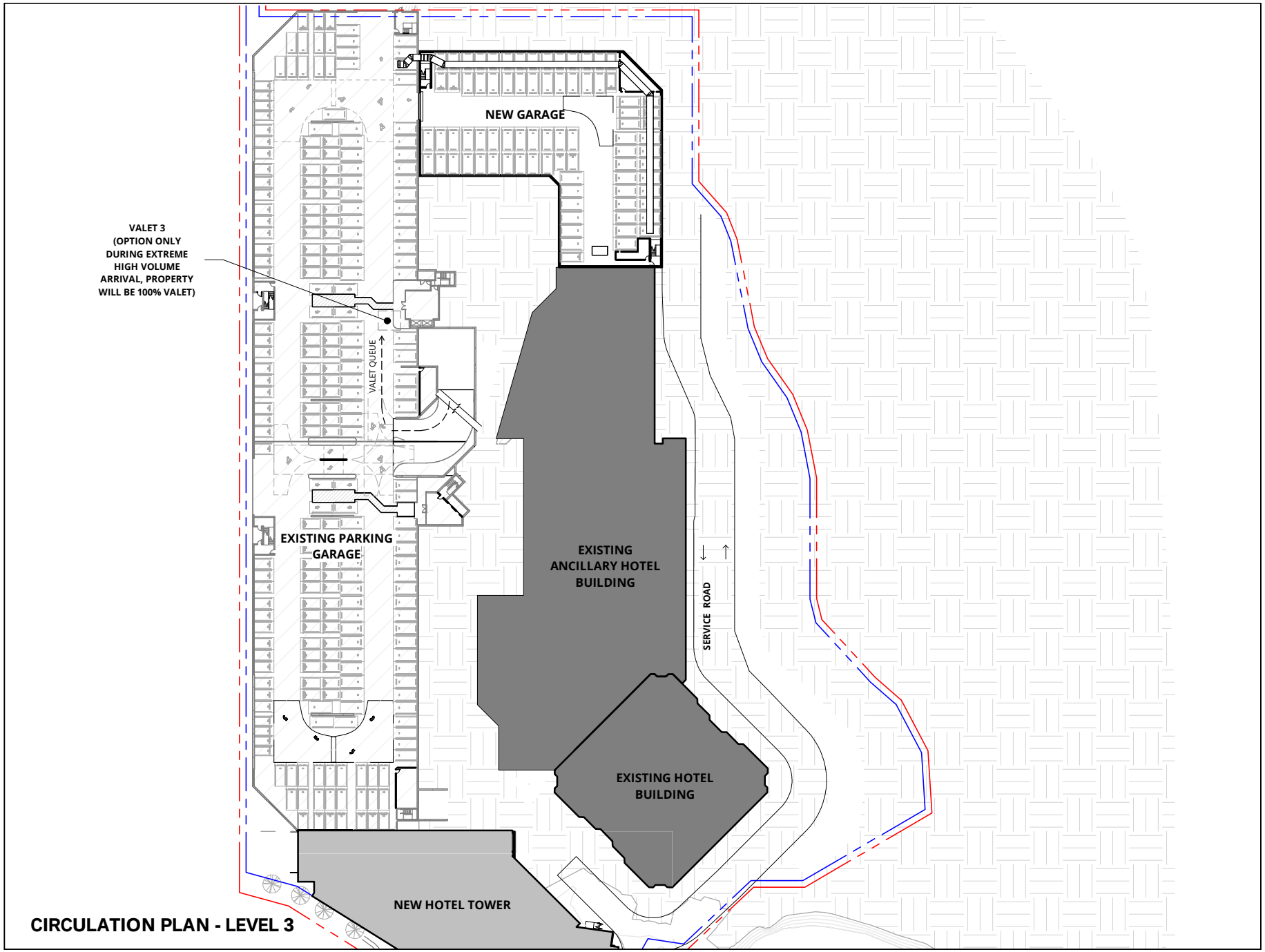
9 Palms are not trees as they are in the grass family and are not subject to the City's tree replacement standards.



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-31
Circulation Plan - Level 4



SOURCE: Ankrom Moisan Architects, Inc., Line+, 2023

Hilton Universal City Project

Figure II-32
Circulation Plan - Level 3

An existing service road is also located along the eastern side of the Existing Ancillary Hotel Building and Existing Hotel Building. Under the Project, the service road would be designated for use by Hotel workers accessing new surface parking spaces that would be installed along the eastern side of the service road. In addition, emergency response vehicles could continue to use the service road for access. As shown in Figure II-4, a T-shaped turnaround area, which would accommodate fire trucks/engines, would be located at the terminus of the service road in the southern portion of the Project Site. The service road would not be for use by Hotel guests or visitors.

Loading and trash/recycling collection would occur similar to existing conditions and would continue be accessed by the service road on the east side of the Project Site (see Figure II-11, *Level 3 (North)*).

Access to the Project Site is designed to be pedestrian-friendly and promote access from the nearby transit, commercial and entertainment uses. Primary pedestrian access to the buildings on the Project Site would continue to be provided from the South Plaza, which would continue to serve as the pick-up/drop-off area for the complimentary Universal Studios Hotel Shuttle. Pedestrian access would also continue to be provided from the parking garage with elevator access. Walkways would be provided around the building perimeters to provide safe pedestrian access through the Project Site to the building entrances. Public access to the restaurant (including bar) located on Level 18 would be provided via a dedicated elevator in the Hotel Expansion Building.

Pedestrian access to Universal Studios Hollywood and Universal CityWalk would remain similar to existing conditions. Guests would walk and/or take complimentary Universal Studios Hotel Shuttle to the Universal Studios Hollywood and Universal CityWalk. Currently, guests who choose to walk would take the existing sidewalk/pathway along the northern boundary of the Project Site to Universal Hollywood Drive, then use the signalized crosswalk on Hotel Drive to proceed to the pedestrian bridge that crosses over Universal Hollywood Drive to Universal CityWalk and/or Universal Studios Hollywood.

As described above, the Project Site is currently served by a variety of transit options, including the Metro B Line (Red Line) Universal City/Studio City Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately 0.25 miles west of the Project Site. The Metro B Line (Red Line) provides direct linkages to downtown Los Angeles, as well as other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour). Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Specifically, bus stops for Metro Local 155, Local 222, and Local 224 are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank,

Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station.[10] The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the BurbankBus Pink Route, also stop off-street at the Universal/Studio City Station. As previously mentioned, Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. In addition, a pedestrian bridge over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B Line (Red Line) Universal City/Studio City Station and the Universal Studios Tram Stop.

(2) Parking

Currently, there are a total of 652 existing vehicle parking spaces on the Project Site. The new Hotel Expansion Building would require 360 new vehicle parking spaces. The parking requirement calculations for the Project Site are provided in **Table II-3**, *Vehicle Parking Required*. As shown therein, the new Project components would require a total of 360 spaces and the existing uses require 652 spaces, resulting in a new parking requirement for the Project Site of 1,012 vehicle parking spaces. The Project would restripe and reconfigure the existing 652 spaces and would include an additional approximately 104 vehicle parking spaces for a total of approximately 1,116 vehicle parking spaces, inclusive of existing on-site parking.

To meet the Los Angeles Municipal Code (LAMC) vehicle parking requirements, the Project would expand the existing three-level parking garage to the north creating one contiguous parking garage; incorporate mechanical parking; provide overflow surface parking for Hotel workers and service vehicles only along the existing service road that runs generally along the eastern boundary of the Project Site; and add new parking spaces along the internal roadway and within the North Plaza on Level 4. The Project would provide approximately 65 surface parking spaces along the internal roadway, approximately 51 surface spaces along the service road, and approximately 1,000 total spaces within the parking garage. In addition, in accordance with City requirements, the Project would provide the infrastructure to accommodate future electric vehicle charging stations into a minimum of 30 percent of the new parking spaces (approximately 139 spaces), with 10 percent of the LAMC-required spaces further improved with electric vehicle charging stations (approximately 50 spaces).

[10] Metro Maps and Schedules. 2022. Maps & Schedules - LA Metro. Accessed October 2022.

TABLE II-3
VEHICLE PARKING REQUIRED

Use	Quantity or SF	Parking Ratio[1]	Required
Additional Guestrooms	395	0.3333 per Guestroom[2]	132
Bar and Restaurant	11,933 sf	1 per 100 sf	119
Bar and Lounge	1,590 sf	1 per 100 sf	16
Spa	8,630 sf	1 per 100 sf[3]	86
Meeting Room Addition (individual rooms < 750 sf each/hallway)	3,400 sf	1 per 500 sf	7
Total Required for Proposed Project Components			**360**
Additional Vehicular Parking Spaces Provided by Project			104
Existing Hotel Building and Existing Ancillary Hotel Building Per Certificate of Occupancy to be retained/restriped			652
		Total Provided for Project Site	**1,116**

NOTES: sf = square feet; LAMC = Los Angeles Municipal Code.

1 Parking would be provided pursuant to LAMC Section 12.21 A.4.

2 The Existing Hotel provides parking for existing guestrooms. Since the Existing Hotel provides more than 60 guestrooms, the required parking ratio for the new guestrooms is one space per three guestrooms per LAMC 12.21 A.4.

3 Spa parking based on "Health Club" parking requirements in LAMC Section 12.21 A.4.

SOURCE: ESA, 2022.

(3) Bicycle Access and Parking

Per LAMC Section 12.21 A.16(a)(2), the Project would also be required to provide bicycle parking. As shown in **Table II-4**, *Bicycle Parking Required*, the Project would provide approximately 118 bicycle parking spaces to meet LAMC requirements, which require bicycle parking for the new development.[11] Bicycle parking would be provided on Level 3 (North) and on Level 4 (South), and Level 4 (North).

11 No bicycle parking is currently provided on the Project Site. While bicycle parking is required for the new development, it is not required for the existing floor area.

TABLE II-4
BICYCLE PARKING REQUIRED

Use	Quantity or SF	Requirement	Required
Hotel (Long-Term)	395 sf	1 per 10 Guestrooms	40
Hotel (Short-Term)	395 sf	1 per 10 Guestrooms	40
Commercial (Long-Term) –– Restaurant	11,933 sf	1 per 2,000 sf	6
Commercial (Short-Term) – Restaurant	11,933sf	1 per 2,000 sf	6
Commercial (Long-Term) – Bar and Lounge	1,590 sf	1 per 2,000 sf (minimum 2)	2
Commercial (Short-Term) – Bar and Lounge	1,590 sf	1 per 2,000 sf (minimum 2)	2
Spa (Long-Term)	8,630 sf	1 per 2,000 sf	4
Spa (Short-Term)	8,630 sf	1 per 2,000sf	4
Commercial (Long-Term) – Meeting Rooms	3,400 sf	1 per 10,000 sf (minimum 2)	2
Commercial (Short-Term) – Meeting Rooms	3,400 sf	1 per 10,000 sf (minimum 2)	2
		Spaces Required by Project	**108**
		Spaces Provided by Project	**118**

NOTES: sf = square feet.
The bicycle parking requirement is based on current LAMC Section 12.21 A.16.
SOURCE: ESA, 2022.

g) Lighting and Signage

The Project would retain the existing red, channel-letter “Hilton” sign atop the Existing Hotel Building’s northwestern and southeastern façades. Existing identification and wayfinding signage at the driveway entrance along Universal Hollywood Drive would also remain. New wayfinding signage would be added to the interior of the Project Site to assist guests and visitors in finding the entrance to the new buildings. The Project Site is not located in the Universal City Sign District, and no off-site advertising signage is proposed. The Project may include code-compliant tenant identification signage.

The Project would be designed to maintain similar levels and types of outdoor lighting as under existing conditions. Accent and security lighting similar to that currently in use on the Project Site, such as sconces, architectural lighting, and low-level landscaping lighting, would be installed on the new buildings. A canopy would be installed above the entry doors at the proposed entrance, and the entrance would be illuminated for security purposes and to create a sense of arrival. The restaurant would include low-level lighting for the outdoor dining areas. All exterior utility lighting over doors and along roadways would be low-wattage, low-level, full cutoff luminaries to contain light within the Project Site. All lighting would be shielded and directed to minimize exposure onto neighboring properties. The use of pole-mounted lighting or floodlights are not proposed.

The Project would comply with LAMC lighting regulations that include approval of street lighting plans by the Bureau of Street Lighting, limited light intensity from signage to no more than three foot-candles above ambient lighting, and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto nearby sensitive uses.

h) Hotel Operations

The proposed new uses would generally maintain the same operational hours as the Existing Hotel. Similar to the existing meeting/banquet rooms, the new meeting rooms would be available for use 24 hours a day, seven days a week. The restaurants on the Basement Level, Level 3, and Level 18 of the Hotel Expansion Building would operate typically from 6:00 a.m. to 11:00 p.m., with flexibility for special occasions. The bar areas within each restaurant and in the Lobby Bar and Lounge area would generally be open from 11:00 a.m. to 2:00 a.m., consistent with LAMC requirements. Live, soft music is proposed within all bar and restaurant areas for up to a three-person ensemble and a small amplifier, as well as soft background ambient music. Similar to the existing operation, the new pool and outdoor gathering areas would be for use by hotel guests and members of the spa and would maintain hours of operation from 6:00 a.m. to 2:00 a.m. at a maximum, with typical hours of operation from 6:00 a.m. to 11:00 p.m. The spa would typically operate from 9:00 a.m. to 10:00 p.m., although hours would be adjusted by demand.

Currently, for operation of the Existing Hotel Building and Existing Ancillary Hotel Building, Hilton employs approximately 370 full-time staff members and 90 part-time and seasonal employees, which equates to 415 full-time equivalent (FTE) employees. The Project would result in a similar ratio of full-time to part-time/seasonal employees as under existing conditions. The Project is anticipated to result in approximately 321 FTE employees at the Hotel Expansion Building, including 257 full-time employees and 128 seasonal/part-time employees.[12] When combined with the Existing Hotel Building and Existing Ancillary Hotel Building's approximately 415 FTE employees, Hilton would employ a total of approximately 736 FTE employees on the Project Site.

i) Site Security

The Hotel would continue to implement its comprehensive security program described above following the completion of the Project to ensure the safety of Hotel guests and other visitors to the Project Site. Project design would include well-lit public and semi-public spaces, as well as active security features. These features include comprehensive coverage and monitoring of key areas through closed-circuit television. Access to non-public areas of the Hotel would be restricted by electronically controlled and locking access cards. Full-time, 24-hour security would be provided by Hotel staff at the front

[12] Full-time employees anticipated for the Project are generated using the Los Angeles Unified School District 2022 Developer Fee Justification Study, which utilizes 0.00113 employees per average square foot for the category of "Lodging" that applies to the Project. FTE employee numbers are calculated with two part-time/seasonal employees as one FTE employee.

desk and security personnel. Security personnel duties would include, but not be limited to, assisting guests and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. Initial alarms, such as intruder alarms or duress alarms, would be the responsibility of Hotel security personnel as first responders. Access to the parking garage is controlled by an electronic access gate and is monitored by closed-circuit television.

j) Sustainability

The Hotel would continue its commitment to green building design and sustainability. The Project would be designed to meet the California Green Building Standards (CALGreen) Code, as adopted and amended by the City through the incorporation of green building techniques and other sustainability features, including those within the City of Los Angeles Green Building Code, where applicable.

Further, the Project would be designed to achieve the equivalent of the United States Green Building Council (USGBC) LEED Gold Certification level for new buildings. The Project would demonstrate compliance with the LEED Gold Certification or equivalent green building standards by providing architectural and engineering documentation, building energy modeling simulations, and other supporting evidence consistent with USGBC-accepted documentation standards. As part of the Project's LEED Gold Certification or equivalent green building standards, the Project would optimize building energy performance with a reduction from the LEED baseline consistent with LEED requirements. The Project's commitment to LEED Gold Certification is included as Project Design Feature (PDF) WS-PDF-1.

Additional design features that would contribute to energy efficiencies may include, but are not limited to, the use of materials and finishes that emit low quantities of volatile organic compounds; the installation of heating, ventilation, and air conditioning systems that use ozone-friendly refrigerants; the installation of heat pumps; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The parking garage expansion would provide infrastructure for vehicular charging stations per the requirements of the City of Los Angeles.[13] The Hotel Expansion Building would also use the recycling program and facilities that are currently located in the Existing Hotel Building. In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-irrigation); and pool-related features such as a leak-detection system and water-saving pool filters. The Project's water conservation features are included as WS-PDF-1.

[13] The Project would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into a minimum of 30 percent of the parking spaces (approximately 139 spaces), with 10 percent of the LAMC-required spaces further improved with electric vehicle charging stations (approximately 50 spaces).

The Project Site's urban location enables the Project to earn LEED Location and Transportation credits related to public transit, bike usage, and electric vehicle charging stations. The Project Site would be accessible by several public transit options, including numerous city bus lines and rail at the Metro B Line (Red Line) Universal City/Studio City Station. As with the Existing Hotel, a Transportation Demand Management (TDM) Program would be implemented to reduce the Project's single-occupant vehicle trips and increase the trips arriving via alternative modes of transportation (e.g., walking, bicycle, carpool, vanpool, and transit). The TDM Program would include design features, transportation services, education, and incentives intended to reduce the number of single-occupant vehicles during commuter peak hours. The TDM Program may include, but is not limited to, daily parking discounts for Metro commuters; transit subsidies; rideshare programs and parking; and an integrated pedestrian network within and adjacent to the Project Site (TRAF-PDF-1). Additionally, as required by the LAMC, the Project would provide on-site short-term and long-term bicycle parking.

k) Project Design Features

The above sections identify general characteristics of the Project upon which the analyses of this Draft Environmental Impact Report (EIR) are based. In addition to these Project characteristics, the Project Applicant proposes to implement a number of PDFs that specifically relate to environmental considerations, as referenced above. The PDFs would be included in the Mitigation Monitoring Program required in association with certification of the EIR. The PDFs are presented in the Executive Summary of the Draft EIR, as well as in individual topical sections of the Draft EIR, where applicable. The PDFs are taken into account in the analysis of potential Project impacts provided in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR.

l) Construction Information

Construction of the Project is anticipated to begin in 2024 and is estimated to be completed in 2026, with construction occurring for approximately 30 months. Construction is expected to take place in a single construction phase. Project development would require excavation and grading of the Project Site, including some areas of landscaped hillsides. An approximately 0.1-mile concrete retaining wall is proposed along the eastern boundary of the Project Site that would be approximately the same height as the existing grade and would vary between 4 feet to 20 feet in height. Project construction would require excavation to a maximum depth of approximately 50 feet below existing grade for construction of the floor area and additional parking. Up to approximately 87,000 cubic yards of soil are anticipated to be excavated and would require export and disposal off-site. In addition, approximately 10,000 cubic yards of demolition and site preparation debris would be exported for disposal off-site.

A haul route would be approved by the Los Angeles Department of Building and Safety, Board of Building and Safety Commissioners for this soil exportation. The haul routes analyzed in this Draft EIR assume that trucks traveling to the Project Site on southbound US-101 would exit onto Cahuenga Boulevard, travel north to Lankershim Boulevard, and

then east to Universal Hollywood Drive to the Project Site. The haul routes also assume that trucks traveling to the Project Site on northbound US-101 would exit onto Universal Studios Boulevard and travel northwest on W.C. Fields Drive to Hotel Drive to the Project Site. Outbound trips would follow the same routes from the Project Site to US-101.

Construction would occur Monday through Friday between 7:00 a.m. and 9:00 p.m., and Saturdays between 8:00 a.m. and 6:00 p.m., consistent with the allowable hours per the LAMC. Construction haul truck activities to and from the Project Site would be limited during key Universal Studios Hollywood calendared events, such as during the Universal Halloween Horror Nights.

7. Requested Permits and Approvals

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

- Pursuant to LAMC Section 12.32 Q, a Vesting Zone Change for the portions of the Property from PB and RE15 to allow a uniform C2 zone for the entire Property.
- Pursuant to LAMC Section 12.32 F, a Height District Change for the Property from Height District No. 1 to Height District No. 2 for the entire Property.
- Pursuant to LAMC Section 12.24 W.1, a Conditional Use Permit for the sale or dispensing of alcoholic beverages for on-site consumption within the Hotel's guestrooms through room service and in-room control access cabinets (mini-fridges), at the restaurant dining and pool area on Level 18, lounge and bar on Level 4, restaurant on Level 3, the pool restaurant and bar on the Basement Level, Meeting Room Addition, and spa in accordance with the Project's hours of operation identified above in Section 6.h of this chapter.
- Pursuant to LAMC Section 12.24 W.18, a Conditional Use Permit to allow for dancing and live entertainment during events within the Meeting Room Addition, areas adjacent to the lobby/lounge area on Level 4, and areas adjacent to the restaurants/dining areas on Level 3 and Level 18 of the Hotel Expansion Building.
- Pursuant to LAMC Section 16.05, Site Plan Review for a development that results in an increase of 50 guestrooms.
- Haul route approval from the Los Angeles Department of Building and Safety, Board of Building and Safety Commissioners.
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, Department of Public Works approval to remove non-protected trees from the Property, and sign permits.

In addition to the entitlements identified above, permits are also required from other City entities for the Project, including, but not limited to, permits from the Department of Building and Safety and Public Works (and other municipal agencies) for Project

construction activities, such as demolition, haul route, excavation, shoring, grading, foundation, building and interior improvements, and the removal and replacement of trees on public and/or private property. Beyond the environmental requirements being carried out in association with this EIR, to the extent known, there are no other related federal, state, or local environmental review and consultation requirements that need to be integrated with this CEQA review.

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the lead agency (State CEQA Guidelines Section 15381). There are no responsible agencies identified for the Project.

III. Environmental Setting

A. Overview of Environmental Setting

1. Overview of Environmental Setting

CEQA Guidelines Section 15125 requires that an EIR include a description of the existing physical environment. This chapter provides a general overview of the existing regional and local setting in which the Project Site is located, and a brief description of the existing conditions at the Project Site. Detailed information on existing conditions for each environmental topic is provided in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR. This chapter also provides an overview of other potential reasonably foreseeable projects (i.e., related projects) in the vicinity of the Project Site that the City has determined could potentially result in cumulative impacts and are considered as part of the cumulative impacts analysis.

a) On-Site Conditions

The Project Site, which is located at 555 Universal Hollywood Drive, is located in Universal City within the City's Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area. The Project Site is located to the north of U.S. Highway 101 (US-101 or Hollywood Freeway) and west of the intersection of Universal Hollywood Drive and Hotel Drive. The Project Site totals approximately 316,249 square feet or 7.26 acres.

The Project Site is situated on a promontory (a point of high land) that descends moderately to the west, south, and east at a grade of approximately 50 percent (2:1 horizontal-to-vertical gradient). The top of the promontory is approximately 707 feet above mean sea level (amsl), and the on-site low point is approximately 670 feet amsl, with an overall elevation change of approximately 37 feet across the Project Site.[1]

The primary on-site improvements (described from north to south) consist of (a) a motorcourt and porte cochere entryway to the Existing Ancillary Hotel Building and landscaping (collectively, the North Plaza); (b) the low-rise Existing Ancillary Hotel Building; (c) a motorcourt with Americans with Disabilities Act (ADA)-accessible parking spaces, landscaped median, and a porte cochere entryway to the Existing Hotel Building's lobby area (collectively, the South Plaza); (d) the Existing Hotel Building; (e) the Existing Outdoor Pool Area; (f) service road along the eastern edge of the Project Site and existing development. The Project Site is currently developed with a total of 397,521

[1] Based on the North American Vertical Datum of 1988 (NAVD 88), which is the vertical datum for orthometric heights established for vertical control surveying in the United States based upon the General Adjustment of the North American Datum of 1988.

square feet, including 26,030 square feet of meeting/banquet space; 5,050 square feet of restaurant/lounge floor area; 924 square feet of retail/sundry space; 9,665 square feet of lobby/circulation floor area; and 495 hotel rooms. The pool area, which includes a pool, spa, pool bar and grill, and landscaped area occupies 8,819 square feet.

Vehicle access to the Project Site is via a driveway on Universal Hollywood Drive that leads to an internal roadway along the north and west perimeter of the Project Site. This internal roadway provides vehicle access to the North Plaza, the parking garage, and the South Plaza. The South Plaza porte cochere entryway provides primary pedestrian access to the Existing Hotel Building and also serves as the pick-up/drop-off area for the complimentary Universal Studios Hotel Shuttle.

The Existing Ancillary Hotel Building is one to two stories in height and located south of the North Plaza. The Existing Ancillary Hotel Building includes a lobby area, concierge/tour desk, gift/sundry shop, atrium areas, meeting/banquet rooms, the Café Sierra Restaurant, the Atrium Lounge, a lobby bar, and a small coffee shop. The Existing Ancillary Hotel Building also includes internal corridors that connect to the 24-story Existing Hotel Building, which is located south of the Existing Ancillary Hotel Building, northeast of the Existing Hotel Pool Area, and east of the South Plaza. The Existing Hotel Building is approximately 258 feet in height, as measured from the South Plaza, and contains 495 existing guestrooms.

The approximately 8,819-square-foot Existing Outdoor Pool Area is the southernmost improvement on the Project Site and consists of a pool, pool deck, spa, pool bar and grill, and ornamental landscaping.

The North Plaza, Existing Ancillary Hotel Building, internal roadway, and South Plaza are located above a three-level parking garage. The three parking levels are accessible via a ramp extending from the west side of the North Plaza, just north of the Existing Ancillary Hotel Building. Overall, the Project Site currently contains a total of 652 vehicle parking spaces. Ornamental landscaping is planted along the periphery of the parking garage to screen it from view from surrounding public roadways.

The Project Site is located within a Transit Priority Area (TPA) because it is located within 0.5 miles of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line (Red Line) Universal City/Studio City Station, which is located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately 0.25 miles west of the Project Site.

b) Surrounding Uses

The Project Site is in Universal City within an area that is highly urbanized and generally built out. The Project Site is located in an active area that serves as both a commercial center for Studio City and the surrounding communities, and as an entertainment center of regional importance.

The Project Site is bordered on the north by an undeveloped parcel, entertainment and production-related uses associated with Universal Studios Hollywood and Universal Hollywood Drive; on the east by a surface parking lot operated by Universal Studios Hollywood, Hotel Drive, an undeveloped hillside parcel, and Universal Studios Hollywood; on the south by an undeveloped parcel and a shuttle parking lot (both owned and maintained by Universal Studios Hollywood); and on the west by the Sheraton Universal Hotel. The Sheraton Universal Hotel consists of a 20-story hotel building at the center of the property, with hotel-related uses surrounding the building, including a three-level parking structure located adjacent to the Project Site. W.C. Fields Drive is located approximately 130 feet south of the Project Site and provides vehicle access to the Project Site via Hotel Drive, with Universal Hollywood Drive as an alternate entrance and exit. A landscaped roadway shoulder and the travel lanes of the Hollywood Freeway are located south of W.C. Fields Drive, approximately 200 feet south/southwest of the Project Site. South of the Hollywood Freeway is the Cahuenga Boulevard corridor, which consists of one- to three-story commercial uses. Further south, land uses consist of the single-family residential homes of the Cahuenga Pass foothills.

The Existing Hotel Building is one of three high-rise buildings located between the Hollywood Freeway and Universal Hollywood Drive, east of Lankershim Boulevard. The other two high-rise buildings are the 20-story Sheraton Hilton Hotel, located immediately west of the Project Site, and the 36-story 10 Universal City Plaza Office Building, located west of the Sheraton Hilton Hotel at the northeast corner of Lankershim Boulevard and the Hollywood Freeway. Each of the three high-rise buildings is supported by two- to six-level parking structures.

The Hilton Universal City Hotel is the closest hotel to Universal Studios Hollywood and Universal CityWalk, both of which are located across Universal Hollywood Drive from the Project Site. Both entertainment venues are part of the larger Universal City, which consists of a number of interrelated entities that have evolved because of their association with the entertainment industry, including Universal Studios Hollywood, Universal CityWalk, and the facilities that comprise Universal Studios, with soundstages, backlot sets, and offices largely occupied by entertainment-related companies. The majority of Universal City is located within unincorporated Los Angeles County, generally located just north and east of the Project Site, which is also generally north and east of Universal Hollywood Drive.

The front admissions gate (Front Gate) to Universal Studios Hollywood is located approximately 650 feet east of the Project Site at its closest point adjacent to Hotel Drive, with pedestrian access provided between the Project Site and the Front Gate via sidewalks and pedestrian crosswalks at the intersection of Universal Hollywood Drive and Hotel Drive. Universal Hollywood Drive also serves as the primary vehicle access to parking facilities for Universal Studios Hollywood and Universal CityWalk, with public travel lanes terminating at the West Gate admission booths on Universal Hollywood Drive approximately 530 feet south of the driveway to the Project Site. General Parking (the Frankenstein Parking Garage) for Universal Studios Hollywood is also located across

Universal Hollywood Drive from the Project Site's driveway. Universal Studios operates a complimentary shuttle for hotel guests/visitors to Universal Studios Hollywood and Universal CityWalk on a 15- to 20-minute cycle to and from both the Sheraton Universal Hotel and Hilton Universal City Hotel as a courtesy for park attendees staying at the hotels.

c) Existing Transportation System

Regional vehicle access to the Project Site is provided by the Hollywood Freeway via on- and off-ramps at Lankershim Boulevard (0.25 miles west of the Project Site) and Universal Studios Boulevard (0.4 miles east of the Project Site). Local access to the Project Site is provided via Lankershim Boulevard, W.C. Fields Drive (via Universal Studios Boulevard), Hotel Drive, and Universal Hollywood Drive. In addition, the Golden State/Santa Ana Freeway (Interstate 5) is located approximately 2 miles to the east and the Ventura Freeway (State Route 134) is located approximately 1 mile to the north. The Project Site is located approximately 3.75 miles south of the Burbank Bob Hope Airport.

The Project Site is served by a variety of transit options, including the Metro B Line (Red Line) Universal City/Studio City Station, located approximately 0.25 miles west of the Project Site at the intersection of Lankershim Boulevard and Universal Hollywood Drive. The Metro B Line (Red Line) provides direct linkages to downtown Los Angeles and to other rail lines within the Metro Rail system, including a connection to the Metro G Line (Orange Line) in North Hollywood and a connection to the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour). Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Metro Local 155, Local 222, and Local 224 bus stops are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank, Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station.[2] The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the Burbank Bus Pink Route, also stop off-street at the Universal/Studio City Station. As indicated above, Universal Studios operates a complimentary shuttle to Universal Studios Hollywood and Universal CityWalk on a 15- to 20-minute cycle to and from both the Sheraton Universal Hotel and Hilton Universal City Hotel as a courtesy for park attendees staying at both hotels.

Maps and aerial photos depicting the Project Site and surrounding uses are provided in Chapter II, *Project Description*, of this Draft EIR.

2 Metro Maps and Schedules. 2022. Maps & Schedules - LA Metro. Accessed October 2022.

d) Existing Conditions

Detailed descriptions of the environmental setting relevant to each of the environmental topics evaluated in this Draft EIR have been prepared and are included in Chapter IV, *Environmental Impact Analysis*, in Sections IV.A through IV.M, of this Draft EIR.

e) Land Use Plans

City land use plans applicable to the Project Site include the City of Los Angeles General Plan and the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Community Plan. While the Project Site is not located within a Specific Plan area, the nearby unincorporated Los Angeles County area to the north and east of the Project Site is part of the Universal Studios (County) Specific Plan area. Regional plans that are applicable to the Project Site include Connect SoCal, which is the Southern California Association of Governments' 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy and the South Coast Air Quality Management District's 2016 Air Quality Management Plan.

2. Related Projects

CEQA Guidelines Section 15130 requires that the EIR discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Cumulative impacts are defined in Section 15355 of the CEQA Guidelines as "an impact which is created as a result of the combination of a project evaluated in the EIR together with other projects causing related impacts." As identified in CEQA Guidelines Section 15130(b), the discussion of cumulative impacts shall "reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone."

Either of the following is necessary to conduct an adequate analysis of cumulative impacts:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

Consistent with CEQA Guidelines Section 15130(b)(3), the City has determined in its independent judgement, based on the size and scale of the Project analysis and related projects in the area, that 1.15 miles is the appropriate radius for the identification of related projects for the proposed Project. This distance includes a portion of the County of Los Angeles and known development projects in Universal City and neighboring areas of the City, including a portion of the City of Burbank. This distance was established following the Los Angeles Department of Transportation (LADOT) 2022 Transportation Assessment Guidelines' (2022 TAG) approach for identifying related projects, which is to include the

associated trip generation for known development projects within a 0.5-mile (2,640-foot) radius of the Project Site, and 0.25-mile (1,320-foot) radius of the farthest outlying study intersections.[3] The 1.15-mile (6,027-foot) radius for the identification of related projects was established based on the farthest outlying study intersection, which is Barham Boulevard / W.C. Fields Drive – Cahuenga Boulevard East, located approximately 4,500 feet from the Project Site.

A review of the 1.15-mile radius for related projects revealed that there are 15 known projects (14 in the City of Los Angeles and 1 in the County of Los Angeles) that may potentially contribute to cumulative impacts. **Table III-1**, *Related Projects List*, identifies the related projects and **Figure III-1**, *Related Projects Map*, presents the location of each related projects. Although the projects listed in Table III-1 serve as the primary basis for evaluation of cumulative impacts, the individual projects considered may vary from one environmental issue to the next as the geographic context of certain issue areas varies. The cumulative analysis for each environmental issue, including a discussion regarding the identification of relevant related projects, is provided in each environmental section in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR.

TABLE III-1
RELATED PROJECTS LIST[1]

Project	Project Address	Land Use	Size[2]	Unit
County of Los Angeles				
1	NBC Universal Evolution Plan – 100 Universal City Plaza, Universal City, CA 91608	Studio	307.95	ksf
		Studio Office	647.32	ksf
		Office	470.25	ksf
		Entertainment	177.45	ksf
		Entertainment Retail	39.22	ksf
		Amphitheater	(50.6)	ksf
		Hotel	900.0	ksf
City of Los Angeles				
2	10601–10623 Riverside Drive (Cohen Apts.)	Apartments	68	du
		Retail	12.45	ksf
3	11036 W. Moorpark Street	Apartments	96	du
		Single-Family	(8)	du
4	4215 Vineland Avenue	Condominiums	85	du
		Apartments	(32)	du
		Single-Family	(1)	du
5	10850 Riverside Drive (Lankershim/Riverside Mixed-Use Project)	Apartments	179	du
		Retail	5.68	ksf
6	3077 Cahuenga Boulevard	Apartments	179	du

3 City of Los Angeles Department of Transportation, Transportation Assessment Guidelines (TAG), August 2022.

TABLE III-1
RELATED PROJECTS LIST[1]

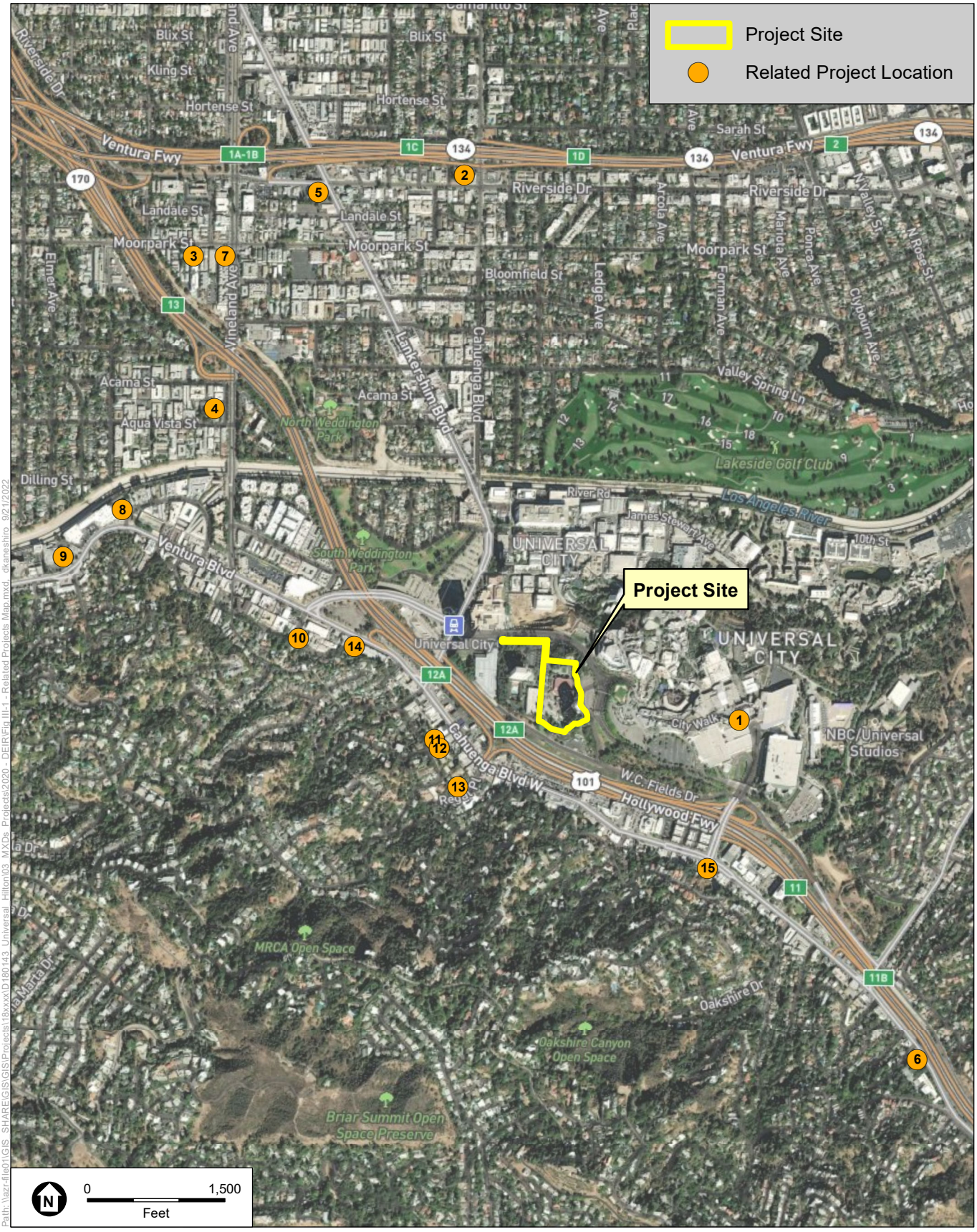
Project	Project Address	Land Use	Size[2]	Unit
7	4377 N. Vineland Avenue	Convenience Store	2.56	ksf
		Car Wash	1.10	ksf
8	11201 Ventura Boulevard	Apartments	94	du
		Affordable Family Housing	12	du
		Retail	12	ksf
		Assisted Living	(58)	beds
9	11265–11321 Ventura Boulevard (Studio City Crossing)	Supermarket	34.83	ksf
		Commercial	5.05	ksf
		Restaurant	2.78	ksf
		Commercial	(13.63)	ksf
		Health/Fitness Club	(17.81)	ksf
		Restaurant	(2.78)	ksf
10	10867 Fruitland Drive	Apartments	16	du
		Affordable Family Housing	3	du
		Apartments	(5)	du
11	3910 Kentucky Drive	Apartments	8	du
12	3902 Kentucky Drive	Condominiums	21	du
13	3657 Regal Place	Apartments	28	du
		Apartments	(5)	du
14	10740–10744 Ventura Boulevard	Hotel	46	rooms
		Restaurant	1.84	ksf
		Rooftop Bar	3.50	ksf
15	3361–3429 Cahuenga Boulevard West	Apartments	64	du
		Affordable Family Housing	8	du
		Hotel	119	rooms
		Restaurant	4.43	ksf
		Supermarket	18.43	ksf
		Restaurant	(3.40)	ksf
		Office	(29.20)	ksf

NOTES: ksf = thousand square feet; du = dwelling units

[1] Projects provided by LADOT and City of Los Angeles Department of City Planning as of August 2022.

[2] Parenthesis represent a reduction, or what is being removed from the existing site.

SOURCE: Linscott, Law & Greenspan, Engineers, 2022.



SOURCE: Mapbox, 2022

Hilton Universal City Project

Figure III-1
Related Projects Map

IV. Environmental Impact Analysis

A. Air Quality

1. Introduction

This section evaluates the Project's potential impacts on air quality. This section estimates the air pollutant emissions generated by construction and operation of the Project and evaluates whether Project emissions would conflict with or obstruct implementation of the applicable air quality plan; 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; expose sensitive receptors to substantial pollutant concentrations; or result in other emissions, such as those leading to odors, affecting a substantial number of people. This section relies on information included in the *Air Quality and Greenhouse Gas Technical Appendix* in **Appendix B** of this Draft EIR.

2. Environmental Setting

a) Air Quality Background

(1) Air Quality and Public Health

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and to facilitate improvement in air quality. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been set at levels considered safe to protect public health, including the health of sensitive populations, such as asthmatics, children, and the elderly with a margin of safety, and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.[1] As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. New findings over time have, in turn, led to the revision and lowering of NAAQS which, in the judgment of the U.S. Environmental Protection Agency (USEPA), are necessary to protect public health. Ongoing assessments of the scientific evidence from health studies continue to be an important

[1] USEPA, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table, accessed April 2023.

part of setting and informing revisions to federal and state air quality standards.[2] The NAAQS and CAAQS are listed in Table IV.A-1 on page IV.A-10 of this Draft EIR.

At the regional level, the South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange County, Riverside and San Bernardino Counties, including the Coachella Valley.[3] The City of Los Angeles (City) is located within the South Coast Air Basin (Air Basin), which is a distinct geographic subarea within the SCAQMD's jurisdiction. The SCAQMD, together with the Southern California Association of Governments (SCAG), has the responsibility for ensuring that national and state ambient air quality standards are achieved and maintained for the Air Basin. Failure to comply with these standards puts state and local agencies at risk for penalties in the form of lawsuits, fines, a federal takeover of state implementation plans, and a loss of funds from federal agencies, such as the Federal Highway Administration and Federal Transit Administration.

To meet the air quality standards, regional plans are developed, including the SCAQMD's Air Quality Management Plan (AQMP), which incorporates regional demographic projections and integrated regional land use and transportation strategies from SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans work together to examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the region. In addition, a host of regulatory standards at the federal, state, regional, and local level function to identify and limit exposure of air pollutants and toxic air contaminants (TACs).

(2) Local Air Quality and Air Pollution Sources

As mentioned above, the City is located within the Air Basin, which is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and San Diego County to the south. The Air Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the Coachella Valley area in Riverside County. The regional climate within the Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Air Basin is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry.

The Air Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally

2 SCAQMD, *Final 2016 AQMP,* 2017, Appendix I, Health Effects, p. I-69.

3 SCAQMD, *Map of Jurisdiction*, 1999.

breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by midmorning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino Counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide (CO) and nitrogen oxides (NO_X) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

Air pollutant emissions within the Air Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

(3) Air Pollutant Types

(a) Criteria Pollutants

The six principal pollutants for which national and State criteria and standards have been promulgated, known as “criteria pollutants”, and which are most relevant to current air quality planning and regulation in the Air Basin include ozone (O_3), respirable and fine particulate matter (PM10 and PM2.5, respectively), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). These pollutants are referred to as “criteria air pollutants” as a result of the specific standards, or criteria, which have been adopted for them.

(i) Ozone (O_3)

O_3 is a gas that is formed when volatile organic compounds (VOCs) and NO_X - both byproducts of internal combustion engine exhaust - undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are

favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

(ii) Particulate Matter (PM10 and PM2.5)

Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Respirable and fine particulate matter, PM10 and PM2.5, consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, such as pollen and windstorms, are naturally occurring. However, in urban areas such as the City of Los Angeles, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. The human body naturally prevents the entry of larger particles into the body. However, small particles can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM10 and PM2.5. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

(iii) Carbon Monoxide (CO)

CO is a colorless, odorless gas primarily emitted from combustion processes and motor vehicles due to incomplete combustion of carbon-containing fuels, such as gasoline or wood. In urban areas, such as the City of Los Angeles, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Air Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

(iv) Nitrogen Dioxide (NO_2)

NO_2 is a nitrogen oxide (NO_X) compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_X compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic areas, particularly in urban areas such as the City of Los Angeles, may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM10. NO_X irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of O_3.

(v) Sulfur Dioxide (SO_2)

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

(vi) Lead (Pb)

Pb is a metal found naturally in the environment as well as in manufactured products. The highest levels of Pb in the air are usually found near Pb smelters. The major sources of Pb emissions in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Pb is also emitted from the sanding or removal of old lead-based paint (LBP). Pb emissions are primarily a regional pollutant. Pb affects the brain and other parts of the body's nervous system. Exposure to Pb in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

(b) Additional Criteria Pollutants (California Only)

In addition to the national standards, the State of California regulates State-identified criteria pollutants, including sulfates (SO_4^{2-}), hydrogen sulfide (H_2S), visibility-reducing particles, and vinyl chloride. With respect to the State-identified criteria pollutants, most land use

development projects either do not emit them (i.e., H_2S [nuisance odor] and vinyl chloride), or otherwise account for these pollutants (i.e., SO_4^{2-} and visibility reducing particles) through other criteria pollutants. For example, SO_4^{2-} are associated with SO_X emissions, and visibility-reducing particles are associated with particulate matter emissions. A description of the health effects of the State-identified criteria air pollutants is provided below.

(i) Sulfates (SO_4^{2-})

SO_4^{2-} are the fully oxidized ionic form of sulfur. SO_4^{2-} occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to SO_4^{2-} in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. SO_4^{2-} are particularly effective in degrading visibility and, due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

(ii) Hydrogen Sulfide (H_2S)

H_2S is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing and natural emissions from geothermal fields. Industrial sources of H_2S include petrochemical plants and kraft paper mills. H_2S is also formed during bacterial decomposition of human and animal wastes and is present in emissions from sewage treatment facilities and landfills.[4] Exposure to H_2S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 parts per million (ppm), which is considerably higher than the odor threshold.[5] H_2S is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level.[6]

(iii) Visibility-Reducing Particles

Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air, such as

4 California Air Resources Board (CARB), Hydrogen Sulfide & Health, Available at: https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health, accessed April 2023.

5 CARB, Hydrogen Sulfide & Health, Available at: https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health, accessed April 2023.

6 CARB, Hydrogen Sulfide & Health, Available at: https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health, accessed April 2023.

windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., SO_4^2, nitrates, organic carbon particles), which are the major constituents of particulate matter. As the number of visibility-reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range.[7] Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM10 and PM2.5, as discussed above.[8]

(iv) Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products and is generally emitted from industrial processes. Other major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites due to microbial breakdown of chlorinated solvents.[9] Short-term health of effects of exposure to high levels of vinyl chloride in the air include central nervous system effects, such as dizziness, drowsiness, and headaches while long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage and has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.[10] Most health data on vinyl chloride relate to carcinogenicity; thus, the people most at risk are those who have long-term exposure to elevated levels, which is more likely to occur in occupational or industrial settings. However, control methodologies applied to industrial facilities generally prevent emissions to the ambient air.[11]

(c) Volatile Organic Compounds (VOCs) and Toxic Air Contaminants (TACs)

Although the SCAQMD's primary mandate is attaining the NAAQS and the CAAQS for criteria pollutants within the district, SCAQMD also has a general responsibility to control emissions of air contaminants and prevent endangerment to public health. As a result, the SCAQMD has regulated pollutants other than criteria pollutants such as VOCs, TACs, greenhouse gases (GHGs), and stratospheric O_3-depleting compounds.

7 CARB, Visibility-Reducing Particles and Health, ww2.arb.ca.gov/resources/visibility-reducing-particles-and-health, accessed April 2023.

8 CARB, Visibility-Reducing Particles and Health, ww2.arb.ca.gov/resources/visibility-reducing-particles-and-health, accessed April 2023.

9 CARB, Vinyl Chloride & Health, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health, accessed April 2023.

10 CARB, Vinyl Chloride & Health, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health, accessed April 2023.

11 CARB, Vinyl Chloride & Health, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health, accessed April 2023.

(i) VOCs

VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, VOCs are a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as O_3, NO_2, and certain fine particles are formed. They are therefore regulated as "precursors" to formation of these criteria pollutants. Some are also identified as TACs and have adverse health effects. VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., includes chemically formulated products used by household and institutional consumers, architectural coatings, etc.).

(ii) TACs

TACs is a term used to describe airborne pollutants that may be expected to result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health, and include both carcinogens and non-carcinogens. The California Air Resources Board (CARB) and the California Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. CARB has listed approximately 200 toxic substances, including those identified by the USEPA, which are identified on the California Air Toxics Program's TAC List. TACs are also not classified as "criteria" air pollutants. The greatest potential for TAC emissions during construction is related to diesel particulate matter (DPM) emissions associated with heavy-duty equipment. During long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators. The effects of TACs can be diverse and their health impacts tend to be local rather than regional; consequently, ambient air quality standards for these pollutants have not been established, and analysis of health effects is instead based on cancer risk and exposure levels.

b) Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding air quality at the federal, State, regional, and local levels that apply to the Project. As described below, these plans, guidelines, and laws include the following:

- Federal Clean Air Act
  - National Ambient Air Quality Standards
- California Clean Air Act
  - California Ambient Air Quality Standards
- California Code of Regulations
- State Programs for Toxic Air Contaminants

- Diesel Risk Reduction Program
- South Coast Air Quality Management District
  - Air Quality Management Plan and Regional Transportation Plan/Sustainable Communities Strategy
  - Air Quality Guidance Documents
  - Rules and Regulations
- City of Los Angeles Air Quality Element
- City of Los Angeles Plan for a Healthy LA

(1) Federal

(a) Federal Clean Air Act

The federal Clean Air Act (CAA) was enacted in 1970 and has been amended numerous times in subsequent years, with the latest amendments occurring in 1990.[12] The CAA is the comprehensive federal law that regulates air emissions in order to protect public health and welfare.[13] The USEPA is responsible for the implementation and enforcement of the CAA, which establishes the NAAQS, specifies future dates for achieving compliance, and requires the USEPA to designate areas as attainment, nonattainment, or maintenance. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the state has not achieved the applicable NAAQS. The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The sections of the CAA most applicable to land use development projects include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).[14]

Title I requirements are implemented for the purpose of attaining NAAQS for criteria air pollutants. **Table IV.A-1**, *Ambient Air Quality Standards*, shows the NAAQS currently in effect for each criteria pollutant. The Air Basin fails to meet national standards for O_3 and PM2.5 and, therefore, is considered a federal "non-attainment" area for these pollutants. In addition, Los Angeles County fails to meet the national standard for lead and, therefore, is considered a federal non-attainment area for lead.

12 42 United States Code §7401 et seq., 1970.

13 USEPA, Clean Air Act, 1963.

14 USEPA, Clean Air Act Overview, Clean Air Act Table of Contents by Title, last updated January 3, 2017.

TABLE IV.A-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard[d]	California Standard[d]
Ozone (O_3)	1-hour	—	0.09 ppm (180 µg/m^3)	—	Non-Attainment
	8-hour	0.070 ppm (137 µg/m^3)	0.07 ppm (137 µg/m^3)	Non-Attainment (Extreme)	Non-Attainment
Respirable Particulate Matter (PM10)	24-hour	150 µg/m^3	50 µg/m^3	Attainment	Non-Attainment
	Annual	—	20 µg/m^3		
Fine Particulate Matter (PM2.5)	24-hour	35 µg/m^3	—	Non-Attainment (Serious)	Non-Attainment
	Annual	12 µg/m^3	12 µg/m^3		
Carbon Monoxide (CO)	1-hour	35 ppm (40 mg/m^3)	20 ppm (23 mg/m^3)	Attainment	Attainment
	8-hour	9 ppm (10 mg/m^3)	9.0 ppm (10 mg/m^3)		
Nitrogen Dioxide (NO_2)	1-hour	0.10 ppm (188 µg/m^3)	0.18 ppm (339 µg/m^3)	Unclassified/ Attainment	Attainment
	Annual	0.053 ppm (100 µg/m^3)	0.030 ppm (57 µg/m^3)		
Sulfur Dioxide (SO_2)	1-hour	0.075 ppm (196 µg/m^3)	0.25 ppm (655 µg/m^3)	Unclassified/ Attainment	Attainment
	3-hour	0.5 ppm (1,300 µg/m^3)	—		
	24-hour	0.14 ppm (365 µg/m^3)	0.04 ppm (105 µg/m^3)		
	Annual	0.03 ppm (80 µg/m^3)	—		
Lead (Pb)	30-day average	—	1.5 µg/m^3	Partial Non-Attainment[e]	Attainment
	Rolling 3-month average	0.15 µg/m^3	—		
Sulfates	24-hour	—	25 µg/m^3	—	Attainment
Hydrogen Sulfide (H2S)	1-hour	—	0.03 ppm (42 µg/m^3)	—	Unclassified

TABLE IV.A-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard[d]	California Standard[d]

ppm = parts per million by volume

$\mu g/m^3$ = micrograms per cubic meter

[a] An ambient air quality standard is a concentration level expressed in either parts per million or micrograms per cubic meter and averaged over a specific time period (e.g., 1 hour). The different averaging times and concentrations are meant to protect against different exposure effects. Some ambient air quality standards are expressed as a concentration that is not to be exceeded. Others are expressed as a concentration that is not to be equaled or exceeded.

[b] Ambient Air Quality Standards based on the 2016 AQMP.

[c] "Attainment" means that the regulatory agency has determined based on established criteria, that the Air Basin meets the identified standard. "Non-attainment" means that the regulatory agency has determined that the Air Basin does not meet the standard. "Unclassified" means there is insufficient data to designate an area, or designations have yet to be made.

[d] California and federal standard attainment status based on SCAQMD's 2016 AQMP and 2018 updates from CARB. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

[e] An attainment re-designation request is pending.

SOURCES: United States Environmental Protection Agency, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table, accessed April 2023.

CARB, Ambient Air Quality Standards May 4, 2016.

Title II pertains to mobile sources, which includes on-road vehicles (e.g., cars, buses, motorcycles) and non-road vehicles (e.g., aircraft, trains, construction equipment). Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The NAAQS, and the CAAQS for the California criteria air pollutants (discussed below), have been set at levels considered safe to protect public health, including the health of sensitive populations and to protect public welfare.

(2) State

(a) California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the CAAQS by the earliest practicable date. CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both state and federal air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Table IV.A-1 includes the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the State. As shown in Table IV.A-1, the CAAQS include more stringent standards than the NAAQS. The Air Basin fails to meet State standards for O_3, PM10, and PM2.5 and, therefore, is considered "non-attainment" for these pollutants.

(b) California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in Title 13 of the CCR states that 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 addition, Section 93115 in Title 17 of the CCR states that operations of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emissions standards.

(c) State Programs for Toxic Air Contaminants

The California Air Toxics Program is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of Airborne Toxic Control Measures (ATCMs), both for stationary and mobile sources, including On-Road and Off-Road Vehicle Rules. These ATCMs include measures, such as limits on heavy-duty diesel motor vehicle idling and emission standards for off-road diesel construction equipment, in order to reduce public exposure to DPM and other TACs. These actions are also supplemented by the Assembly Bill (AB) 2588 Air Toxics "Hot Spots" program and Senate Bill (SB) 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through

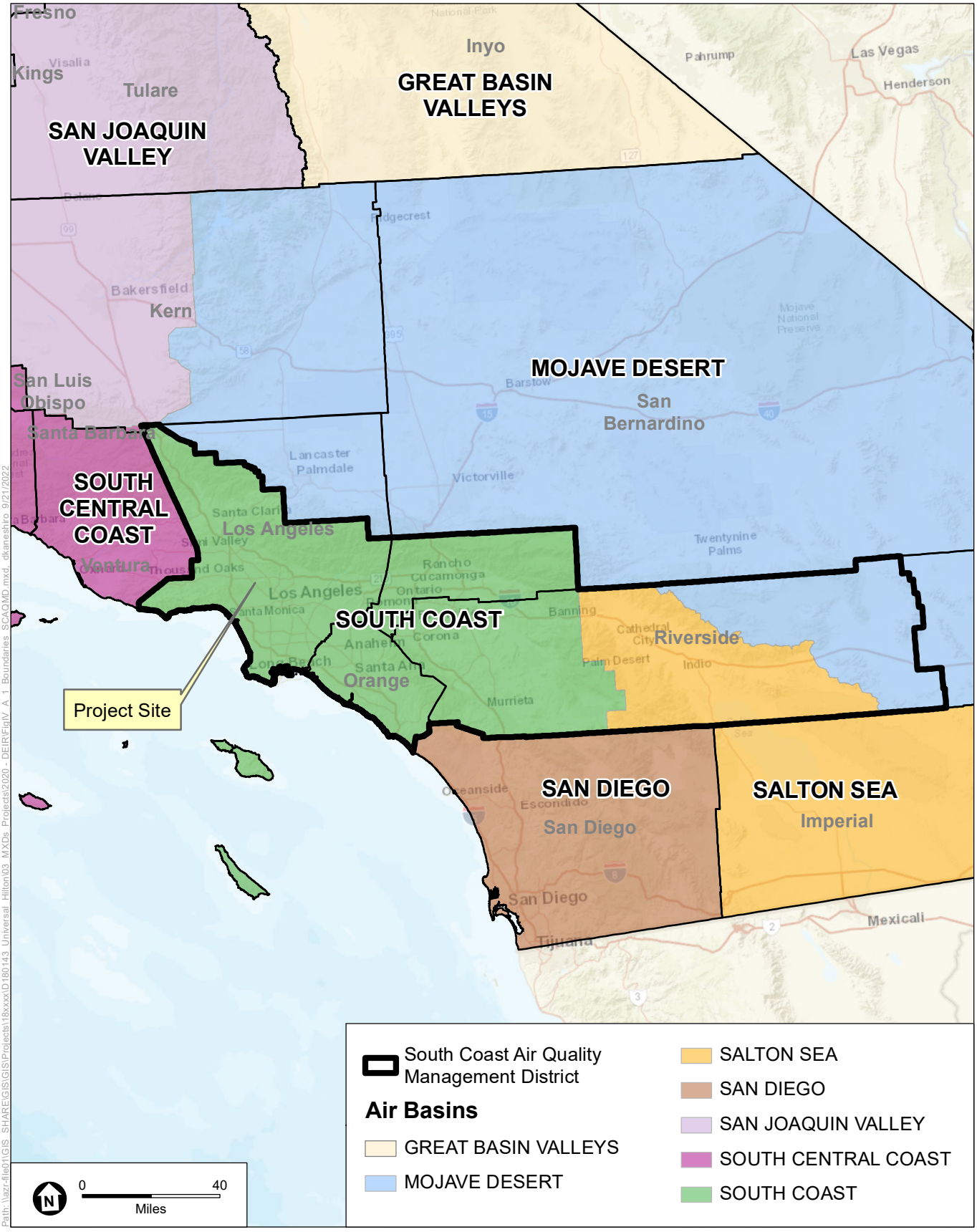
implementation of a risk management plan. SCAQMD has further adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

(d) Diesel Risk Reduction Program

CARB identified particulate emissions from diesel-fueled engines as TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which moved us into the risk management phase of the program. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines* and the *Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific statewide regulations designed to further reduce DPM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

(3) Regional

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for the South Coast Air Basin. The Air Basin is a subregion within the western portion of the SCAQMD jurisdiction, as the SCAQMD also regulates portions of the Salton Sea Air Basin and Mojave Desert Air Basin within Riverside County. **Figure IV.A-1**, *Boundaries of the South Coast Air Quality Management District*, illustrates the location of the Air Basin.



SOURCE: California Air Resources Board, March 2004.

Hilton Universal City Project

Figure IV.A-1
Boundaries of the South Coast Air Quality Management District

(a) Air Quality Management Plan and Regional Transportation Plan/Sustainable Communities Strategy

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The 2016 AQMP includes strategies to ensure that rapidly approaching attainment deadlines for O_3 and $PM_{2.5}$ are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[15] sufficiently to meet the upcoming O_3 standard deadlines as NO_X plays a critical role in the creation of O_3. The AQMP's strategy to meet the 8-hour O_3 standard in 2023 should lead to sufficient NO_X emission reductions to attain the 1-hour O_3 standard by 2022. Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[16,17] The 2022 AQMP is focused on attaining the 2015 8-hour O_3 standard of 70 parts per billion. The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies such as regulation, accelerated development of available clean technologies, incentives and other CAA measures to achieve this standard.

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, state, and local levels and industries. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and USEPA.

The AQMP also incorporates the transportation strategy and transportation control measures from SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan.[18] SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and

15 NO_x emissions are a precursor to the formation of both O_3 and secondary $PM_{2.5}$.

16 Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2016 AQMP for detailed discussion).

17 SCAQMD, *Final 2016 AQMP*, March 2017, page ES-2.

18 SCAG, Final 2020-2045 RTP/SCS, April 2016.

state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG.[19] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2020 AQMP, are based on SCAG's 2020-2045 RTP/SCS.

The 2022 AQMP forecasts the 2037 emissions inventories ''with growth'' based on SCAG's 2020-2045 RTP/SCS. The region is projected to see a 12-percent growth in population, a 17-percent growth in housing units, a 11-percent growth in employment, and an 5-percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, state, and federal levels.[20]

(b) SCAQMD Air Quality Guidance Documents

The SCAQMD published the *CEQA Air Quality Handbook* (approved by the SCAQMD's Governing Board in 1993) to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts.[21] The *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses. However, the SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the *Air Quality Analysis Guidance Handbook*. While this process is underway, the SCAQMD has provided supplemental guidance on the SCAQMD website.[22]

The SCAQMD has also adopted land use planning guidelines in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, which considers impacts to sensitive receptors from facilities that emit TAC emissions.[23] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMDs guidelines are voluntary initiatives recommended for consideration by local planning agencies.

The SCAQMD has published a guidance document called the *Final Localized Significance Threshold Methodology* for CEQA evaluations that is intended to provide guidance when

19 SCAQMD, Final 2022 AQMP, March 2017, page ES-2.

20 SCAQMD, Final 2022 AQMP, March 2017, Figure 1-4.

21 SCAQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, 2005, http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4. Accessed March 1, 2017.

22 SCAQMD*, Air Quality Analysis Handbook,* http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook#. Accessed April 2023.

23 SCAQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005. http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4. Accessed March 1, 2017.

evaluating the localized effects from mass emissions during construction or operation of a project.[24] The SCAQMD adopted additional guidance regarding PM2.5 emissions in a document called *Final Methodology to Calculate Particulate Matter (PM)$_{2.5}$ and PM2.5 Significance Thresholds*.[25] The latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and *Final Localized Significance Threshold Methodology*.

(c) SCAQMD Rules and Regulations

The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Air Basin and to help achieve air quality standards for land use development projects, which include, but are not limited to the following:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules that apply to the Project:

- **Rule 401 – Visible Emissions:** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart[26] or of such opacity as to obscure an observer's view.
- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Best available control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.

24 SCAQMD, Final Localized Significance Threshold Methodology, June 2003 (Revised July 2008).

25 SCAQMD, Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

26 United States Department of Interior, Bureau of Mines, Ringlemann Smoke Chart (Revision of IC 7718), May 1967.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the Project:

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1138 – Control of Emissions from Restaurant Operations:** This rule specifies PM and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.
- **Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.
- **Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations:** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the Project:

- **Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities:** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.
- **Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines:** This rule applies to stationary compression ignition (CI) engines greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

(4) Local

(a) City of Los Angeles General Plan

(i) Air Quality Element

Local jurisdictions, such as the City, have the authority and responsibility to reduce air pollution through their land use decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. In general, the City of Los Angeles' General Plan (including the Framework, Air Quality, Mobility 2035, and Health and Wellness Elements) and the City of Los Angeles' Green New Deal (Sustainability pLAn 2019) contain policies and programs for the protection of the environment and health through improved air quality. These serve to provide additional critical guidance for the betterment of public health for the region and the City.

The most directly-related of those plans, the City's General Plan Air Quality Element (Air Quality Element), was adopted on November 24, 1992, and sets forth the goals, objectives, and policies that guide the City in its implementation of its air quality improvement programs and strategies. A number of these goals, objectives, and policies are relevant to land use development and relate to traffic mobility, minimizing particulate emissions from construction activities, discouraging single-occupancy vehicle trips, managing traffic congestion during peak hours, and increasing energy efficiency in City facilities and private developments.

The Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution

The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, the City can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and

synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation measures.

(ii) Plan for a Healthy Los Angeles

The Plan for a Healthy Los Angeles, adopted by the City Council on March 31, 2015, lays the foundation to create healthier communities for all residents in the City. As an element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. With a focus on public health and safety, the Plan for a Healthy Los Angeles provides a roadmap for addressing the most basic and essential quality-of-life issues: safe neighborhoods, a clean environment (i.e., improved ambient and indoor air quality), the opportunity to thrive, and access to health services, affordable housing, and healthy and sustainably produced food.

c) Existing Conditions

(1) Regional Context

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific that leads to mild climate, moderated by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle) play a major role in degree and severity of the air pollution problem in the Air Basin where factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, affect the accumulation and dispersion of air pollutants throughout the Air Basin, making it an area of high pollution potential.

The greatest air pollution throughout the Air Basin occurs from June through September that is generally attributed to light winds, shallow vertical atmospheric mixing, as well as the large amount of pollutant emissions. This frequently reduces pollutant dispersion, resulting in elevated air pollution levels. In addition, pollutant concentrations in the Air Basin vary with location, season, and time of day. For instance, O_3 concentrations tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert. While substantial progress has been made in reducing air pollution levels in Southern California, the Air Basin still fails to meet the national standards for O_3 and PM2.5 and, therefore, is considered a federal "non-attainment" area for these pollutants. In addition, Los Angeles County still fails to meet the national standard for Pb and, therefore, is considered a federal "non-attainment" area for Pb.

As described above, at the regional level, SCAQMD is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange County, Riverside and

San Bernardino Counties. Specifically, the SCAQMD has the responsibility for ensuring that all national and State ambient air quality standards are achieved and maintained throughout the Air Basin. To meet the standards, SCAQMD has adopted a series of AQMPs. The 2016 AQMP includes strategies to ensure that rapidly approaching attainment deadlines are met and that public health is protected to the maximum extent feasible, where reducing NO_X emissions sufficiently to meet the upcoming O_3 standard deadlines is the most significant air quality challenge in the Air Basin. The 2016 AQMP reported a baseline year 2012 inventory of 512 tons per day (tpd) of NO_X and based on modeling results show that NO_X emissions are estimated to be 214 tpd in the 8-hour ozone attainment year of 2031, due to continued implementation of already adopted regulatory actions ("baseline emissions"). The 2016 AQMP states that total Air Basin emissions of NO_X must be reduced to 96 tpd by 2031 to attain the 8-hour O_3 standard. However, while existing air regulations and programs will continue to lower NO_X emissions in the region, an additional 55 percent reduction in the year 2031 are necessary to attain the 8- hour O_3 standard.[27]

The 2016 AQMP's overall control strategy is an integral approach relying on fair-share emission reductions from federal, State and local levels. In addition, the AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with CARB and USEPA. The 2016 AQMP also includes the transportation programs, measures, and strategies in the 2016-2040 RTP/SCS that are generally designed to reduce VMT. [28] Appendix IV-C, Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures, of the 2016 AQMP describes the regional land use and transportation strategies and the transportation control measures in RTP/SCS that are included in the 2016 AQMP. [29]

The 2016 AQMP also forecasts the 2031 emissions inventories ''with growth'' based on the 2016-2040 RTP/SCS where the region was projected from baseline year 2012 to see a 12 percent growth in population, 16 percent growth in housing units, 23 percent growth in employment, and 8 percent growth in VMT by year 2031. Despite the projected growth in the region, air quality has improved substantially over the years. This is largely due to the effects of local, State and federal air quality control programs as described above. As seen in Figure 1-4 on page 1-6 of the AQMP, the percent change in air quality is shown along with demographic data for the 4-county region from the 2016 AQMP where in particular, the trends since 1990 of the 8-hour O_3 levels, the 1-hour O_3 levels, and annual average PM2.5 concentrations (since 1999), compared to the regional gross domestic product, total employment and population. In addition, the O_3 and particulate matter levels continue to trend downward as the economy and population increase, demonstrating that

27 SCAQMD, Final 2016 AQMP, March 2017, page ES-2.

28 SCAQMD, Final 2016 AQMP, March 2017, page ES-2.

29 SCAQMD, Final 2016 AQMP, March 2017, page ES-2.

it is possible to maintain a healthy economy while improving public health through air quality improvements. [30]

As previously explained with regards to the 2016 AQMP, the 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies and low NOx technologies), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard by 2037. However, the 2037 NO_X limit is 60 tons per day and emissions from federal and international sources are estimated to be 85 tons per day in 2037; thus, federal sources alone would emit more than the 60 tons per day limit in 2037. The SCAQMD and CARB cannot sufficiently reduce NO_X emissions to meet the standard without federal action.

As with the 2016 AQMP, the 2022 AQMP also notes despite the projected growth in the region, air quality has improved substantially over the years. This is largely due to the effects of local, State and federal air quality control programs as described above. As seen in Figure 1-4 on page 1-9 of the AQMP, the percent change in air quality is shown along with demographic data for the 4-county region from the 2022 AQMP where in particular, the trends since 1995 of the 8-hour O_3 levels, the 1-hour O_3 levels, and annual average PM2.5 concentrations (since 2001), compared to the regional gross domestic product, total employment and population. In addition, the O_3 and particulate matter levels continue to trend downward as the economy and population increase, demonstrating that it is possible to maintain a healthy economy while improving public health through air quality improvements.[31]

(a) Criteria Pollutants

The extent and severity of pollutant concentrations in the Air Basin are a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential. The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone, which is a secondary pollutant that forms through photochemical reactions in the atmosphere. Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. **Table IV.A-2**, *South Coast Air Basin Attainment Status (Los Angeles County)*, shows the attainment status of the Air Basin for each criteria pollutant with respect to the State and federal standards. The Air Basin is designated as attainment for the California standards for sulfates and unclassified for hydrogen sulfide and visibility-reducing

30 SCAQMD, Final 2016 AQMP, March 2017, page 1-6.

31 SCAQMD, Final 2022 AQMP, December 2022, page 1-9.

particles.[32] The Air Basin is currently in non-attainment for O_3, PM10, and PM2.5 under the CAAQS. Since vinyl chloride is a carcinogenic toxic air contaminant, CARB does not classify attainment status for this pollutant. Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria.

TABLE IV.A-2
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
O_3 (1-hour standard)	N/A [a]	Non-attainment – Extreme
O_3 (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
PM10	Attainment	Non-attainment
PM2.5	Non-attainment – Serious	Non-attainment
Lead (Pb)	Non-attainment (Partial) [b]	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride [c]	N/A	N/A

N/A = not applicable

[a] The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

[b] Partial Non-attainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.

[c] In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

SOURCE: USEPA, Green Book Non-Attainment Areas for Criteria Pollutants, https://www.epa.gov/green-book, Green Book current as of March 31, 2023, accessed April 2023; CARB, Area Designations Maps/State and National, http://www.arb.ca.gov/desig/adm/adm.htm, last updated November 2022, accessed April 2023.

The Los Angeles County portion of the Air Basin is designated as nonattainment for the federal lead standard; however, this is due to localized emissions from two lead-acid battery recycling facilities in the City of Vernon and the City of Industry that are no longer operating.[33]

[32] Unclassified is the category designation of an area for a pollutant with insufficient data. California Health and Safety Code 39608.

[33] SCAQMD, Board Meeting, Agenda No. 30, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, May 4, 2012.

As detailed in the AQMP, the major sources of air pollution in the Air Basin are divided into four major source classifications: point and area stationary sources, and on-road and off-road mobile sources. Point and area sources are the two major subcategories of stationary sources.[34] Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries, emergency generator exhaust stacks). Area sources consist of many small emission sources (e.g., water heaters, architectural coatings, consumer products, and permitted sources, such as large boilers) which are distributed across the region. Mobile sources consist of two main subcategories: On-road sources (e.g., cars and trucks) and off-road sources (e.g., heavy construction equipment and landscaping equipment).

(b) Toxic Air Contaminants

In addition to criteria pollutants, the SCAQMD periodically assesses levels of TACs in the Air Basin. The greatest potential for TAC emissions during construction is related to DPM emissions associated with heavy-duty equipment. During long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators.

In August 2021, the SCAQMD released the Final Multiple Air Toxics Exposure Study V (MATES V).[35] The MATES V study includes a fixed site monitoring program with 10 stations, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the Air Basin. The purpose of the fixed site monitoring is to characterize long-term regional air toxics levels in residential and commercial areas. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in SCAQMD's programs such as permitting, Air Toxics Hot Spots (AB 2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current OEHHA and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time. This has led to a reduction of the Air Basin average air toxics cancer risk in MATES V of 455 in one million, compared to MATES IV of 997 in one million.[36] The key takeaways from the MATES V study: air toxics cancer risk has decreased by about 50 percent since MATES IV based on modeling data; MATES V Air Basin average multi-pathway air toxics cancer risk is 455 in one million, with the highest risk locations being in the Los Angeles International Airport, downtown

34 SCAQMD, 2016 AQMP, March 2017, p. 3-32.

35 SCAQMD, 2021. Final Report Multiple Air Toxics Exposure Study in the South Coast Air Basin MATES V, August 23, 2021.

36 SCAQMD, 2021. Final Report Multiple Air Toxics Exposure Study in the South Coast Air Basin MATES V, August 2021.

and the ports areas; DPM is the main risk driver for air toxics cancer risk; goods movement and transportation corridors have the highest air toxics cancer risks; and the chronic non-cancer risk was estimated for the first time with a chronic hazard index of approximately 5 to 9 across all 10 fixed stations.[37,38]

(2) Local Area Conditions

(a) Existing Ambient Air Quality in the Surrounding Area

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin to measure ambient pollutant concentrations. The monitoring station most representative of the Project Site is the Burbank Monitoring Station; however, this station was discontinued in 2014. The SCAQMD Annual Air Quality Monitoring Network Plan for 2020 identified North Hollywood as the replacement location for the previous Burbank Monitoring Station. The North Hollywood Location, located at 10659 W. Delano Street North Hollywood, CA 91606, began operating in January 2020 and monitors O_3 and NO_2;[39] therefore, data for year 2020 for O_3 and NO_2 were provided by this station. The next nearest representative monitoring station with available data is the Central Los Angeles County Monitoring Station, located at 1630 North Main Street, Los Angeles, CA 90012. Criteria pollutants monitored at this station include ozone, NO_2, CO, SO_2, Pb, PM10, and PM2.5. The most recent data available from the SCAQMD for this monitoring station are from years 2019 to 2021.[40] The pollutant concentration data for these years are summarized in **Table IV.A-3,** *Ambient Air Quality in the Project Vicinity*. As shown in Table IV.A-3, the CAAQS and NAAQS were not exceeded in the Project Site vicinity for most pollutants between 2019 and 2021, except for O_3, PM10, and PM2.5.

37 SCAQMD, 2021. Multiple Air Toxics Exposure Study V (MATES V): Overview of Results and Major Changes, MATES V Technical Advisory Group Meeting April 14, 2021. http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-tag-item2-overview.pdf?sfvrsn=12, accessed April 2023.

38 Chronic non-cancer index is calculated by multiplying the annual average concentrations for each pollutant by the molecular weight adjustment factor and multi-pathway adjustment factor, and then dividing by the applicable chronic REL to determine a hazard quotient. The hazard quotients are then summed for each target organ for all applicable toxic substances, and the maximum hazard quotient from all the target organ is reported as the hazard index. A hazard index of less than one indicates that the levels of that pollutant (or group of pollutants) are unlikely to cause chronic non-cancer risk health effects for any of the target organs. A hazard index greater than one does not mean that adverse health effects will occur, but rather that the risk of chronic non-cancer health effects increases with increasing levels of the pollutant.

39 SCAQMD, Annual Air Quality Monitoring Network Plan – July 1, 2020.

40 SCAQMD, Historical Data by Year 2019-2021, http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year. Accessed April 2023.

TABLE IV.A-3
AMBIENT AIR QUALITY IN THE PROJECT VICINITY

Pollutant/Standard [a]	2019	2020	2021
Ozone, O_3 (1-hour)			
Maximum Concentration (ppm)	0.085	0.133	0.110
Days > CAAQS (0.09 ppm)	0	5	4
Ozone, O_3 (8-hour)			
Maximum Concentration (ppm)	0.080	0.108	0.089
4th High 8-hour Concentration (ppm)	0.065	0.102	0.079
Days > CAAQS (0.070 ppm)	2	49	17
Days > NAAQS (0.070 ppm)	2	49	17
Nitrogen Dioxide, NO_2 (1-hour)			
Maximum Concentration (ppm)	0.070	0.060	0.065
Days > CAAQS (0.18 ppm)	0	0	0
98th Percentile Concentration (ppm)	0.056	0.052	0.049
Days > NAAQS (0.100 ppm)	0	0	0
Nitrogen Dioxide, NO_2 (Annual)			
Annual Arithmetic Mean (0.030 ppm)	0.018	0.015	0.014
Carbon Monoxide, CO (1-hour)			
Maximum Concentration (ppm)	2.0	1.9	2.0
Days > CAAQS (20 ppm)	0	0	0
Days > NAAQS (35 ppm)	0	0	0
Carbon Monoxide, CO (8-hour)			
Maximum Concentration (ppm)	1.6	1.5	1.6
Days > CAAQS (9.0 ppm)	0	0	0
Days > NAAQS (9 ppm)	0	0	0
Sulfur Dioxide, SO_2 (1-hour)			
Maximum Concentration (ppm)	0.010	0.004	0.002
Days > CAAQS (0.25 ppm)	0	0	0
99th Percentile Concentration (ppm)	0.002	0.003	0.002
Days > NAAQS (0.075 ppm)	0	0	0
Sulfur Dioxide, SO_2 (24-hour)			
Maximum Concentration (ppm)	0	0	0
Days > CAAQS (0.04 ppm)	0	0	0
Respirable Particulate Matter, PM10 (24-hour)			
Maximum Concentration (μg/m^3)	62	77	64
Samples > CAAQS (50 μg/m^3)	3	24	3
Samples > NAAQS (150 μg/m^3)	0	0	0
Respirable Particulate Matter, PM10 (Annual)			
Annual Arithmetic Mean (20 μg/m^3)	25.5	23.0	25.5

TABLE IV.A-3
AMBIENT AIR QUALITY IN THE PROJECT VICINITY

Pollutant/Standard [a]	2019	2020	2021
Fine Particulate Matter, PM2.5 (24-hour)			
Maximum Concentration (µg/m^3)	43.5	47.3	61.0
98th Percentile Concentration (µg/m^3)	28.3	28.0	44.8
Samples > NAAQS (35 µg/m^3)	1	2	12
Fine Particulate Matter, PM2.5 (Annual)			
Annual Arithmetic Mean (12 µg/m^3)	10.9	12.3	12.77
Lead			
Maximum 30-day average (µg/m^3)	0.012	0.013	0.012
Samples > CAAQS (1.5 µg/m^3)	0	0	0
Maximum 3-month rolling average (µg/m^3)	0.010	0.011	0.012
Days > NAAQS (0.15 µg/m^3)	0	0	0

[a] ppm = parts per million; µg/m^3 = micrograms per cubic meter

SOURCE: SCAQMD, Historical Data by Year, http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year; CARB, Air Quality Data Statistics, http://www.arb.ca.gov/adam/; USEPA, AirData, https://www.epa.gov/outdoor-air-quality-data. Accessed April 2023.

(b) Existing Health Risk in the Surrounding Area

The SCAQMD has prepared a series of maps that show regional trends in estimated outdoor inhalation cancer risk from toxic emissions, as part of an ongoing effort to provide insight into relative risks. The maps represent the estimated number of potential cancers per million people associated with a lifetime of breathing air toxics (24 hours per day outdoors for 70 years). The background potential cancer risk per million people in the Project Site area is estimated at 447 in one million (compared to an overall Air Basin-wide risk of 455 in one million for the average of 10 fixed monitoring sites).[41] Generally, the risk from air toxics is lower near the coastline and increases inland, with higher risks concentrated near large diesel sources (e.g., freeways, airports, and ports).

(c) Existing Project Site Development and Emissions

The Project Site is developed with the Universal City Hotel (Hotel), which is comprised of a 24-story hotel building containing 495 guestrooms (Existing Hotel Building), an attached ancillary hotel building providing meeting/banquet rooms and ancillary hotel uses (Existing Ancillary Hotel Building), a three-level parking garage, vehicular circulation facilities (i.e., internal driveway and service road), an outdoor pool area (Existing Outdoor Pool Area), and pedestrian walkways and landscaped areas in both the north and south plazas on the main Hotel entry level. Overall, the Project Site currently has 652 vehicle

41 SCAQMD, Multiple Air Toxics Exposure Study, MATES V Data Visualization Tool, Cancer Risk. MATES Data Visualization (arcgis.com), accessed April 2023.

parking spaces. The Existing Outdoor Pool Area is the southernmost improvement on the Project Site, and consists of a pool, pool deck, spa, pool bar and grill, and ornamental landscaping. Air quality emissions are currently associated with vehicle trips to and from the Project Site, on-site combustion of fossil fuels for an existing emergency generator, combustion of natural gas for heating and cooking, on-site combustion emissions from landscaping equipment treatment, and fugitive emissions of VOCs from the use of aerosol products and coatings on-site.

The Project would expand the existing Hotel; thus, the emissions associated with the existing Hotel would remain since the existing hotel facilities that will remain under the Project are not considered new Project emissions. The existing Hotel components that would be demolished, such as hardscape (i.e., asphalt, paving, curbing, etc.) and walls to accommodate the proposed development for the Project, do not emit operational emissions.[42] Existing emissions from the Existing Outdoor Pool Area (including the bar and grill and for pool heating) are considered negligible and are not calculated as existing operational emissions that would be removed by the Project. Therefore, the analysis provides a conservative assessment by not analyzing existing operational emissions to be removed and only considers additional emissions from Project construction (including demolition of existing uses) and operation of the Project. Existing hotel facility emissions are not subtracted from the Project construction or operational emissions.

(d) Sensitive Receptors and Locations

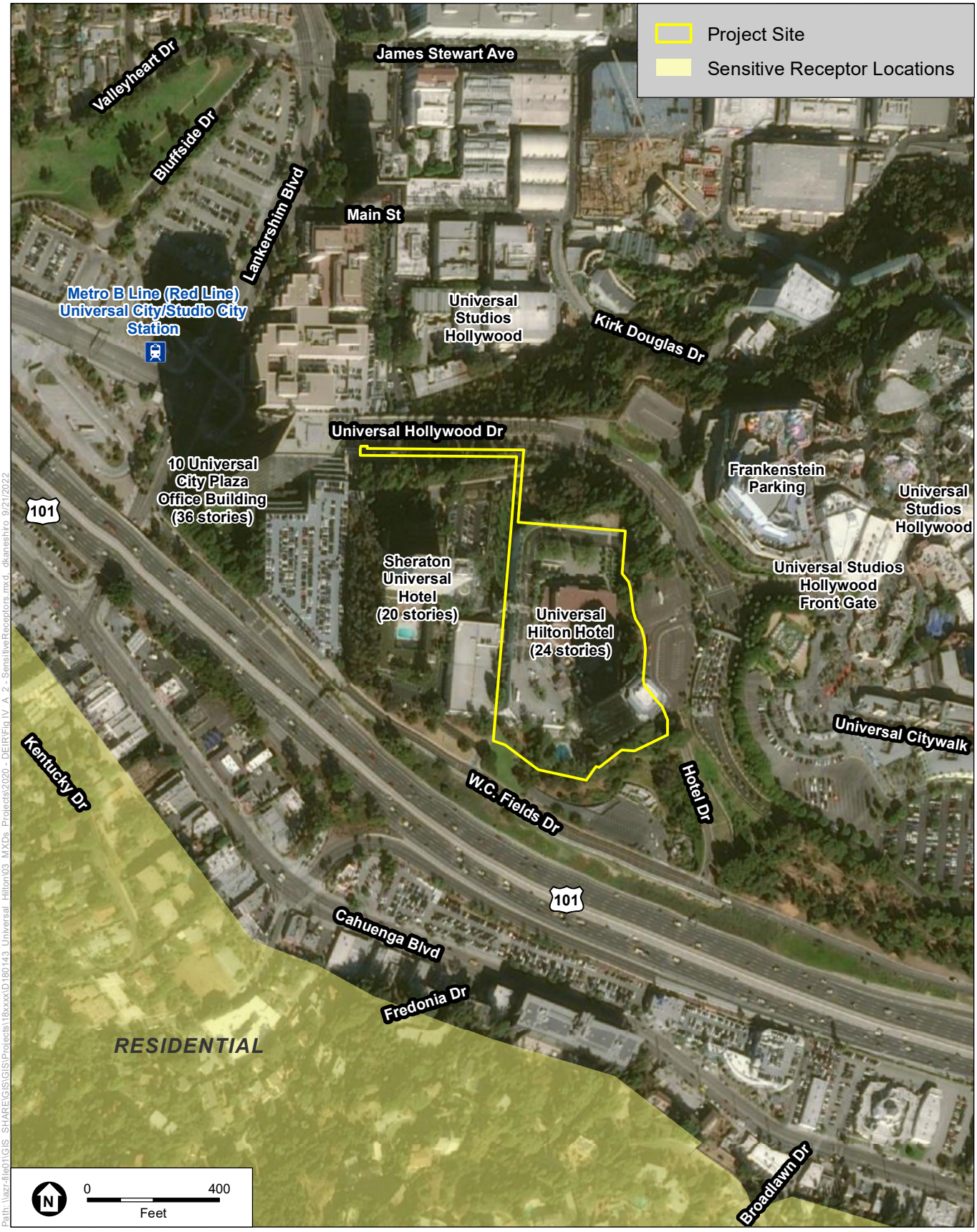
Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential effects of air pollution than others. As a result, certain land uses that are occupied by these population groups, such as residences, hospitals, and schools, are considered to be air quality-sensitive land uses. The Existing Hotel Building is not considered a sensitive receptor because it is located on the Project Site and is a part of the Project (e.g., the Project proposes improvements to the existing uses on the Project Site). In addition, the Existing Hotel Building and the adjacent Sheraton Hotel are not considered sensitive receptors as a hotel use is not considered an air quality-sensitive land use under the SCAQMD guidance because hotels do not generally serve as a long-term residence for populations that are particularly susceptible to adverse effects of air pollution.[43] The Project Site is in an active area that serves as both a commercial center for Studio City and the surrounding communities, and as a tourist and entertainment center, offices, and hotels. The Project Site is bordered on the north by an undeveloped parcel (periodically used for the temporary storage of trailers) and Universal Hollywood Drive; on the east by a surface parking lot operated by Universal Studios Hollywood, Hotel Drive, an undeveloped hillside parcel, and Universal Studios Hollywood; on the south by an undeveloped parcel and a shuttle parking lot (both owned and maintained by Universal

42 Hardscape and infrastructure are not sources of existing emissions as they do not off-gas any criteria air pollutants or GHGs once constructed.

43 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

Studios Hollywood); and on the west by the Sheraton Universal Hotel. Universal Studios Hollywood and Universal CityWalk are located across Universal Hollywood Drive from the Project Site. Both entertainment venues are part of the larger Universal City, which consists of a number of interrelated entities that have evolved because of their association with the entertainment industry, including Universal Studios Hollywood, Universal CityWalk, and the facilities that comprise Universal Studios, with soundstages, backlot sets, and offices largely occupied by entertainment-related companies. The majority of Universal City is located within unincorporated Los Angeles County, generally just north and east of the Project Site, which is also generally north and east of Universal Hollywood Drive. There are no existing air quality-sensitive land uses adjacent or in the immediate vicinity of the Project Site per the SCAQMD guidance. [44] The closest air quality sensitive receptors are the single-family and multi-family residential uses located approximately 750 feet west and south of the Project Site as shown in **Figure IV.A-2,** *Sensitive Receptor Locations Nearest to the Project Site*.

44 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.



SOURCE: DigitalGlobe, 2016

Hilton Universal City Project

Figure IV.A.2
Sensitive Receptor Locations Nearest to the Project Site

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to air quality if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

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

c) Expose sensitive receptors to substantial pollutant concentrations; or

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

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions. The factors to evaluate air quality impacts are listed below.

- Combustion Emissions from Construction Equipment
  - Type, number of pieces and usage for each type of construction equipment;
  - Estimated fuel usage and type of fuel (natural gas) for each type of equipment; and
  - Emission factors for each type of equipment.
- Fugitive Dust: Grading, Excavation and Hauling
  - Amount of soil to be disturbed on-site or moved off-site;
  - Emission factors for disturbed soil;
  - Duration of grading, excavation and hauling activities;
  - Type and number of pieces of equipment to be used; and
  - Projected haul route.
- Fugitive Dust: Heavy-Duty Equipment Travel on Unpaved Roads
  - Length and type of road;
  - Type, number of pieces, weight and usage of equipment; and
  - Type of soil.
- Other Mobile Source Emissions
  - Number and average length of construction worker trips to project site, per day; and
  - Duration of construction activities.

While these factors are important inputs in determining the amounts and nature of air pollution emissions generated by a project during construction, construction air quality emissions are evaluated in consideration of the thresholds set forth by the SCAQMD. Pursuant to the CEQA Guidelines (Section 15064.7), a lead agency may consider using, when available, significance thresholds established by the applicable air quality management district or air pollution control district when making determinations of significance. For purposes of this analysis, the City has determined to assess the potential air quality impacts of the Project in accordance with the most recent thresholds adopted by the SCAQMD in connection with its CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent SCAQMD guidance, as discussed below, and this assessment satisfies the considerations raised in the 2006 L.A. CEQA Thresholds Guide.[45] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would therefore not exceed the significance thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial land use projects such as the Project.[46] As a result, lead emissions are not further evaluated in this Draft EIR.

Conflict with Applicable Air Quality Plans. CEQA Guidelines Section 15125 requires an analysis of a project's potential conflict with applicable governmental plans and policies. In accordance with the SCAQMD's CEQA Air Quality Handbook, the following criteria were used to evaluate the Project's potential conflict with the SCAQMD's 2016 AQMP, 2022 AQMP, and the City's Air Quality Element:

- Criterion 1: Will the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations; or
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Criterion 2: Will the Project exceed the assumptions utilized in preparing the AQMP?

The Project's potential impacts with respect to these criteria are discussed to assess conflict with the SCAQMD's 2016 AQMP, 2022 AQMP, and applicable City Air Quality

45 As stated above, while the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the significance thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial land use projects such as the Project. As a result, lead emissions are not further evaluated in this Draft EIR.

46 Pursuant to the Consumer Product Safety Act, the U.S. Consumer Product Safety Commission passed regulations prohibiting the use of lead-containing paints for products manufactured after February 27, 1978. Effective January 1, 1996, the Clean Air Act banned the sale of all leaded fuel for use in on-road vehicles.

Element plans and policies (See IV.A.3.d)(1)(a)(ii)(a) *Air Quality – Conflict with the Air Quality Management Plan*).

Construction and Operational Emissions. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or State non-attainment pollutant. The Air Basin is currently in non-attainment for ozone, PM10, and PM2.5. SCAQMD methodology recommends that significance thresholds be used to determine the potential cumulative impacts to regional air quality along with a project's consistency with the current AQMP.

The SCAQMD has established numerical significance thresholds for construction and operational activities. The numerical thresholds are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[47] Given that construction impacts are temporary and limited to the construction phase, the SCAQMD has established numerical significance thresholds specific to construction activity. Based on the SCAQMD CEQA Air Quality Significance Thresholds,[48] the Project would potentially result in a significant impact of a federal or State non-attainment pollutant if emissions of ozone precursors (VOC and NO_X), PM10, or PM2.5 would exceed the values shown in **Table IV.A-4**, *SCAQMD Regional Emissions Thresholds*.

TABLE IV.A-4
SCAQMD REGIONAL EMISSIONS THRESHOLDS (POUNDS PER DAY)

Activity	VOC	NO_X	CO	SO_2	PM10	PM2.5
Construction	75	100	550	150	150	55
Operations	55	55	550	150	150	55

SOURCE: SCAQMD, Air Quality Significance Thresholds, April 2019.

Localized Emission Impacts on Sensitive Receptors. In addition, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards or ambient concentration limits. Impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of NO_X and/or CO during construction or operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for NO_2 and/or CO.[49]

47 SCAQMD, CEQA Air Quality Handbook, April 1993.

48 SCAQMD, Air Quality Significance Thresholds, April 2019.

49 SCAQMD, Final Localized Significance Threshold Methodology, June 2003 and revised July 2008.

- Maximum daily localized emissions of PM10 and/or PM2.5 during construction are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 10.4 µg/m^3 over 24 hours (SCAQMD Rule 403 control requirement).
- Maximum daily localized emissions of PM10 and/or PM2.5 during operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 2.5 µg/m^3 over 24 hours (SCAQMD Rule 1303 allowable change in concentration).
- The following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:
  - The Project would cause or contribute to an exceedance of the CAAQS 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively.
  - Where the CO standard is exceeded at the intersection, a project would result in a significant impact if the incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.

The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and, therefore, not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without project-specific dispersion modeling.[50] This analysis uses the screening criteria to evaluate impacts from localized emissions where applicable.

Toxic Air Contaminants and Sensitive Receptors. Based on the SCAQMD thresholds, the Project would cause a significant impact by exposing sensitive receptors to toxic air contaminants if any of the following would occur:[51]

- The Project emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of ten in one million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or an acute or chronic hazard index of 1.0.

Objectionable Odors and Other Emissions. With respect to other emissions, such as odors, the Project's impacts would be considered significant if it created objectionable odors affecting a substantial number of people. In addition, based on the thresholds in the SCAQMD CEQA Air Quality Handbook,[52] the Project would potentially result in a significant impact of an attainment, maintenance, or unclassified pollutant if emissions of CO or SO_2 would exceed the values shown in Table IV.A-4.

50 SCAQMD, Final Localized Significance Threshold Methodology, June 2003 and revised July 2008.

51 SCAQMD, CEQA Air Quality Handbook, April 1993.

52 SCAQMD, CEQA Air Quality Handbook, April 1993.

b) Methodology

The methodology used for the evaluation of potential impacts to regional and local air quality that may result from the construction and long-term operations of the Project is discussed below. Additional details are provided in the *Air Quality and Greenhouse Gas Technical Appendix* in Appendix B of this Draft EIR.

(1) SCAQMD Air Quality Guidance Documents

The SCAQMD published the CEQA Air Quality Handbook to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts.[53] The CEQA Air Quality Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. However, the SCAQMD is currently in the process of replacing the CEQA Air Quality Handbook with the Air Quality Analysis Guidance Handbook.

Supplemental guidance/information to assist lead agencies is provided on the SCAQMD website (www.aqmd.gov/ceqa/hdbk.html) and includes: (1) EMission FACtor model (EMFAC) on-road vehicle emission factors; (2) background CO concentrations; (3) localized significance thresholds; (4) mitigation measures and control efficiencies; (5) mobile source toxics analysis; (6) off-road mobile source emission factors; (7) PM2.5 significance thresholds and calculation methodology; and (8) updated SCAQMD Air Quality Significance Thresholds. The SCAQMD also recommends using other approved models to calculate emissions from land use projects, such as the California Emissions Estimator Model (CalEEMod) software, which is a model developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects.

The SCAQMD has published a guidance document called the Final Localized Significance Threshold Methodology for CEQA Evaluations that is intended to provide guidance when evaluating the localized effects from mass emissions during construction.[54] The SCAQMD adopted additional guidance regarding PM2.5 emissions in a document called *Final Methodology to Calculate Particulate Matter (PM)$_{2.5}$ and PM2.5 Significance Thresholds*.[55] This latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and Final Localized Significance Threshold Methodology.

53 SCAQMD, CEQA Air Quality Handbook, April 1993.

54 SCAQMD, Final Localized Significance Threshold Methodology, June 2003 and revised July 2008.

55 SCAQMD, Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, 2006.

The SCAQMD has also adopted land use planning guidelines in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, which considers impacts to sensitive receptors from facilities that emit TAC emissions.[56] SCAQMD's general land use siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity to freeways and high-traffic roads, a 1,000-foot siting distance for sensitive land uses proposed in proximity to a major service and maintenance rail yard, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces land use-related policies that rely on design and distance parameters to reduce emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies. The Project Site is within 1,000 feet of the Hollywood Freeway (US-101); however, a hotel is not considered an air quality-sensitive land use under the SCAQMD guidance because hotels do not generally serve as a long-term residence for populations that are particularly susceptible to adverse effects of air pollution, such as children and the elderly.[57] Therefore, emissions from the freeway are not analyzed in this Draft EIR.

(2) Conflict with Air Quality Management Plan

The SCAQMD is required, pursuant to the CAA, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone and PM2.5).[58] The SCAQMD's 2016 and 2022 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving five NAAQS related to these pollutants, including transportation control strategies from the 2016-2040 and 2020-2045 RTP/SCS designed to reduce VMT.[59] The 2016 and 2022 AQMP control strategies were developed, in part, based on regional growth projections prepared by SCAG through 2045.[60] For this reason, projects whose growth is consistent with the assumptions used in the 2016-2040 and 2020-2045 RTP/SCS will be deemed to be consistent with, and therefore not conflict with, nor obstruct implementation of, the 2016 and 2022 AQMPs because their growth has already been included in the growth projections utilized in the formulation of the control strategies in the 2016 and 2022 AQMPs. Thus, emissions from projects, uses, and activities that are consistent with the applicable growth projections

56 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 2005.

57 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

58 The Los Angeles County portion of the Air Basin is designated as nonattainment for the federal lead standard; however, this was due to localized emissions from two lead-acid battery recycling facilities in the City of Vernon and the City of Industry that are no longer operating. For reference see SCAQMD, Board Meeting, Agenda No. 30, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, May 4, 2012.

59 SCAQMD, Final 2016 AQMP, March 2017, pp. ES-6 and 4-42; SCAQMD, Final 2022 AQMP, December 2022, pp. ES-5 and 4-51.

60 SCAQMD, Final 2016 AQMP, March 2017, pp. 4-42 to 4-44; SCAQMD, Final 2022 AQMP, December 2022, pp. 4-51 to 4-54.

and control strategies used in the development of the 2016 and 2022 AQMPs would not jeopardize attainment of the air pollutant reduction goals identified in the AQMPs even if their emissions exceed the SCAQMD's thresholds of significance.[61] As noted above, the 2016 and 2022 AQMPs have been adopted by the SCAQMD and CARB. Therefore, this analysis considers whether the Project would be in conflict with the 2016 and 2022 AQMPs based on the Project's consistency with applicable growth projections and emission control strategies developed for the AQMP.

(3) Conflict with General Plan – Air Quality Element

As discussed previously, in subsection IV.A.2.b)(4)(a)(i), *Air Quality -Air Quality Element*, the City's Air Quality Element includes citywide goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies. Goals, objectives, and policies of the Air Quality Element relevant to the Project include minimizing traffic congestion and increasing energy efficiency, as well as reducing air pollutant emissions consistent with the AQMP. The analysis below provides a side-by-side comparison of each of the relevant provisions in the Air Quality Element with the Project to determine whether the Project would be consistent with, and therefore not conflict with, or obstruct implementation of, those provisions.

(4) Existing Project Site Emissions

As discussed above, in subsection IV.A.2.c)(2)(c), *Air Quality - Existing Project Site Development and Emissions*, the Project would expand the Existing Hotel by demolishing hardscape to accommodate the proposed development. Emissions associated with the Existing Hotel would remain since the existing components that would be demolished for the Project do not emit operational emissions. No existing emissions credit are applied to Project emissions. Therefore, existing operational air quality emissions are not required to be calculated, and the Project's air quality emissions are considered new.

(5) Construction Emissions Methodology

Construction air quality impacts were assessed based on the incremental increase in emissions compared to baseline conditions. Project construction activities that would have the potential to create regional air quality impacts include vehicle trips generated by construction workers, vendor trucks, concrete trucks and haul trucks traveling to and from the Project Site and building activities, such as the application of paint and other surface coatings. The Project's daily regional criteria pollutant emissions during construction have been estimated by assuming a conservative scenario for construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions have been estimated using the CalEEMod software (version 2022.1.1), an emissions inventory software program recommended by the SCAQMD, and the CARB on-road vehicle EMFAC2021 model.

61 SCAQMD, CEQA Air Quality Handbook, April 1993, p. 12-1.

The input values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule provided by the Project's construction representative. When information was unknown, CalEEMod defaults were used. Emissions from off-road equipment and off-road vehicles were estimated through CalEEMod, since CalEEMod is based on outputs from the CARB off-road emissions factor (OFFROAD), which is the emissions estimation model developed by CARB and used to calculate emissions from construction activities, including off-road vehicles. Worker trip, concrete truck, vendor truck and haul truck trip estimates were provided by the Project's construction representative. Emissions from worker trips, haul truck trips, concrete truck trips and vendor truck trips were estimated outside of CalEEMod to account for the CARB on-road vehicle emissions factor EMFAC2021 (EMFAC) model because it has not yet been incorporated in the current version of CalEEMod. Haul truck trip estimates were based on excavation volumes obtained from the Project's construction representative, 12 cubic yard debris capacity haul trucks and 15 cubic yard soil capacity haul trucks; cement truck trip estimates were based on the Project's construction representative and 10 cubic yard concrete capacity concrete trucks. Emissions from haul trucks and concrete trucks were also estimated outside of CalEEMod using EMFAC2021 emission factors for haul and concrete trucks because CalEEMod assumes that the number of heavy-duty trucks input into the model occurs across the entire length of the applicable construction phases. However, since the applicable construction phases would not have hauling activities and haul trucks on-site every day within each particular phase, the emissions calculations performed outside of CalEEMod are able to account for the varying maximum numbers of daily haul truck and concrete truck trips within each of the demolition, site preparation, grading/excavation, and foundations/concrete pour phases. These values were applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity. The Project would excavate approximately 87,850 cubic yards of soil, with a net of export of 87,000 cubic yards of soil during the grading phase and the remaining 850 cubic yards of soil would be reused on site as fill. Approximately 10,000 cubic yards of demolition debris and 100 cubic yards of site preparation debris (asphalt, earthwork, and general construction debris).

Emissions from these Project activities were estimated by construction phase. The maximum daily emissions were predicted values for the worst-case day and do not represent the emissions that would occur daily during Project construction. The maximum daily emissions were compared to the SCAQMD daily regional thresholds of significance. A detailed discussion of the Project's construction phasing and equipment list is available in the *Air Quality and Greenhouse Gas Technical Appendix* in Appendix B of this Draft EIR.[62]

[62] Impacts from asbestos and lead-based paint from Project demolition are expected to be less than significant with compliance with regulations. For additional details please refer to the Project's Initial Study, included in Appendix A of this Draft EIR.

Project construction activities that would have the potential to create local air quality impacts include fugitive dust from grading and demolition and building activities such as the application of paint and other surface coatings. The localized effects from the on-site portion of the Project's construction emissions were evaluated at the nearby sensitive receptor locations that would be potentially impacted by Project construction in accordance with the SCAQMD's Final Localized Significance Threshold Methodology.[63] The localized significance thresholds only address NO_X, CO, PM10, and PM2.5 emissions. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without the need for Project-specific dispersion modeling. The localized analysis for the Project is based on this SCAQMD screening criteria. The Project Site is located in the SCAQMD's East San Fernando Valley Source Receptor Area 7 and is approximately 7.26 acres, which includes the Existing Hotel Building and Existing Ancillary Hotel Building. The construction area is approximately 4.94[64] acres in size (the Hotel Expansion Building construction area is approximately 4.54 acres in size and the proposed parking garage construction areas, including the Meeting Room Addition, is approximately 0.5 acres in size), with the nearest off-site sensitive receptors (i.e., residential uses) located approximately 750 feet southwest of the Project Site along Fredonia Drive. To provide a conservative assessment of localized construction and operational emissions, the screening criteria used in the analysis were linearly interpolated based on those applicable to 1, 2 and 5-acre sites in the East San Fernando Valley area with sensitive receptors located 200 meters (660 feet) away. This approach is conservative because it utilizes screening thresholds based on a sensitive receptor distance of 200 meters, which is less than the actual distance from the Project Site to sensitive receptors, instead of the alternative higher thresholds based on a sensitive receptor distance of 500 meters. The maximum daily emissions from construction of the Project were compared to these screening criteria.

Project construction is estimated to start in 2024, but may commence at a later date. If this occurs, construction impacts would be lower than those analyzed below due to the use of a more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to state regulations that require vehicle fleet operators to phase-in less polluting heavy-duty equipment (see Subsection IV.A.2.b)(2)(c), *Air Quality - On-Road and Off-Road Vehicle Rules*, for additional details). As a result, should Project construction commence at a later date than analyzed in this Draft EIR, construction emissions would be lower than those presented below, and air quality impacts would be similar to, if not less than, the impacts disclosed herein.

63 SCAQMD, Final Localized Significance Threshold Methodology, June 2003 and revised July 2008.

64 This acreage excludes the Existing Hotel Building and Existing Ancillary Hotel Building that would remain.

(6) Operational Emissions Methodology

Project operational emissions were estimated using CalEEMod (version 2022.1.1) to forecast the daily regional criteria pollutant emissions from on-site area and stationary sources that would occur during long-term Project operations. For purposes of the air quality modeling, the Project is assumed to be operational in 2027 based on the Project buildout year.

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle and truck trips traveling to and from the Project Site. For mobile sources, the estimated vehicle trips and maximum daily VMT were provided for the Project uses in the Project's *2023 Updated Transportation Assessment Addendum* (2023 Updated TA Addendum, Appendix K-4) where the VMT analysis used the City's VMT analysis procedures and LA VMT Calculator.[65] The VMT Calculator is based on Institute of Transportation Engineers (ITE) trip generation rates that implements the mixed-use trip generation model methodology from the USEPA, and utilizes socioeconomic, transit, and trip length data from the Los Angeles citywide travel demand model that is calibrated to Los Angeles conditions in order to adjust the trips for internalization, transit, and walkability.[66,67] The EMFAC2021 model was run in the emissions mode (also referred to as the "Burden" mode) and used to generate Air Basin-specific vehicle fleet emission factors in units of grams or metric tons per mile. These emission factors were then applied to the daily VMT to obtain daily mobile source emissions.

The Project's annual VMT is based on the sum of the estimated daily VMT (365 days out of a year). Total daily VMT are provided in the 2023 Updated TA Addendum prepared for the Project where adjustments were made to account for the TDM Program.[68] Based on the Project's 2023 Updated TA Addendum (Appendix K-4), 4,309 daily vehicle trips for a total of 29,995 daily VMT are estimated under the Project scenario.

The Project's operational emissions were estimated using the CalEEMod software. CalEEMod was used to forecast the daily regional criteria pollutant emissions from on-site area and stationary sources that would occur during long-term Project operations. Emissions would result from area sources located on-site, such as natural gas combustion from water heaters, boilers, space heating and cooking stoves, landscaping equipment, and use of consumer products.[69] The Project would not contain any large

65 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

66 USEPA, Mixed-Use Trip Generation Model, Accessed June 11, 2020. https://www.epa.gov/smartgrowth/mixed-use-trip-generation-model

67 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

68 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

69 CalEEMod calculates emissions from consumer products defined as chemically formulated products used by household and institutional consumers, including, but not limited to, detergents; cleaning

stationary combustion equipment, such as large boilers or combustion turbines. Natural gas usage factors in CalEEMod are based on the CEC's (2020, 2021) 2018–2030 Uncalibrated Commercial Sector Forecast (Commercial Forecast) and the 2019 Residential Appliance Saturation Survey (RASS). The Project would be required to comply with applicable Title 24 Building Energy Efficiency Standards at the time of the building permit application (which would be the 2019 Title Standards as the Project building permit application was filed in 2022 and the 2022 Title 24 Building are effective for building permit applications that are applied for on or after January 1, 2023). The CalEEMod software, version 2022.1.1, includes building energy efficiency factors for the 2019 Title 24 Building Energy Efficiency Standards.

Stationary-source emissions are estimated separately outside of the CalEEMod software as certain stationary sources, such as restaurant charbroilers, are not accounted for in CalEEMod. Stationary sources may include charbroiling of meat that may occur on-site during food preparation activities in the restaurant kitchen. Charbroiling emissions are calculated based on emissions factors available from the SCAQMD. In order to provide a conservative analysis, it was assumed that the restaurant uses would charbroil meat with relatively high emission factors (i.e., hamburger meat and chicken). The quantity of meat charbroiled in the restaurant uses are based on survey data from the SCAQMD and San Joaquin Valley Air Pollution Control District. The estimated emissions account for reductions from compliance with emissions control requirements consistent with SCAQMD Rule 1138.

Stationary sources would include an on-site emergency generator with a capacity estimated at approximately 450 kilowatts (603 hp). The emergency generator would result in emissions during maintenance and testing operations. Emergency generators are permitted by the SCAQMD and regulated under SCAQMD Rule 1470. Maintenance and testing would not occur daily but, rather periodically, up to 50 hours per year per SCAQMD Rule 1470. For the purposes of estimating maximum daily emissions, it is estimated that the emergency generator would operate for two hours a day, with a maximum annual operation of 50 hours, for maintenance and testing purposes.

The localized effects from the on-site portion of the maximum daily emissions from Project operation were evaluated at the nearby sensitive receptor locations that would be potentially impacted by operation of the Project according to the SCAQMD's Final Localized Significance Threshold Methodology.[70] The localized impacts from operation of the Project were assessed similar to the construction emissions, as discussed previously. For further explanation, please see Appendix B of this Draft EIR.

compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products; but does not include other paint products, furniture coatings, or architectural coatings. The amount of consumer products used in CalEEMod is determined by land use and size.

70 SCAQMD, Final Localized Significance Threshold Methodology, June 2003 and revised July 2008.

(7) CO Hotspots

The greatest quantities of CO are produced from motor vehicle combustion and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed State and/or federal standards are termed "CO hotspots." The potential for the Project to cause or contribute to the formation of off-site CO hotspots was evaluated based on prior dispersion modeling of the four busiest intersections in the Air Basin that the SCAQMD conducted for its CO Attainment Demonstration Plan in the AQMP. The analysis compares the intersections with the greatest peak-hour traffic volumes that would be impacted by the Project to the intersections modeled by the SCAQMD. Project-impacted intersections with peak-hour traffic volumes that would be lower than the intersections modeled by the SCAQMD, in conjunction with lower background CO levels, would result in lower overall CO concentrations as compared to the SCAQMD-modeled values to maintain attainment status in its AQMP.

(8) Toxic Air Contaminant Impacts (Construction and Operations)

The greatest potential for TAC emissions during Project construction would be related to DPM emissions associated with heavy-duty equipment during excavation and grading activities. Construction activities associated with the Project would be sporadic, transitory, and short-term in nature (approximately 30 months). As further described below, the City is not required to conduct a quantified health risk assessment (HRA) for development projects that include hotel, recreational and restaurant uses, such as the Project, as the applicable standards and guidance that are available are intended for evaluation of health risks associated with stationary long-term sources of TAC emissions. Rather than being a stationary source of TAC emissions, the Project's emissions are largely from mobile sources, and, while the Project would generate localized TAC emissions during construction, the associated activities and exposures would be short-term rather than long-term.

The OEHHA developed the Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual),[71] in conjunction with CARB, for use in implementing the Air Toxics "Hot Spots" Program (Health and Safety Code Section 44360 et. seq.). The Air Toxics "Hot Spots" Program requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The intent in developing the

[71] Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program, Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments, February 2015.

Guidance Manual was to provide HRA procedures for use in the Air Toxics Hot Spots Program or for the permitting of new or modified stationary sources.

Although the HRA guidelines are intended for assessment of long-term stationary sources, in relation to assessment of health risk due to short-term construction, the Guidance Manual states:

> *"The local air pollution control districts sometimes use the risk assessment guidelines for the Hot Spots program in permitting decisions for short-term projects such as construction or waste site remediation. Frequently, the issue of how to address cancer risks from short-term projects arises. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime."*[72]

The Project is not a "Hot Spots" Program project but rather involves the construction and operation of a development that includes hotel, recreational and restaurant uses. The OEHHA Guidance Manual applies to stationary source operations which have no applicability to projects that consist of hotel, recreational and restaurant uses, including the Project. While OEHHA provides limited guidance on how to conduct HRAs for short-term projects, it makes it clear there is "considerable uncertainty" in evaluating cancer risk over short-term durations. In addition, the Guidance Manual does not identify short-term projects or non-stationary source projects that warrant the preparation of a HRA or recommend the preparation of HRAs for short-term construction projects or non-stationary source projects, such as the Project.

In addition to OEHHA highlighting the considerable uncertainty in meaningfully evaluating short term exposures to TACs, with respect to construction emissions, the SCAQMD states that it "currently does not have guidance on construction Health Risk Assessments."[73] Furthermore, in comments presented to the SCAQMD Governing Board[74] relating to TAC exposures associated with Rules 1401, 1401.1, 1402 and 212

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72 Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program, Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments, February 2015, page 8-17.

73 South Coast Air Quality Management District, Final Environmental Assessment for: Proposed Amended Rule 307.1 – Alternative Fees for Air Toxics Emissions Inventory; Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants; Proposed Amended Rule 1402 – Control of Toxic Air Contaminants from Existing Sources; SCAQMD Public Notification Procedures for Facilities Under the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) and Rule 1402; and, SCAQMD Guidelines for Participating in the Rule 1402 Voluntary Risk, page 2-23, September 2016. The SCAQMD only applies the revised OEHHA Guidelines for operational impacts at stationary industrial source facilities that are in the AB 2588 Air Toxics Hot Spots program, which does not apply to the Project.

74 SCAQMD, Board Meeting, Agenda No. 28, Proposed Amended Rules 1401 – New Source Review of Toxic Air Contaminants, 1401.1 – Requirements for New and Relocated Facilities Near Schools, Rule 1402 – Control of Toxic Air Contaminants from Existing Sources, and 212 – Standards for Approving Permits and Issuing Public Notice, June 5, 2015.

revisions, with regard to the use of the OEHHA Guidance Manual for projects subject to CEQA, SCAQMD staff reported that:

> *The Proposed Amended Rules are separate from the CEQA significance thresholds. Per the Response to Comments Staff Report PAR 1401, 1401.1, 1402, and 212 A—(8 June 2015), SCAQMD staff is currently evaluating how to implement the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will evaluate a variety of options on how to evaluate health risks under the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will conduct public workshops to gather input before bringing recommendations to the Governing Board.*

To date, the SCAQMD has not conducted public workshops nor developed policies relating to the applicability of applying the Guidance Manual for projects prepared by other public/lead agencies subject to CEQA, for short-term construction emissions, or for development projects that include hotel, recreational and restaurant uses, such as the Project. Therefore, in light of the considerable uncertainty and lack of accepted guidance for assessing short-term construction emissions from OEHHA and SCAQMD, the City does not require that a quantified HRA be prepared for the Project for purposes of CEQA compliance. Based on the above, a qualitative analysis is appropriate for assessing the Project's construction emissions.

During long-term operations, TACs could be emitted as part of periodic facility maintenance operations, from routine cleaning, from periodic painting, etc., and from periodic visits from delivery trucks and service vehicles. However, facility maintenance operations would only occur periodically and would result in minimal emissions and minimal exposures to off-site sensitive receptors, which are located approximately 750 feet from the Project. As the Project consists of hotel, recreational and restaurant uses the Project would not include sources of substantial TAC emissions identified by the SCAQMD or CARB siting recommendations.[75,76] Thus, a qualitative analysis is appropriate for assessing the Project's operational emissions. The siting of the Project itself in relation to off-site sources of TACs is addressed under land use compatibility for the surrounding area in Section IV.H, *Land Use and Planning*, of this Draft EIR.

c) Project Design Features

See Project Design Feature GHG-PDF-1 in Section IV.F, *Greenhouse Gas Emissions,* of this Draft EIR. Per Project Design Feature GHG-PDF-1, the Project would be designed to achieve the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification level or equivalent for new buildings and includes optimization of building energy performance,

75 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, 2005, Table 2-3.

76 CARB, Air Quality and Land Use Handbook: A Community Health Perspective, 2005, Table 1-1.

which would reduce building energy demand and associated air pollutant emissions.[77] See Project Design Feature WS-PDF-1 (Water Conservation Features) in Section IV.M.2, *Utilities and Service Systems – Water Supply*, of this Draft EIR, which includes water conservation features, which would reduce energy required for domestic/potable water supply and for water associated with landscaping, and associated pollutant emissions. Also, see Project Design Feature TRAF-PDF-1 in Section IV.K. *Transportation*, of this Draft EIR, that would require implementation of a TDM Program to reduce Project VMT and related vehicular exhaust emissions (see Section IV.K for additional details).

d) Analysis of Project Impacts

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

(1) Impact Analysis

(a) SCAQMD CEQA Air Quality Handbook Policy Analysis

The following analysis addresses the Project's consistency and potential conflicts with applicable SCAQMD and SCAG policies, inclusive of regulatory compliance. In accordance with SCAQMD's CEQA Air Quality Handbook, Chapter 12, the following criteria are required to be addressed to determine the Project's consistency and potential conflicts with applicable SCAQMD and SCAG policies:

- Criterion 1: Will the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations; or
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Criterion 2: Will the Project exceed the assumptions utilized in preparing the AQMP.

The Project's potential impacts with respect to these criteria are discussed to assess the consistency and potential conflicts with the SCAQMD's 2016 AQMP, 2022 AQMP, and applicable City Air Quality Element plans and policies.

- Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
- Does the Project include air quality mitigation measures; or
- To what extent is Project development consistent with the AQMP control measures?

[77] For the purposes of this analysis, no quantitative energy efficiency credits were applied to the Project's energy use beyond regulatory requirements within CalEEMod since the specific number of LEED points that the Project would achieve in the Energy and Atmosphere category is not yet known.

(i) Criterion 1

With respect to the first criterion, as discussed in more detail under the analysis for Threshold (b) below, regional concentrations of NO_X, VOC, SO_2, CO, PM10, and PM2.5 have been analyzed for the Project. As shown in **Table IV.A-5**, *Estimated Maximum Regional Construction Emissions (pounds per day)*, below, regional maximum daily Project construction emissions would exceed the SCAQMD regional construction emissions thresholds for NOx, resulting in a potentially significant impact. However, with implementation of Mitigation Measure AQ-MM-1, which includes utilization of Tier 4 Final off-road emissions standards or equivalent for equipment rated at 50 horsepower (hp) or greater, limits on haul truck idling, an inventory of all off-road construction equipment and discontinuation of construction activities during second-stage smog alerts, as shown in Table IV.A-7 in Threshold (b) below, regional construction NO_x emissions would be mitigated to below SCAQMD regional construction emissions thresholds and impacts from construction emissions would be less than significant. As shown in Table IV.A-6 in Threshold (b) below, regional maximum daily Project operations emissions would not exceed the SCAQMD regional operations emissions thresholds. Therefore, the Project would not increase in the frequency or severity of existing air quality violations, cause or contribute to new air quality violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

As discussed under the analysis for Threshold (c) below, localized concentrations of NO_X, CO, PM10, and PM2.5 have been analyzed for the Project. There is no threshold for SO_2. However, SO_2 emissions would be less than one pound per day for construction and operation (as shown in Tables IV.A-5 and IV.A-6 below, respectively) and, therefore, would not have the potential to cause or effect a violation of the SO_2 ambient air quality standard as discussed above. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. However, due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

The Project's NO_X, CO, PM10, and PM2.5 emissions during construction and operations were analyzed to (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or effect a violation of the ambient air quality standards for NO_2, CO, PM10, and PM2.5. As shown in Table IV.A-8 for Project construction and Table IV.A-9 for Project operations, the increases in localized emissions of NO_X, CO, PM10, and PM2.5 during Project construction and operation, would not exceed the SCAQMD-recommended localized significance thresholds at sensitive receptors in proximity to the Project Site.

TABLE IV.A-5
ESTIMATED MAXIMUM REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10 [b]	PM2.5 [b]
Construction Phases						
Hotel						
Demolition	3	30	33	<1	5	2
Site Preparation	1	10	13	<1	1	1
Grading	3	50	40	<1	8	3
Trenching	2	14	17	<1	1	1
Foundations/Concrete Pour	6	70	67	<1	7	3
Building Construction	4	35	46	<1	5	2
Paving	3	21	28	<1	1	1
Architectural Coating	29	5	8	<1	1	<1
Parking Garage/Meeting Room Addition						
Demolition	2	14	19	<1	7	1
Grading	2	41	30	<1	7	2
Foundations	2	22	23	<1	2	1
Building Construction	2	17	24	<1	2	1
Paving	1	10	15	<1	1	<1
Architectural Coating	2	2	4	<1	<1	<1
Overlapping Phases						
Hotel: Demolition + Parking Garage/Meeting Room Addition: Demolition	5	45	53	<1	12	3
Hotel: Demolition + Parking Garage/Meeting Room Addition: Grading	5	72	63	<1	12	4
Hotel: Site Preparation + Parking Garage/Meeting Room Addition: Grading	3	51	43	<1	8	3
Hotel: Grading + Trenching + Parking Garage/Meeting Room Addition: Grading	7	106	87	1	15	6
Hotel: Grading + Trenching + Parking Garage/Meeting Room Addition: Foundations	7	86	80	<1	11	5
Hotel: Grading + Parking Garage/Meeting Room Addition: Building Construction	5	68	64	<1	10	4
Hotel: Foundations + Paving + Parking Garage/Meeting Room Addition: Building Construction	11	108	118	<1	10	5

TABLE IV.A-5
ESTIMATED MAXIMUM REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10 [b]	PM2.5 [b]
Hotel: Building Construction + Parking Garage/Meeting Room Addition: Building Construction + Architectural Coating	9	54	74	<1	7	3
Hotel: Building Construction + Parking Garage/Meeting Room Addition: Paving	6	44	61	<1	6	3
Maximum Daily Emissions	29	**108**	118	1	15	6
SCAQMD Thresholds of Significance	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	**Yes**	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403 and fugitive VOC control measures consistent with SCAQMD Rule 1113.

SOURCE: ESA, 2023.

The 2022 AQMP is the current SCAQMD-adopted management plan for continued progression toward clean air and compliance with State and federal requirements (it is not yet adopted by the USEPA for inclusion in the State Implementation Plan). It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. It builds upon measures already in place from previous AQMPs and includes a variety of new strategies (e.g., regulation, accelerated deployment of available cleaner technologies, best management practices, co-benefits from existing programs, incentives, etc.) to achieve the NAAQS. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD so as not to potentially increase the frequency or severity of an existing violation or cause or contribute to a new violation. Implementation of the Project would not air pollution control measures listed in the 2022 AQMP and therefore would not delay attainment of the air quality standards.

Because the Project would not introduce any substantial stationary sources of emissions, CO is the appropriate benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations.[78] As indicated below in Threshold (c), no intersections would result in a CO hotspot in excess of the ambient air quality standards, and impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations.

Therefore, in response to Criterion 1, the Project could increase the frequency or severity of an existing air quality violation or cause or contribute to new air quality violations. As construction of the Project would exceed the SCAQMD threshold for

[78] SCAQMD, CEQA Air Quality Handbook, Chapter 12, Assessing Consistency with Applicable Regional Plans, April 1993.

NOx and could potentially exceed the State and federal standards, the Project could potentially delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. However, as discussed above and in Threshold (b) below, this impact would be reduced to less than significant with implementation of mitigation measure AQ-MM-1. Operation of the Project would not exceed SCAQMD thresholds and in response to Criterion 1, Project operations would not increase the frequency or severity of an existing air quality violation or cause or contribute to new air quality violations. Therefore, impacts would be less than significant.

(ii) Criterion 2

With respect to the second criterion for determining consistency with 2016 and 2022 AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in the 2016-2040 and 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the 2016 and 2022 AQMP involves the evaluation of consistency with applicable population, housing, and employment growth projections and appropriate incorporation of 2016 and 2022 AQMP control measures. The following discussion provides an analysis with respect to these criteria.

(a) Conflict with Air Quality Management Plan

Construction and operation of the Project would comply with applicable required fleet rules and control strategies to reduce on-road truck emissions (i.e., 13 CCR, Section 2025 [CARB Truck and Bus regulation]), and other applicable SCAQMD rules specified and incorporated in the 2016 AQMP. As discussed under Subsection IV.A.3.(b), *Air Quality - Methodology*,projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP even if their emissions exceed the SCAQMD's thresholds of significance. As discussed below, compliance with the applicable required fleet rules and control strategies and requirements would render it consistent with, and meet or exceed, the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Thus, the Project's construction-related and operations-related criteria pollutant emissions would not cause the Air Basin's criteria pollutant emissions to worsen so as to impede the SCAQMD's efforts to achieve attainment with respect to any criteria pollutant for which it is currently not in attainment of the NAAQS and CAAQS (e.g., ozone, PM10, and PM2.5),[79] or to cause the Air Basin to deteriorate from its current attainment status with respect to any other criteria pollutant emissions.

79 The Los Angeles County portion of the Air Basin is designated as nonattainment for the federal lead standard; however, this was due to localized emissions from two lead-acid battery recycling facilities in the City of Vernon and the City of Industry that are no longer operating. For reference see SCAQMD, Board Meeting, Agenda No. 30, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, May 4, 2012.

As further discussed below under Subsection IV.A.3.d)(1)(a)(ii)(b), *Air Quality – Control Strategies*, the Project is also consistent with the 2016 AQMP as the Project would incorporate into its design appropriate control strategies set forth in the 2016 AQMP for achieving its emission reduction goals and would be consistent with the demographic and economic assumptions upon which the plan is based.

With respect to the determination of consistency with or potential conflicts with the 2022 AQMP growth assumptions, the projections in the 2022 AQMP for achieving air quality goals are based on assumptions in the SCAG 2020–2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency or conflict with applicable population, housing, and employment growth projections; (2) project mitigation measures (discussed under Section 2, Mitigation Measures, below); and (3) appropriate incorporation of AQMP land use planning strategies (discussed under Subsection (ii), Operations, below).

- Is the Project consistent with or would the Project conflict with the population and employment growth projections upon which AQMP forecasted emission levels are based?

(i) Construction Growth Projections

The Project would generate short-term construction jobs, but these jobs would not necessarily bring new construction workers or their families into the region since construction workers are typically drawn from an existing regional pool of construction workers who travel among construction sites within the region as individual projects are completed, and are not typically brought from other regions to work on developments such as the Project. Moreover, these jobs would be relatively small in number and temporary in nature, lasting at a maximum of approximately 30 months for the entire duration of the construction period, but would likely be shorter due to varying construction phases. **Therefore, the Project's construction jobs would not conflict with the employment or population projections upon which the 2016 and 2022 AQMP forecasted emissions levels are based.**

(ii) Operations Growth Projections

As stated above, for purposes of the air quality modeling, the Project is assumed to be operational in 2027 to provide a conservative estimate of emissions. However, if the Project buildout occurs at a later time, the emissions would be less than disclosed herein. As discussed in Chapter II, *Project Description*, of this Draft EIR, the Project's growth would fall within the growth projections contained in the 2016-2040 and 2020-2045 RTP/SCS, which forms the basis of the growth projections in the 2016 and 2022 AQMPs, respectively. Based on the 2016-2040 SCAG RTP/SCS growth projections, the Project's increase in the number of employees on the Project Site of approximately 321 new full-time equivalent (FTE) employees, would comprise approximately 0.38 percent of SCAG's year 2027 estimated increase of 84,411 employees within the City and approximately

0.11 percent of SCAG's 2040 estimated increase of 303,879 employees within the City.[80] Further, based on the 2020-2045 RTP/SCS growth projections, which forms the basis of the growth projections in the 2022 AQMP, the Project's 321 new full-time equivalent (FTE) employees, which would comprise approximately 0.3 percent of SCAG's year 2027 estimated increase of 108,800 employees within the City and approximately 0.08 percent of SCAG's 2045 estimated increase of 391,680 employees within the City.[81] The Project's contribution to employment would be consistent with SCAG employment projections for the City and would be consistent and not conflict with both SCAG's 2016-2040 and 2020-2045 RTP/SCS goals, as well as both the 2016-2040 and 2020-2045 RTP/SCS growth projections that the growth projections in the 2016 and 2022 AQMP are based on. As discussed above under Subsection IV.A.3.(b), *Air Quality - Methodology*, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the 2016 and 2022 AQMP would not jeopardize attainment of the air quality reductions identified in the 2016 and 2022 AQMP, even if their emissions exceed the SCAQMD's thresholds of significance.[82] The Project would not obstruct implementation of the 2016 and 2022 AQMPs, as discussed below under Thresholds (b), (c), and (d), since its regional construction and operational emissions would be less than significant with implementation of feasible mitigation measures (discussed further below under the *Mitigation Measures* subsection), and its localized construction and operational emissions would be less than significant. **As a result, the Project would not conflict with the growth projections and control strategies used in the development in the 2016 and 2022 AQMPs. Impacts would be less than significant.**

- Does the Project include air quality mitigation measures?

As further discussed below, see under Threshold (b) IV.A.3.d)(2), *Air Quality – Mitigation Measures*, the Project would comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment and with SCAQMD's regulations, such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Furthermore, with implementation of Mitigation Measure AQ-MM-1 (Refer to Mitigation Measures AQ-MM-1 below for additional information) to reduce the Project's construction emissions of NO_X, regional air quality impacts would be reduced to less than significant. As further discussed below, see under Threshold (b) IV.A.3.d)(2), *Air Quality – Mitigation Measures*, Project operational emission are below regional thresholds and the Project would not require implementation of mitigation measures during operations. **As such the Project is consistent with this AQMP consistency criterion.**

- To what extent is Project development consistent with the AQMP control measures?

80 SCAG, Final 2016 RTP/SCS, 2016.Demographics & Growth Forecast Appendix.

81 Southern California Association of Governments, *Final 2020-2045 RTP/SCS, Demographics and Growth Forecast,* May 7, 2020.

82 SCAQMD, CEQA Air Quality Handbook, April 1993, page 12-1.

(b) Control Strategies

(i) Construction

During its construction phase, the Project is required to comply with CARB's requirements to reduce short-term emissions from on-road and off-road diesel equipment, and with SCAQMD's regulations, such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. The Project is also required to utilize construction contractors in compliance with State on-road and off-road vehicle rules, including the ATCM that limits heavy-duty diesel motor vehicle idling to five minutes at any location (Title 13 CCR, Section 2485), the Truck and Bus regulation that reduces NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California (13 CCR, Section 2025), and the In-Use Off-Road Diesel Fueled Fleets regulation that reduces emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449). The Project's construction contractor would be required to comply with these regulatory control measures. As discussed above, the Project would temporarily exceed the NO_X threshold during construction which could potentially conflict with or obstruct implementation of the applicable AQMP. With implementation of Mitigation Measure AQ-MM-1, potential significant impacts would be reduced to less than significant. Therefore, the Project implements feasible air quality mitigation which reduces Project impacts to less than significant. As the achievement and maintenance of NAAQS and CAAQS is the goal of the 2016 and 2022 AQMPs, the Project would therefore not interfere with air pollution control strategies listed in the 2016 and 2022 AQMPs. **Compliance with these regulatory control measures would ensure the Project would not conflict with 2016 and 2022 AQMP control strategies intended to reduce emissions from construction equipment and activities.**

(ii) Operations

The Project's location, design, and land uses would be consistent with both the 2016 and 2022 AQMPs during operations. As discussed above, the 2016 and 2022 AQMPs include land use and transportation strategies from both the SCAG 2016-2040 and 2020-2045 RTP/SCS that are intended to reduce VMT and resulting regional mobile source emissions. The majority of these strategies are to be implemented by cities, counties, and other regional agencies, such as SCAG and SCAQMD, although some can be furthered by individual development projects.

The Project's location, design, and land uses would support transportation control strategies related to reducing vehicle trips for patrons and employees by increasing hotel, and restaurant density near public transit. The Project, which has an FAR of greater than 0.75 and is located on an infill site, qualifies as an employment center project per the definition provided by the City's Department of City Planning. Given its proximity to regional transportation facilities in the Project vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately 0.25 mile to the west, the

Project Site is located entirely within a Transit Priority Area (TPA) and High Quality Transit Area (HQTA), as defined by the City.[83,84] Transit options that service the Project Site include the Metro B Line (Red Line) provides direct linkages to downtown Los Angeles, as well as other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour). Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Specifically, bus stops for Metro Local 155, Local 222, and Local 224 are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank, Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station. The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the BurbankBus Pink Route, also stop off-street at the Universal/Studio City Station. As previously mentioned, Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. In addition, a pedestrian bridge over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B Line (Red Line) Universal City/Studio City Station and the Universal Studios Tram Stop.

As described above, by locating employment opportunities, restaurants, and entertainment, all within walking distance of each other, and by including features that support and encourage pedestrian activity and other non-vehicular transportation and increased transit use in the Studio City neighborhood of Los Angeles, the Project would reduce vehicle trips and VMT, and achieve a corresponding reduction in air pollutant emissions.

The Project's mobile source emissions are calculated based on the VMT generated by the Project, as obtained from the Project's 2023 Updated TA Addendum ,[85] which takes into account the Project Site's location within the City and incorporates VMT reductions

83 SCAG. 2022. Priority Growth Areas. SCAG Region. Priority Growth Areas (PGA) - SCAG Region | Regional Data Platform (RDP) Home Southern California Association of Governments Accessed September 19, 2022.

84 Transit Priority Areas (TPAs) are defined by SCAG as an area within one-half mile of a major transit stop that is existing or planned. High Quality Transit Areas (HQTAs) are defined by SCAG as generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is 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.

85 Linscott Law & Greenspan Engineers, 2023Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

from the land use characteristics, as well as a Project-specific TDM Program (refer to Section IV.K, *Transportation*, for a discussion of the TDM Program features). **Thus, Project development is consistent with either the 2016 and 2022 AQMPs with respect to transportation control strategies from the 2016-2040 and 2020-2045 RTP/SCS that are intended to reduce VMT and resulting regional mobile source emissions.**

Based on the above, the Project is consistent with the criteria identified in SCAQMD's CEQA Air Quality Handbook and would not conflict with or obstruct the implementation of both the 2016 and 2022 AQMP. Therefore, Project impacts related to the 2016 and 2022 AQMP would be less than significant.

(b) General Plan Air Quality Element

The Project would promote the General Plan Air Quality Element goals, objectives and policies as listed in Subsection IV.A.2.b)(4)(a), *Air Quality - City of Los Angeles Air Quality Element* (see Appendix B, Table 1, *Consistency with Applicable Air Quality Policies of the General Plan*, of this Draft EIR for additional details). In particular, the Project location and characteristics, as discussed above, would achieve several goals, policies and objectives of the Air Quality Element by locating development within an urban infill area and by establishing a land use pattern that promotes sustainability and minimization of VMT. The Project would achieve LEED Gold Certification or equivalent, which includes improving building energy efficiency above regulatory requirements that would reduce emissions from area sources located on-site, such as natural gas combustion from water heaters, boilers, space heating and cooking stoves. The Project would also support clean transportation technologies by providing a minimum of 8 percent (approximately 47 spaces) of on-site non-residential parking for carpool and/or alternative-fueled vehicles and shall pre-wire, or install conduit and panel capacity for a minimum of 30 percent of the Code LAMC-required electric vehicle parking spaces, with 10 percent of the Code LAMC-required spaces further improved with electric vehicle charging stations, which would encourage reduced emissions from mobile sources. Furthermore, as described above, the Project would support and encourage pedestrian activity in the Universal City Plan area as the Project is designed to be pedestrian-friendly and promote access from the nearby transit and commercial uses, which would encourage non-automotive transportation and reduce mobile source emissions. Primary pedestrian access to the buildings on the Project Site would continue to be provided from the South Plaza, which would continue to serve as the pick-up/drop-off area for the complimentary Universal Studios Hotel Shuttle. Pedestrian access would also continue to be provided from the parking garage with elevator access. Walkways would be provided around the building perimeters to provide safe pedestrian access through the Project Site to the building entrances. At the same time, the Project would reduce vehicle trips and air pollutant emissions generated by the proposed development by increasing hotel and employment opportunities within an identified TPA and HQTA that has multiple public transit options as described above (with access to existing regional bus and rail service and local shuttles), and restaurants and entertainment, all within walking distance. As such, the

Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT, and consequently, a reduction in air pollutants from vehicle emissions.

As described in Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR, the Project design includes characteristics that would reduce vehicle trips and VMT when compared to a standard project within the Air Basin as measured by CalEEMod. These relative reductions in vehicle trips and VMT from a standard project within the Air Basin help quantify the criteria air pollutant emissions reductions achieved by locating the Project in an infill and TPA and HQTA area that promotes alternative modes of transportation. Previously, trip generation for land uses was calculated based on survey data collected by the ITE. However, these ITE trip generation rates were based on data collected at suburban, single-use, free standing sites, which may not be representative of urban environments similar to the Project Site. In 2019, the USEPA sponsored a study to collect travel survey data from mixed-use developments in order provide a more representative trip generation rate for multi-use sites. Results of the USEPA survey indicate that trip generation and VMT are affected by factors such as resident and job density, availability of transit, and accessibility of biking and walking paths. Based on these factors, the USEPA has developed equations known as the EPA Mixed-Use Development (MXD) model to calculate trip reductions for multi-use developments.[86] The LADOT VMT Calculator incorporates the USEPA MXD model and accounts for project land use characteristics such as increased density and proximity to transit, which would reduce VMT and associated fuel usage in comparison to free-standing sites. As shown in Appendix B, *Air Quality and Greenhouse Gas Technical Appendix*, and the Project's 2023 Updated TA Addendum , included as **Appendix K** of this Draft EIR,[87,88] incorporation of USEPA MXD VMT reduction features applicable to the Project as well as Project Design Feature TRAF-PDF-1 (TDM Program) results in a 19.5 percent reduction in overall VMT for the Project and resultant pollutant emissions. This reduction in VMT would not conflict with the Air Quality Element, which supports less reliance on single-occupant vehicles, reducing land use transportation emissions and associated air quality impacts, and providing people with less polluting transportation options. As such, the Project would provide opportunities for the use of alternative modes of transportation, including convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT.

86 USEPA, Mixed-Use Trip Generation Model, www.epa.gov/smartgrowth/mixed-use-trip-generation-model, accessed on April 2023.

87 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

88 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

Based on the above analysis, the Project construction and operation would not conflict or obstruct with applicable air quality policies of the General Plan's Air Quality Element, and impacts would be less than significant.

(2) Mitigation Measures

As discussed above, the Project has the potential to conflict with or obstruct the implementation of the applicable air quality plan as the Project's regional construction emissions of NO_X would potentially exceed the SCAQMD regional significance threshold. As such, as shown in Table IV.A-7, implementation of Mitigation Measure AQ-MM-1 would reduce the NOx emissions to less than the threshold of significance. Therefore, Mitigation Measure AQ-MM-1 would be required to reduce potentially significant impacts regarding conflicts the AQMP. Mitigation Measure AQ-MM-1 is provided in Threshold (b) below.

(3) Level of Significance After Mitigation

Potentially significant Project impacts related to the potential to conflict with or obstruct the implementation of the applicable air quality plan would be reduced to less than significant with implementation of Mitigation Measure AQ-MM-1.

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

(1) Impact Analysis

(a) Construction

Construction of the Project has the potential to generate temporary regional criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and forklifts, through vehicle trips generated by workers and haul trucks traveling to and from the Project Site and through building activities, such as the application of paint and other surface coatings. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment, such as excavators and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. As described in Chapter II, *Project Description*, of this Draft EIR, approval of the haul route will be sought from the Los Angeles Department of Building and Safety.

The maximum daily construction emissions for the Project were estimated for each construction phase. During construction some individual construction phases could potentially occur concurrently; therefore, the estimated maximum daily emissions include these potentially concurrent construction phases by combining the relevant construction phase emissions. The maximum daily emissions take into account overlapping

construction phases for the Project. The maximum daily emissions are predicted values for a representative worst-case day and do not represent the actual emissions that would occur for every day of construction, which would likely be lower on many days. As stated above, in order to provide a conservative emissions analysis, for modeling purposes, construction emissions were modeled under the overlapping construction scenario assuming all construction occurs at the earliest feasible date beginning in 2024 with construction completed in 2026. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

The results of the criteria pollutant calculations are presented in Table IV.A-5. The calculations in Table IV.A-5 incorporate compliance with dust control measures required to be implemented during each phase of construction by SCAQMD Rule 403 (Control of Fugitive Dust) and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings).

As shown in Table IV.A-5, construction-related daily emissions of NO_X would exceed the SCAQMD thresholds of significance. Emissions of other criteria pollutants would be below SCAQMD thresholds. The NO_X emissions result primarily from heavy-duty trucks required for on-road soil hauling and from concrete trucks delivering concrete to the Project Site from concrete suppliers. **Therefore, the Project's temporary impact related to regional NO_X construction emissions would be potentially significant.**

(b) Operations

Mobile, stationary, and area source operational regional criteria pollutant emissions were conservatively calculated for the Project for full buildout by year 2027. Operational emissions estimates include compliance with SCAQMD Rule 1113 (Architectural Coatings), which limits the VOC content of architectural coatings, which would be applied during typical building maintenance activities. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

Daily trip generation rates and VMT for the Project were provided in the 2023 Updated TA Addendum[89] and include trips associated with the proposed restaurants, as well as hotel uses under the Project. The VMT calculations include reductions attributable to the Project characteristics, as shown in the Project's 2023 Updated TA Addendum, included as Appendix K of this Draft EIR that incorporates of USEPA MXD VMT reduction features applicable to the Project as well as Project Design Feature TRAF-PDF-1 (TDM Program).[90,91]

89 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

90 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

91 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

Natural gas usage factors are based on commercial data from the California Energy Commission, and landscape equipment emissions are based on off-road emission factors from CARB. Emissions from the use of consumer products and the reapplication of architectural coatings are based on data provided in CalEEMod.

The results of the regional criteria pollutant emission calculations for VOC, NO_X, CO, SO_2, PM10, and PM2.5 are presented in **Table IV.A-6,** *Estimated Maximum Regional Operational Emissions for the Project (pounds per day)*. As shown, operational-related daily emissions would not exceed the SCAQMD thresholds of significance and emissions levels would be below the applicable thresholds of significance. **As the Project's maximum regional emissions from operations would not exceed the regional thresholds of significance, regional operational emissions impacts would be less than significant.**

TABLE IV.A-6
ESTIMATED MAXIMUM REGIONAL OPERATIONAL EMISSIONS FOR THE PROJECT (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Project						
Area (Coating, Consumer Products, Landscaping)	12	<1	25	<1	<1	<1
Stationary (Emergency Generators)	<1	6	5	<1	<1	<1
Charbroilers	<1	-	-	-	2	1
Energy (Natural Gas)	<1	2	2	<1	<1	<1
Mobile	8	12	75	<1	22	5
Total Project	**21**	**20**	**107**	**<1**	**23**	**7**
SCAQMD Thresholds of Significance	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

SOURCE: ESA, 2023.

(2) Mitigation Measures

(a) *Construction*

The following mitigation measure would reduce potentially significant impacts regarding construction emissions:

> **AQ-MM-1: Construction Equipment Features:** The Applicant shall implement the following construction equipment features for equipment operating at the Project Site. These features shall be included in applicable bid documents, and

successful contractor(s) must demonstrate the ability to supply such equipment. Construction features shall include the following:

- The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and United States Environmental Protection Agency (USEPA) Tier 4 Final off-road emissions standards or equivalent for equipment rated at 50 horsepower (hp) or greater during Project construction where available within the Los Angeles region. Such equipment shall be outfitted with Best Available Control Technology (BACT) which means a CARB certified Level 3 Diesel Particulate Filter or equivalent.
- During plan check, the Project's representative shall make available to the lead agency and South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that shall be used during any of the construction phases. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier specification, best available control technology (BACT) documentation, and CARB or SCAQMD operating permit shall be maintained on-site at the time of mobilization of each applicable unit of equipment.
- During demolition, site preparation, and grading and excavation activities, the contractor shall provide notification and documentation that haul truck drivers have received training regarding idling limitations specified in Title 13 California Code of Regulations, Section 2485, and that haul trucks limit idling for loading and unloading activities to 5 minutes at a location.
- Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. Tampering with construction equipment to increase horsepower or to defeat emission control devices shall be prohibited.
- Construction activities shall be discontinued during second-stage smog alerts. A record of any second-stage smog alerts and of discontinued construction activities as applicable shall be maintained by the Contractor on-site.

(a) Operations

Project impacts regarding a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard during operation would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

(a) *Construction*

Construction of the Project would result in emissions that exceed the NO_X regional threshold, and, as such, impacts would be potentially significant prior to mitigation. Implementation of Mitigation Measure AQ-MM-1 would reduce short-term and temporary NO_X emissions, including from haul trucks during the grading activities, as shown in **Table IV.A-7**, *Estimated Maximum Mitigated Regional Construction Emissions (pounds per day)*. With implementation of Mitigation Measure AQ-MM-1, short-term construction NO_X emissions would be reduced to below the regional emission significance threshold for NO_X. Therefore, short-term and temporary impacts related to regional NO_X construction emissions would be less than significant with mitigation.

TABLE IV.A-7
ESTIMATED MAXIMUM MITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10 [b]	PM2.5 [b]
Construction Phases						
Hotel						
Demolition	2	20	38	<1	5	1
Site Preparation	1	4	13	<1	1	<1
Grading	2	38	45	<1	7	2
Trenching	1	10	17	<1	1	<1
Foundations/Concrete Pour	5	48	74	<1	6	2
Building Construction	3	23	50	<1	4	2
Paving	2	11	32	<1	1	<1
Architectural Coating	29	5	8	<1	1	<1
Parking Garage/Meeting Room Addition						
Demolition	1	10	23	<1	6	1
Grading	2	35	34	<1	6	2
Foundations	2	17	26	<1	2	1
Building Construction	2	12	27	<1	2	1
Paving	1	8	16	<1	1	<1
Architectural Coating	2	2	4	<1	<1	<1
Overlapping Phases						
Hotel: Demolition + Parking Garage/Meeting Room Addition: Demolition	4	30	61	<1	11	3
Hotel: Demolition + Parking Garage/Meeting Room Addition: Grading	4	55	72	<1	11	3
Hotel: Site Preparation + Parking Garage/Meeting Room Addition: Grading	2	39	47	<1	7	2
Hotel: Grading + Trenching + Parking Garage/Meeting Room Addition: Grading	5	83	96	1	14	5

TABLE IV.A-7
ESTIMATED MAXIMUM MITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) [a]

Source	VOC	NO_X	CO	SO_2	PM10 [b]	PM2.5 [b]
Hotel: Grading + Trenching + Parking Garage/Meeting Room Addition: Foundations	5	64	87	<1	10	3
Hotel: Grading + Parking Garage/Meeting Room Addition: Building Construction	4	50	71	<1	9	3
Hotel: Foundations + Paving + Parking Garage/Meeting Room Addition: Building Construction	8	71	133	<1	9	4
Hotel: Building Construction + Parking Garage/Meeting Room Addition: Building Construction + Architectural Coating	7	37	81	<1	6	2
Hotel: Building Construction + Parking Garage/Meeting Room Addition: Paving	4	31	66	<1	5	2
Maximum Daily Emissions	29	83	133	1	14	5
SCAQMD Thresholds of Significance	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403 and fugitive VOC control measures consistent with SCAQMD Rule 1113.

SOURCE: ESA, 2023.

(b) *Operations*

Project impacts regarding a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard during operation would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

(1) Impact Analysis

(a) Localized Construction Emissions

As explained above in Subsection IV.A.3.(b), *Air Quality - Methodology*, the localized construction air quality analysis was conducted using the methodology prescribed in the SCAQMD Final Localized Significance Threshold Methodology.[92] The screening criteria provided in the Final Localized Significance Threshold Methodology were used to determine localized construction emissions thresholds for the Project. The maximum daily localized emissions for each of the construction phases and the localized significance

[92] SCAQMD, Final Localized Significance Threshold Methodology, June 2003 and revised July 2008.

thresholds are presented in **Table IV.A-8**, *Estimated Maximum Localized Construction Emissions (pounds per day)*. The same phasing and equipment assumptions, and compliance with SCAQMD Rule 403 and Rule 1113, were used as for the regional emissions calculations discussed above.

TABLE IV.A-8
ESTIMATED MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS (POUNDS PER DAY)[a]

Source	NO_X	CO	PM10 [b]	PM2.5 [b]
Construction Phases				
Hotel				
Demolition	24.0	28.3	3.7	1.4
Site Preparation	9.6	11.8	0.7	0.5
Grading	19.9	23.6	1.5	1.0
Trenching	13.9	16.1	0.6	0.5
Foundations/Concrete Pour	46.9	49.6	1.9	1.7
Building Construction	28.1	30.2	1.1	1.1
Paving	20.5	26.0	0.9	0.8
Architectural Coating	4.6	6.0	0.1	0.1
Parking Garage/Meeting Room Addition				
Demolition	14.0	17.1	5.9	1.3
Grading	10.9	13.4	0.5	0.4
Foundations	14.8	16.7	0.6	0.5
Building Construction	16.2	18.8	0.6	0.5
Paving	10.1	13.4	0.4	0.4
Architectural Coating	2.4	3.1	0.1	0.1
Overlapping Phases				
Hotel: Demolition + Parking Garage/Meeting Room Addition: Demolition	37.9	45.4	9.7	2.7
Hotel: Demolition + Parking Garage/Meeting Room Addition: Grading	34.8	41.7	4.2	1.8
Hotel: Site Preparation + Parking Garage/Meeting Room Addition: Grading	20.5	25.1	1.2	0.9
Hotel: Grading + Trenching + Parking Garage/Meeting Room Addition: Grading	44.8	53.0	2.5	1.9
Hotel: Grading + Trenching + Parking Garage/Meeting Room Addition: Foundations	48.7	56.3	2.6	2.0
Hotel: Grading + Parking Garage/Meeting Room Addition: Building Construction	36.1	42.3	2.0	1.5

TABLE IV.A-8
ESTIMATED MAXIMUM LOCALIZED CONSTRUCTION EMISSIONS (POUNDS PER DAY)[a]

Source	NO_X	CO	PM10 [b]	PM2.5 [b]
Hotel: Foundations + Paving + Parking Garage/Meeting Room Addition: Building Construction	83.6	94.4	3.3	3.1
Hotel: Building Construction + Parking Garage/Meeting Room Addition: Building Construction + Architectural Coating	46.7	52.1	1.8	1.7
Hotel: Building Construction + Parking Garage/Meeting Room Addition: Paving	38.3	43.6	1.6	1.4
Maximum Daily Emissions	83.6	94.4	9.7	3.1
SCAQMD Thresholds of Significance[c]	**193.0**	**4,092.3**	**83.6**	**27.9**
Exceeds Thresholds?	No	No	No	No

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

[b] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

[c] The SCAQMD LSTs are based on Source Receptor Area 7 (East San Fernando Valley) for a 4.94-acre site with sensitive receptors conservatively assumed to be located 200 meters (approximately 660 feet) away from the construction area.

SOURCE: ESA, 2023.

As shown in Table IV.A-8 above, the Project's maximum localized construction emissions would be below the localized screening thresholds for NO_X, CO, PM10, and PM2.5 for the closest air quality sensitive receptors are the single-family and multi-family residential uses located west and south of the Project Site approximately 750 feet away (refer to Figure IV.A-2 above for the location of sensitive receptors). As discussed above in Section IV.A.2.c)(2)(d), there are no existing air quality-sensitive land uses adjacent or in the immediate vicinity of the Project Site as hotels are not considered sensitive receptors per the SCAQMD guidance.[93] **Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations during construction and impacts would be less than significant.**

(b) Localized Operational Emissions

The localized operational air quality analysis was conducted using the methodology prescribed in the SCAQMD Localized Significance Threshold Methodology. The screening criteria provided in the Localized Significance Threshold Methodology were used to determine the localized operational emissions thresholds of significance for the Project. The same assumptions, including compliance with the Title 24 Energy Efficiency

93 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

Standards for Nonresidential Buildings, the CALGreen Code, and City of Los Angeles Green Building Code, were used in the analysis.

The maximum daily localized emissions and the localized significance thresholds are presented in **Table IV.A-9,** *Estimated Maximum Localized Operational Emissions for the Project Buildout (pounds per day)*. As shown in Table IV.A-9, the Project's maximum localized operational emissions would be below the localized significance thresholds**. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations during operation and impacts would be less than significant.**

TABLE IV.A-9
ESTIMATED MAXIMUM LOCALIZED OPERATIONAL EMISSIONS FOR THE PROJECT BUILDOUT (POUNDS PER DAY) [a]

Source	NO_X	CO	PM10	PM2.5
Area (Coating, Consumer Products, Landscaping)	0.2	24.9	<0.1	<0.1
Stationary (Emergency Generators)	5.6	5.1	<0.1	<0.1
Charbroilers	-	-	1.5	0.9
Energy	2.3	1.9	0.2	0.2
Total Localized (On-Site) Emissions	**8.1**	**31.9**	**1.8**	**1.2**
SCAQMD Screening Thresholds of Significance b	**193.0**	**4,092.3**	**20.9**	**7.0**
Exceeds Thresholds?	**No**	**No**	**No**	**No**

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

[b] The SCAQMD LSTs are based on Source Receptor Area 7 (East San Fernando Valley) for a 4.94-acre site with sensitive receptors conservatively assumed to be located 200 meters away to the Project Site for operational emissions for LST purposes.

SOURCE: ESA, 2023.

(c) Carbon Monoxide Hotspots

The potential for the Project to cause or contribute to CO hotspots was evaluated by comparing Project intersection traffic volumes with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the Project would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at Project-impacted intersections would remain well below the threshold one-hour and eight-hour ambient air quality standards (CAAQS) of 20 or 9.0 parts per million (ppm), respectively within one-quarter mile of a sensitive receptor, and that no further CO analysis is warranted or required.

As shown previously in Table IV.A-3, CO levels in the Project area are substantially below the federal and the state standards. Maximum CO levels in recent years (2019–2021) were 2.0 ppm (one-hour average) and 1.6 ppm (eight-hour average) as compared to the criteria of 20 ppm (CAAQS one-hour average) or 35 ppm (NAAQS one-hour average) and 9.0 ppm (eight-hour average). No exceedances of the CO standards have been recorded at monitoring stations in the Air Basin for some time,[94] and the Air Basin is currently designated as a CO attainment area for both the CAAQS and the NAAQS.

The SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin. These include: (a) Wilshire Boulevard and Veteran Avenue; (b) Sunset Boulevard and Highland Avenue; (c) La Cienega Boulevard and Century Boulevard; and (d) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP CO attainment demonstration, the SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day.[95] Relevant information from the 2003 AQMP CO attainment demonstration relied upon in this assessment is provided in Appendix B of this Draft EIR. This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions (i.e., excluding background concentrations) at these four intersections was 4.6 ppm (one-hour average) and 3.2 ppm (eight-hour average) at Wilshire Boulevard and Veteran Avenue.[96]

Based on the Project's 2023 Updated TA Addendum,[97] the intersection of Barham Boulevard and Cahuenga Boulevards would have a maximum traffic volume of approximately 54,240 average daily trips (ADT) under the Project buildout scenario based on future year 2027 traffic volumes, and is assumed to operate at very low or idling speeds as a congested roadway intersection. As a result, CO concentrations from the Project's maximum traffic volume at the intersection identified above plus the measured background level in the Project Site area are expected to be approximately 4.5 ppm (one-hour average) and 3.3 ppm (eight-hour average) under the Project,[98] which would not exceed the thresholds of significance. Total traffic volumes at the most impacted intersection would likely have to more than quadruple to cause or contribute to a CO hotspot impact, given that vehicles operating today have reduced CO emissions as compared to vehicles operating in year 2003 when the SCAQMD conducted the AQMP

94 SCAQMD, Final 2012 AQMP, February 2013, pp. 2-22.

95 SCAQMD, 2003 AQMP, Appendix V: Modeling and Attainment Demonstrations, August 2003, pp. V-4 through V-24.

96 The eight-hour average is based on a 0.7 persistence factor, as recommended by the SCAQMD.

97 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

98 Traffic volumes attributable to the Project contribute approximately 2% of the future year 2025 traffic volumes at the maximum traffic volume intersection of Lankershim Boulevard and Campo de Cahuenga Way.

attainment demonstration modeling.[99] **This comparison demonstrates that the Project would not contribute to the formation of CO hotspots and that no further CO analysis is required. Therefore, the Project would be less-than-significant impacts with respect to CO hotspots.**

(d) Toxic Air Contaminant Emissions

(i) Construction

Temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during construction activities. According to OEHHA and SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis,[100] health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 70-year) resident exposure duration. Given the temporary construction schedule of approximately 30 months, the Project would not result in a long-term (i.e., lifetime or 70-year) exposure as a result of construction activities.

In addition, the Project would be consistent with the applicable 2016 and 2022 AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would reduce emissions of TACs from diesel-powered vehicles. Although not anticipated, the Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the demolition and construction activities. Numerous existing regulations require that demolition activities that may disturb or require the removal of materials that consist of, contain, or are coated with hazardous materials must be inspected and/or tested for the presence of hazardous materials. If present, the hazardous materials are required to be managed and disposed of in accordance with applicable laws and regulations. In addition, the closest air quality sensitive receptors are the single-family and multi-family residential uses located approximately 750 feet to the southwest of Project Site, which provides a substantial buffer distance for the atmospheric dispersion of emissions from the Project Site minimizing the concentrations at these sensitive receptor locations (refer to Figure IV.A-2 above for the location of sensitive receptors). As discussed above in Section IV.A.2.c)(2)(d), there are no existing air quality-sensitive land uses adjacent or in the immediate vicinity of the Project Site as hotels are not considered sensitive receptors per the SCAQMD guidance.[101] Based on the short-term duration of Project construction, substantial distance to sensitive receptors, and

99 SCAQMD, 2003 AQMP, Chapter 6 Clean Air Act Requirements, August 2003.

100 SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003.

101 SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

compliance with regulations that would minimize emissions, construction of the Project would not expose sensitive receptors to substantial TAC concentrations.

Furthermore, as discussed in Threshold (b), the Project would be required to implement Mitigation Measure AQ-MM-1 to reduce regional NO_X emissions. Mitigation Measure AQ-MM-1 would have co-benefits of reducing emissions of PM10 and PM2.5 from heavy-duty diesel construction equipment (see Table IV.A-7), further reducing the less-than-significant levels of TAC emissions during construction activities. **Therefore, construction of the Project would not expose sensitive receptors to substantial concentrations of TACs and impacts would be less than significant.**

(ii) Operations

The SCAQMD recommends that operational health risk assessments be conducted for substantial sources of operational DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[102] The Project would not include any truck stop or warehouse distribution uses, and, as such, operations would generate only minor amounts of diesel emissions from mobile sources, such as delivery trucks and occasional maintenance. Furthermore, Project trucks would be required to comply with the applicable provisions of 13 CCR, Section 2025 (Truck and Bus regulation) to minimize and reduce PM10, PM2.5, and NO_X emissions from existing diesel trucks. Therefore, Project operation would not be a substantial source of DPM.

With respect to the use of consumer products, including hotel cleaning products, and architectural coatings, the hotel, recreational and restaurant uses associated with the Project would be expected to generate minimal emissions from these sources. As a result, toxic or carcinogenic air pollutants are not expected to occur in any substantial amounts in conjunction with operation of the proposed land uses within the Project Site. Based on the uses expected on the Project Site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance.

Charbroiling has the potential to generate small amounts of chemicals that are known or suspected by the State to cause human health impacts. However, restaurants incorporating charbroiling in the Air Basin would be required to comply with SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations), which requires the installation of emissions controls on charbroilers. The emissions controls would minimize the already small amounts of TAC emissions associated with charbroiling (as seen in Table IV.A-9) by approximately 83 percent,[103] such that charbroiling would not cause or

[102] SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003.

[103] USEPA, Methods for Developing a National Emission Inventory for Commercial Cooking Processes: Technical Memorandum, 2003.

contribute to adverse health impacts at nearby sensitive receptors. The emergency generators would be required to comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), the purpose of which is to control and limit emissions of TACs from emergency generators and similar equipment. In accordance with Rule 1470, emissions from maintenance and testing would not occur daily, but rather periodically, up to 50 hours per year. Furthermore, the emergency generators would be certified to the most stringent CARB and SCAQMD Rule 1470 standards and minimize emissions to the lowest technically feasible and regulatory required level for equipment of this size and type. As shown in Table IV.A-9, PM10 and PM2.5 emissions (i.e., DPM emissions) from the emergency generator would be less than 0.1 pounds per day. Compliance with Rule 1470 would ensure the TAC emissions from the emergency generators would not cause or contribute to adverse health impacts at nearby sensitive receptors. Therefore, the emissions would not pose a health risk to sensitive receptors.

Furthermore, the nearest air quality sensitive receptors are the single-family and multi-family residential uses located approximately 750 feet to the southwest of Project Site, which provides a substantial buffer distance for the atmospheric dispersion of emissions from the Project Site minimizing the concentrations at these sensitive receptor locations. Additionally, the Project's land uses would not include sources of substantial TAC emissions identified by the SCAQMD or CARB siting recommendations, such as installation of industrial-sized paint booths, dry cleaning operations, and printing shops.[104,105] **Based on the uses expected on the Project Site, operation of the Project would not expose sensitive receptors to substantial TAC concentrations, and operational impacts would be less than significant.**

(2) Mitigation Measures

(a) *Construction*

Impacts regarding exposure of sensitive receptors to substantial pollutant concentrations would be less than significant. Therefore, no mitigation measures are required.

(e) Operations

Impacts regarding exposure of sensitive receptors to substantial pollutant concentrations would be less than significant. Therefore, no mitigation measures are required.

[104] SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 2005, Table 2-3.

[105] CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005, Table 1-1.

(3) Level of Significance After Mitigation

(a) Construction

Impacts regarding the exposure of sensitive receptors to substantial pollutant concentrations during construction would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

(b) Operation

Impacts regarding the exposure of sensitive receptors substantial pollutant concentrations during operation would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold d) Would the Project result in other emissions (such as those leading to odors) affecting a substantial number of people?

As discussed in Chapter VI, *Other CEQA Considerations*, and in the Initial Study (**Appendix A**), of this Draft EIR, the Project would not create objectionable odors affecting a substantial number of people. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not include any uses identified by the SCAQMD as being associated with substantial odors. As a result, the Project would not discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD Rule 402. In addition, as shown in Table IV.A-5 and Table IV.A-7, construction and operational emissions would not exceed the SCAQMD regional significance thresholds for attainment, maintenance, or unclassifiable criteria air pollutants (i.e., CO and SO_2). **Therefore, construction and operation of the Project would result in less-than-significant impacts with respect to other emissions, including those leading to odors.**

e) Cumulative Impacts

Based on the established methodology to analyze cumulative impacts, project-level impacts are considered when determining cumulative impacts, as detailed below. Cumulative impact significance findings for the Project are presented below.

(1) Impact Analysis

The SCAQMD recommends using two methodologies to assess the cumulative impact of air quality emissions: (1) a project's consistency with the current AQMP be used to determine its potential cumulative impacts or (2) that project-specific air quality impacts be used to determine the project's potential cumulative impacts to regional air quality.[106]

[106] SCAQMD, Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper, Appendix D, 1993, page D-3 ("As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an

(a) Consistency with Air Quality Management Plan

The SCAQMD recommends assessing a project's cumulative impacts based on whether the project is consistent with the current AQMP. CEQA Guidelines Section 15064(h)(3) provides guidance in determining the significance of cumulative impacts. Specifically, CEQA Guidelines Section 15064(h)(3) states in part that:

> *"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 which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) 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…"*

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the Project's cumulative air quality impacts are determined not to be significant based on its consistency with the SCAQMD's adopted 2016 and 2022 AQMPs, as discussed above. As is also discussed above, the Project's increase in employment would be consistent with both the 2016-2040 and 2020-2045 RTP/SCS growth projections, upon which the 2016 AQMP and 2022 AQMP are based. Related projects would also be required to assess consistency with 2016 and 2022 AQMPs transportation control strategies, as well as with population, housing, and employment growth projections in the most recent RTP/SCS and provide mitigation measures if significant impacts are identified. As discussed in Threshold (a), the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for ozone. Therefore, the Project would be consistent with and would not conflict with or obstruct implementation of the applicable AQMP. **Accordingly, Project air quality impacts are not cumulatively considerable and cumulative impacts are less than significant.**

(b) Project-Specific Impacts

As stated in the 2006 L.A. CEQA Thresholds Guide, the "City of Los Angeles has not adopted specific Citywide significance thresholds for air quality impacts. However, because of the SCAQMD's regulatory role in the Air Basin, the 2006 L.A. CEQA Thresholds Guide references the screening criteria, significance thresholds and analysis methodologies in the CEQA Air Quality Handbook to assist in evaluating projects

Environmental Assessment or EIR… Projects that exceed the Project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.").

proposed within the City."[107] The SCAQMD CEQA Air Quality Handbook states that the "Handbook is intended to provide local governments, project proponents, and consultants who prepare environmental documents with guidance for analyzing and mitigating air quality impacts of projects."[108] The SCAQMD CEQA Air Quality Handbook also states that "[f]rom an air quality perspective, the impact of a project is determined by examining the types and levels of emissions generated by the project and its impact on factors that affect air quality. As such, projects should be evaluated in terms of air pollution thresholds established by the District."[109] The SCAQMD has provided guidance on addressing the cumulative impacts for air quality. as discussed below:[110]

> *"As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR… Projects that exceed the Project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

The SCAQMD recommends evaluating cumulative impacts for individual projects based on whether the project exceeds the SCAQMD's recommended daily thresholds for project-specific impacts for those pollutants for which the Air Basin is in non-attainment. Thus, the cumulative analysis of air quality impacts follows SCAQMD's guidance such that construction or operational Project emissions would be considered cumulatively considerable if Project-specific emissions exceed an applicable SCAQMD recommended significance threshold.

The City relies on thresholds established by the SCAQMD (refer to CEQA Guidelines Section 15064.7) to assess the Project's cumulative impacts. Regional emissions from a project have the potential to affect the Air Basin as a whole, and, unlike other environmental issues areas, such as aesthetics or noise, it is not possible to establish a geographical radius from a specific project site where potential cumulative impacts from regional emissions would be limited. Meteorological factors, such as wind, can disperse pollutants, often times tens of miles downwind from a project site. Therefore, consistent with accepted and established SCAQMD cumulative impact evaluation methodologies, the potential for the Project to result in cumulative impacts from regional emissions is assessed based on the SCAQMD thresholds.

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107 City of Los Angeles, 2006 L.A. CEQA Thresholds Guide, 2006, page B-1.

108 SCAQMD, CEQA Air Quality Handbook, April 1993, page iii.

109 SCAQMD, CEQA Air Quality Handbook, April 1993, page 6-1.

110 SCAQMD, White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution, 2003, Appendix D.

For construction, as shown in Table IV.A-5, the Project would result in an exceedance of the regional significance threshold for NOx. Therefore, construction of the Project, with construction of the other related projects, would contribute to a cumulative exceedance of regional significance thresholds for NOx. **Cumulative construction impacts for regional construction emissions would be potentially significant.**

As shown in Table IV.A-8, the Project would not result in an exceedance of localized significance thresholds for construction. **Therefore, cumulative impacts related to localized construction emissions would be less than significant.**

For operations, as shown in Table IV.A-6 and IV.A-9, the Project would not result in an exceedance of regional or localized significance thresholds. **Therefore, cumulative impacts related to regional operational emissions would be less than significant.**

(2) Mitigation Measures

(a) Construction

Refer to Mitigation Measure AQ-MM-1, which would reduce cumulative regional NO_X emissions during construction. No additional mitigation measures are required.

Cumulative impacts related to localized construction emissions would be less than significant. Therefore, no mitigation measures are required.

(b) Operations

Cumulative impacts regarding operational air quality emissions were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance after Mitigation

(a) Construction

Implementation of Mitigation Measure AQ-MM-1 would reduce regional NO_X emissions to below applicable significance thresholds. Cumulative air quality impacts would be less than significant with mitigation. **Therefore, with implementation of Mitigation Measure AQ-MM-1 no additional mitigation measures are required or included, and the impact level would be less than significant with mitigation.**

(b) Operations

Cumulative impacts regarding operational air quality emissions were determined to be less than significant without mitigation. **Therefore, no mitigation measures were required or included, and the impact level remains less than significant.**

IV. Environmental Impact Analysis

B. Biological Resources

1. Introduction

This section of the Draft EIR addresses the potential impacts of the Project on biological resources. Specifically, this section identifies sensitive biological resources that are known to occur or have the potential to occur on or near the Project Site, assesses the potential significant impacts to these biological resources from the Project, and recommends mitigation measures to avoid, minimize, or reduce the significance of any potential impacts. In addition, this section analyzes the Project's incremental contribution to cumulative biological resources impacts from past, present, and reasonably foreseeable future projects. The biological resources and analysis described in this section are based on a literature review (included in **Appendix C** of this Draft EIR), the information and findings obtained during a biological survey conducted by ESA, and other sources referenced throughout this section.

2. Environmental Setting

a) Regulatory Framework

There are several plans, policies, and programs regarding biological resources at the federal, State, and local levels that apply to the Project. Described below, these include:

- Federal Endangered Species Act
- Migratory Bird Treaty Act
- Federal Noxious Weed Act
- California Endangered Species Act
- California Migratory Bird Protection Act
- California Fish and Game Code - Stream and Riparian Habitat, Fully Protected Species, and Species of Special Concern
- California Fish and Game Code Sections 3503 & 3513
- Sensitive Vegetation Communities
- City of Los Angeles General Plan
  - Framework Element

  - Conservation Element
  - Open Space Element
- City of Los Angeles Municipal Code – Protected Trees and Shrubs

(1) Federal

(a) Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended (16 United States Code [USC] Sections 1531 et seq.), provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has four major components: (1) provisions for listing species; (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS); (3) prohibitions against "taking" of listed species; and (4) provisions for permits that allow an incidental "take." The FESA also discusses recovery plans and the designation of critical habitat for listed species. Both the USFWS and the NMFS share the responsibility for administration of the FESA. During the CEQA review process, each agency is given the opportunity to comment on the potential of a project to affect listed plants and animals.

The FESA is implemented by USFWS through a program that identifies and provides for protection of various species of fish, wildlife, and plants deemed to be in danger of or threatened with extinction. As part of this regulatory act, the FESA provides for designation of critical habitat, defined in FESA Section 3(5)(A) as specific areas within the geographical range occupied by a species where physical or biological features "essential to the conservation of the species" are found and that "may require special management considerations or protection." Critical habitat may also include areas outside the current geographical area occupied by the species that are nonetheless "essential for the conservation of the species."

For purposes of this section, the following acronyms are used for federal status species:

FE Federally-listed as Endangered

FT Federally-listed as Threatened

FPE Federally proposed for listing as Endangered

FPT Federally proposed for listing as Threatened

FPD Federally proposed for delisting

FC Federal candidate species (former C1 species)

(b) Migratory Bird Treaty Act

All migratory bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act (MBTA). The federal MBTA prohibits any person unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention…for the protection of migratory birds…or any part, nest, or egg of any such bird" (16 USC Section 703).[1]

The list of migratory birds protected by the MBTA includes nearly all bird species native to the United States. The statute was extended in 1974 to include parts of birds, as well as eggs and nests. Thus, it is illegal under the MBTA to take, including killing, capturing, selling, trading, and transport, protected migratory bird species without prior authorization by the USFWS.[2] Activities that result in removal or destruction of an active nest (a nest with eggs or young being attended by one or more adults) would violate the MBTA. While destruction of a nest by itself is not prohibited under the MBTA, nest destruction that results in the unpermitted take of migratory birds or their eggs is illegal and fully prosecutable under the MBTA.

(c) Federal Noxious Weed Act

The Federal Noxious Weed Act (Public Law 93-629; 7 USC Sections 2801 et seq.), enacted on January 3, 1975, established a federal program to control the spread of noxious weeds. The Secretary of Agriculture was given the authority to designate plants as noxious weeds by regulation, and the movement of all such weeds in interstate or foreign commerce was prohibited except under permit. The Secretary was also given authority to inspect, seize and destroy products, and to quarantine areas if necessary to prevent the spread of such weeds. The Secretary was also authorized to cooperate with other federal, State, and local agencies, farmers associations, and private individuals in measures to control, eradicate, or prevent or retard the spread of such weeds.[3]

(2) State

(a) California Department of Fish and Wildlife

With respect to nesting birds, although the MBTA does not itself provide specific take avoidance measures, the USFWS and California Department of Fish and Wildlife (CDFW), over time, have developed a set of measures sufficient to demonstrate take avoidance, including during construction activities, which include conducting brush removal, tree trimming, building demolition and/or construction, or grading activities

1 16 USC Sections 703 et seq.; 50 CFR Part 10.

2 USFWS, Migratory Bird Treaty Act, 2020.

3 USFWS, Federal Noxious Weed Act, 1975.

outside of the nesting season. CDFW biologists have defined the nesting season as February 15 through August 31 (January 15 to August 31 for raptors). If other timing restrictions make it impossible to avoid the nesting season, prior to issuance of a grading, construction or building permit including demolition permit, the following measures are required by the CDFW as described below:

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds. This includes vegetation removal associated with on-going fuel modification activities.

Any construction activities or fuel modification activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) shall require that all suitable habitat be thoroughly surveyed for the presence or absence of nesting birds by a qualified biologist monitor (i.e., a professional biologist with a minimum of two years of avian survey experience or equivalent) before the commencement of clearing. If any active nests are detected, a buffer of at least 300 feet (500 feet for raptors), or as determined appropriate by the qualified biologist monitor, shall be delineated, flagged, and avoided until the nesting cycle is complete as determined by the qualified biologist monitor.

(b) California Endangered Species Act

Under the California Endangered Species Act (CESA), the CDFW is responsible for maintaining a list of threatened and endangered species. The CDFW also maintains a list of candidate species, which are species formally under review for addition to either the list of endangered species or the list of threatened species.

The CESA prohibits the take of plant and animal species that the California Fish and Game Commission has designated as either threatened, rare, or endangered in California. “Take” in the context of this regulation means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill a listed species. The take prohibitions also apply to candidates for listing under the CESA. However, CESA Section 2081 allows the CDFW to issue permits for the minor and incidental take of species by an individual or permitted activity listed under the CESA.

In accordance with the requirements of the CESA, an agency reviewing a project within its jurisdiction must determine if any State-listed endangered, rare, threatened, or candidate species could be present in the project area. The agency also must determine if the project could have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any project that could affect any State-listed endangered, rare, threatened, or candidate species.

For the purposes of this section, the following acronyms are used for State listed status species:

SE State-listed as Endangered

ST State-listed as Threatened

SR State-listed as Rare

SCE State candidate for listing as Endangered

SCT State candidate for listing as Threatened

(c) California Migratory Bird Protection Act

Assembly Bill 454 (AB 454), the CMBTA, which expires on January 20, 2025, reenacted the existing provisions of the law regarding the taking or possession of any migratory non-game bird as designated in the MBTA, or any part of such migratory non-game bird, by making it unlawful, except as provided by the rules and regulations adopted by the U.S. Secretary of the Interior or rules or regulations that are inconsistent with the California Fish and Game Code., or subsequent rules or regulations adopted pursuant to the MBTA.

(d) California Fish and Game Code - Stream and Riparian Habitat, Fully Protected Species, and Species of Special Concern

Pursuant to California Fish and Game Code Section 1600, CDFW has authority over all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state, and requires any person, state or local governmental agency, or public utility to notify the CDFW before beginning any activity that would "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake" that supports fish or wildlife resources.

A stream is defined as a "body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation" (California Code of Regulations, Title 14 §1.72). A Lake or Streambed Alteration Agreement may be required for any Proposed Project that would result in an adverse impact to a river, stream, or lake. CDFW jurisdiction typically extends to the top of the bank and out to the outer edge of adjacent riparian vegetation if present. However, CDFW can take jurisdiction over a body of flowing water and the landform that conveys it, including water sources and adjoining landscape elements that are byproducts of and affected by interactions with flowing water without regard to size, duration, or the timing of flow.

The classification of "fully protected species" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction.

Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The California Fish and Game Code Sections (fish in Section 5515, amphibians and reptiles in Section 5050, birds in Section 3511(b), and mammals in Section 4700) dealing with "fully protected" species state that these species "may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the California Fish and Game Code sections dealing with fully protected species were amended to allow the CDFW to authorize takings resulting from recovery activities for State-listed species.

Species of "special concern" are broadly defined as animals not listed under the FESA or CESA but that are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or because they historically occurred in low numbers and known threats to their persistence currently exist.[4] This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologists, and others, and is intended to focus attention on the species to help avert the need for listing under FESA and CESA, and recovery efforts that might ultimately be required. This designation is also intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they may require consideration under CEQA during project review if they meet the definition of endangered, rare or threatened species in CEQA Guidelines Section 15380 which is not limited to listed species.

For the purposes of this section, the following acronyms are used for State protected or special status species:

SFP State Fully Protected

SSC California Species of Special Concern

(e) California Fish and Game Code Sections 3503 and 3513

According to Section 3503 of the California Fish and Game Code it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrows (*Passer domesticus*) and European starlings (*Sturnus vulgaris*)). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "take" by the CDFW. The same procedures identified

4 CDFW, Species of Special Concern, https://wildlife.ca.gov/Conservation/SSC, accessed April 17, 2023.

above to avoid a violation of the MBTA are recognized by the CDFW to avoid a take in violation of these provisions.

(f) Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by federal, State, and local conservation plans, policies, or regulations. The CDFW ranks such vegetation communities as "threatened" or "very threatened" and keeps records of their occurrences in the California Natural Diversity Database (CNDDB). Sensitive vegetation communities are also identified by the CDFW on its List of California Natural Communities Recognized by the CNDDB. Impacts to these vegetation communities and habitats identified in local or regional plans, policies, regulations, or by federal or State agencies must be considered and evaluated under CEQA.[5]

(3) Local

(a) City of Los Angeles General Plan Framework Element

The Citywide General Plan Framework Element (Framework Element) establishes the conceptual basis for the City's General Plan.[6] The Framework Element sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 6, Open Space and Conservation, of the Framework Element identifies goals, objectives, and policies for the City relative to biological resources. Objective 6.1 of the Open Space and Conservation Chapter of the Framework Element specifies the protection of "the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region." Policy 6.1.2 requires the coordination of "City operations and development policies for the protection and conservation of open space resources, by preserving habitat linkages, where feasible, to provide wildlife corridors and to protect natural animal ranges."

(b) City of Los Angeles General Plan Conservation Element

The City of Los Angeles General Plan Conservation Element (Conservation Element) adopted in 2001, contains policies related to the identification and protection of sensitive plant, animal species, significant ecological areas (SEAs), and other resources. State law recognized that State requirements regarding the content of one element may overlap with the requirements of another. As allowed by State law, Los Angeles has opted to

5 California Department of Fish and Wildlife, Natural Communities, https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities, Accessed April 17, 2023.

6 City of Los Angeles Department of City Planning, Citywide General Plan Framework, An Element of the Los Angeles General Plan, 1995.

incorporate natural open space agricultural and other open space features of the State's open space requirements into the Conservation Element, which primarily addresses preservation, conservation, protection, and enhancement of the City's natural resources.

State law intends that conservation elements address "conservation, development, and utilization of natural resources including water and hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources." State general plan legislation was amended in 1995 to require that preparation of the water portion of the general plan address water and land reclamation, water (including ocean) pollution, regulation and use of land in stream beds, erosion, watershed protection, flood control and rock, sand and gravel resources. Open space, as defined by the California Government Code Section 65560, is "any parcel or area of land or water that essentially is unimproved and devoted to an open-space use," including:

1. Preservation of natural resources (e.g., preservation of flora and fauna [animal habitats], bird flyways, ecologic and other scientific study areas, watershed);
2. Managed production of resources (e.g., recharge of ground water basins or containing mineral deposits that are in short supply);
3. Outdoor recreation (e.g., beaches, waterways, utility easements, trails, scenic highway corridors); and/or
4. Public health and safety (e.g., flood, seismic, geologic or fire hazard zones, air quality enhancement).[7]

(c) City of Los Angeles General Plan Open Space Element

The City of Los Angeles General Plan Open Space Element (Open Space Element) includes goals, objectives, policies, and programs directed towards the regulation of publicly- and privately-owned lands both for the benefit of the public as a whole and for the protection of individuals from the misuse of these lands. The Open Space Element provides guidance and general policies for the conservation and preservation of open space areas containing the City's environmental resources including air and water.[8]

(d) City of Los Angeles Municipal Code – Protected Trees and Shrubs

Native species of oak (*Quercus* sp., except scrub oak [*Q. dumosa*]), Southern California black walnut (*Juglans californica*), California bay laurel (*Umbellularia californica*) and western sycamore (*Platanus racemosa*) trees at least four inches in diameter (cumulative for multi-trunked trees) at 4.5 feet above the ground level at the base of the tree or diameter-at-breast height (DBH) are protected in the City under Ordinance No. 177,404, which became effective April 23, 2006. On December 11, 2020, the City adopted

7 City of Los Angeles Department of City Planning, Citywide General Plan Conservation Element, 2001, page I-2.

8 City of Los Angeles Department of City Planning, Citywide General Plan Open Space Plan, 1973, page 1.

Ordinance No. 186,873, extending protection status to include two native shrub species, the Mexican Elderberry (*Sambucus mexicana*) and toyon (*Heteromeles arbutifolia*) shrubs and amending provisions of Los Angeles Municipal Code (LAMC) Sections 12.21, 17.02, 17.05, 17.06, 17.51, 46.00, 46.01, 46.02, 46.03, 46.04, and 46.06.

LAMC Section 17.05 prohibits, without a permit, the removal of any regulated protected tree, including "acts which inflict damage upon root systems or other parts of the tree..." and requires replacement of all regulated protected trees that are removed on at least a four-to-one basis with trees that are of a protected variety. Replacement trees must be at least 15 gallons or larger, measure one inch or more in diameter at a foot above the base, and measure at least seven feet in height from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced. A protected tree shall only be replaced by other protected tree varieties and shall not be replaced by shrubs. Similarly, a protected shrub shall only be replaced by other protected shrub varieties and shall not be replaced by trees, to the extent feasible as determined by the Advisory Agency, Board of Public Works, or certified arborist. Further, when replacing more than two protected trees or shrubs, the permit at issue must be considered at a full public hearing of the Board of Public Works. The City also requires preparation of a report by a tree expert identifying protected on-site trees, impacts to trees related to grading and construction, and mitigation measures for impacts to protected trees. However, native trees that have been planted as part of a tree planting program are exempt from these ordinances and are not considered protected.

b) Existing Conditions

A biological survey was conducted by ESA to document existing biological conditions on the Project Site on March 19, 2020 (Biological Survey). The Project Site is located in a completely developed urban area in the community of Universal City within the City of Los Angeles. A tree survey was also conducted by Carlberg Associates in June 2022 and the results are summarized in the Tree Report provided in Appendix C (Biological Resources Documentation) of this Draft EIR.

(1) General Characterization of the Project Site

The Project Site is situated in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan on a promontory (a point of high land) that descends moderately to the west, south, and east at a grade of approximately 50 percent (2:1 horizontal-to-vertical gradient). The top of the promontory is approximately 707 feet above mean sea level (amsl) and the on-site low point is approximately 670 feet amsl, with an overall elevation change of approximately 37 feet across the Project Site.

The potential for special-status species to occur on the Project Site is based on the presence of suitable habitat, the known distribution and habitat requirements of a species, and the proximity of the site to previously recorded occurrences. Additional sources of information used to determine habitat suitability and potential for presence of special-

status species include aerial photographs, topographic maps, soil survey maps, geological maps, and Project plans.

Prior to the Biological Survey, a literature review was conducted by ESA, which included a review of the CDFW CNDDB and the California Native Plan Society (CNPS) Online Inventory of Rare and Endangered Plants. (See Appendix C of this Draft EIR, Biological Resources Documentation). Both of the databases are sensitive resource databases for special-status species known to occur in the Project vicinity. During the Biological Survey, the existing land types and natural communities were documented and an inventory was compiled of all observed plant and wildlife species located on the Project Site.

The plant taxonomy provided herein uses the nomenclature provided in *The Jepson Manual: Vascular Plants of California Second Edition* (Baldwin, 2012)[9]; the wildlife taxonomy uses *Western Reptiles and Amphibians* (Stebbins, 2003) [10] for herpetofauna; *The Sibley Field Guide to Birds of Western North America* (Sibley, 2013) [11] for birds; and *Mammals of California* (Jameson and Peeters, 2004) [12] for mammals. Aerial photographs were reviewed to ensure that the entire Project Site was surveyed, with special attention to sensitive habitats or those areas potentially supporting special-status flora or fauna. Biological resources evaluated include general plant and wildlife inventories, as well as sensitive habitats, special-status plant and wildlife species, and wildlife movement corridors.

(2) Land Cover Types and Vegetation Communities

The nomenclature used to describe the vegetation is based on *A Manual of California Vegetation, Second Edition* (*Manual*)[13] or land cover types are characterized based on species dominance when not recognized in the *Manual*. Land cover types located within the Project Site and surrounding areas are described in detail below. No vegetation communities exist on the Project Site.

The entire Project Site (7.26 acres) is developed with a hotel, including a paved access road, parking, ornamental landscaping, and other hotel related improvements. Based on the Biological Survey conducted, ornamental landscaping within the Project Site is comprised mostly of non-native, landscape species, which include bougainvillea (*Bougainvillea buttiana*), Mexican fan palm (*Washingtonia robusta*), rosemary (*Rosmarinus officinalis*), gum tree (*Eucalyptus* sp.), weeping fig (*Ficus benjamina*), queen

9 Baldwin, B. The Jepson Manual: Vascular Plants of California Second Edition. University of California Press. 2012.

10 Stebbins, Robert. *Western Reptiles and Amphibians*. Houghton Mifflin Company, New York. 1985.

11 Sibley, D. The Sibley Field Guide to Birds of Western North America. Alfred A. Knopf, New York. 2013.

12 Jameson, E.W. and Peeters, H.J. Mammals of California. University of California Press, Berkeley and Los Angeles, California. 2004.

13 Sawyer, John O., Todd Keeler-Wolf, and J. Evens. A Manual of California Vegetation, 2nd Edition. California Native Plant Society. United Sates of America. 2009.

palm (*Syagrus romanzoffiana*), jade plant (*Crassula ovata*), century plant (*Agave* sp.), Aleppo pine (*Pinus halepensis*), goldentop (*Lamarckia aurea*), trailing lantana (*Lantana montevidensis*), asparagus fern (*Asparagus aethiopicus*), London rocket (*Sisymbrium irio*), giant yucca (*Yucca elephantipes*), butterfly iris (*Dietes iriodes*), jacaranda (*Jacaranda mimosifolia*) and trailing African daisy (*Osteospermum fruticosum*). In addition, native species observed intermixed within the ornamental landscaping include laurel sumac (*Malosma laurina*), deerweed (*Acmispon glaber* var. *glaber*), and birch-leaf mountain-mahogany (*Cercocarpus betuloides*).

As described in the Tree Report (Appendix C), 125 trees were identified during the tree survey of the Project Site and immediately surrounding properties. Of these 125 trees, 120 trees are considered "significant" as defined by the City's Planning Department. None of the inventoried trees are of a "protected" species and there are no City right-of-way trees associated with this Project. Of the 125 trees inventoried, 10 are located outside of the Project Site limits on surrounding properties, but overhang the Project Site. In addition, the Tree Report also inventoried 104 palms, including 100 palms on the Project Site and four palms that overhang the Project Site.[14]

(3) Wildlife Movement Corridors

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas because they prohibit the infusion of new individuals and genetic material.[15,16,17,18]

Wildlife movement activities usually fall into one of three movement categories: (1) dispersal (e.g., juvenile animals from natal areas, or individuals extending range distributions); (2) seasonal migration; and (3) movements related to home range activities (foraging for food or water, defending territories, searching for mates, breeding areas, or cover). Although the nature of each of these types of movement is species specific, large open spaces will generally support a diverse wildlife community representing all types of

14 Palms are not trees as they are in the grass family and are not subject to the City's tree replacement standards.

15 R.M. MacArthur and E. O. Wilson, The Theory of Island Biogeography, Princeton University Press: Princeton, New Jersey, 1967.

16 M. E. Soulé, Viable Populations for Conservation. Sinaur Associates Inc., Publishers, Sunderland, Massachusetts, 1987.

17 L. D. Harris and P. B. Gallagher, New Initiatives for Wildlife Conservation: The Need for Movement Corridors, 1989, pages 11-34 in G. Mackintosh, ed. Preserving Communities and Corridors. Defenders of Wildlife. Washington D.C.

18 A. F. Bennett, Habitat Corridors and the Conservation of Small Mammals in a Fragmented Forest Environment. Landscape Ecol. 4:109-122, 1990.

movement.[19] Each type of movement may also be represented at a variety of scales from non-migratory movement of amphibians, reptiles, and some birds, on a "local" level to many square mile home ranges of large mammals moving at a "regional" level.

Due to its urban setting, the Project Site supports limited potential live-in and marginal movement habitat for species on a local scale (i.e., birds and small mammal species). The limited potential for local movement is due to the limited resources for wildlife as a result of the existing commercial development, which is subject to frequent human disturbance. The Project Site does not facilitate wildlife movement for species on a regional scale and is not identified as a regionally important dispersal or seasonal migration corridor because only-urban tolerant species are present, and there is no suitable adjacent wildlife habitat to which to disperse or migrate. As discussed above, wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The Project Site is located adjacent to major roadways and urban development. The Project Site is not within any linkages identified by the South Coast Missing Linkages report; the nearest linkage design identified is the Santa Monica – Sierra Madre Connection, located approximately 15 miles to the northwest.[20] Since the Project Site is not identified as a linkage by the South Coast Wildlands and it does not support habitat that connects two or more habitat patches that would otherwise be fragmented or isolated from one another, the Project Site is not considered a wildlife corridor. No regional movement through the Project Site is possible as a consequence of the urbanized region and the proximity to a major transportation routes.

Regional movement through the Project Site and the surrounding vicinity is greatly restricted due to the urbanization of the region and the proximity to a major freeway. The southern portion of the Project Site lies immediately adjacent to the Hollywood Freeway. The eastern, western, and northern portions of the Project Site are located adjacent to major roadways and also urban development, including the Universal Studios theme park. Although the Los Angeles River channel is less than 0.35 mile to the north, it would not provide wildlife movement to the Project Site because of the nearly vertical walls of the channel and the intervening urban development blocking direct access.

Movement on a local scale likely occurs with species adapted to urban environments (i.e., bats, common birds, rodents). Local movement, however, is not restricted for aerial species, such as bats and birds, which have the ability to travel over or around potential movement obstacles, such as roadways or construction sites. On the Project Site and adjacent areas, numerous trees, shrubs and other vegetation are present that would allow bat and bird species to roost, nest and forage.

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19 L. Fahrig and G. Merriam, Habitat Patch Connectivity and Population Survival. Ecology. 66:1762-1768, 1985.

20 South Coast Wildlands, South Coast Missing Linkages: A Wildland Network for the South Coast Ecoregion, March 2008.

(4) Sensitive Biological Resources

The following is a discussion of the sensitive biological resources that occur or have the potential to occur on the Project Site based on existing conditions and habitat requirements for special-status species. Special-status species are those that have been afforded special recognition by federal, State, or local resource conservation agencies and organizations. The CNPS and CNDDB database were queried for special-status species records within the Burbank United States Geological Survey topographic quadrangle and the surrounding eight quadrangles, including San Fernando, Sunland, Condor Peak, Van Nuys, Pasadena, Beverly Hills, Hollywood, and Los Angeles.

(a) Sensitive Natural Communities

A review of the most current edition (July 2022)[21] of CDFW's *California Natural Community List* developed for the CNDDB was conducted to determine if any of the plant communities mapped within the Project Site are considered "rare and worthy of consideration". CDFW considers any plant alliance with a State (S; within California) rank of S1 to S3 to be considered a sensitive community. Global (G; full natural range within and outside of California) rarity ranks follow the same system as for State ranks.

The Project Site does not support any CNDDB high inventory priority (i.e., G3/S3 or rarer) communities that are considered sensitive due to their decline in the region and/or their ability to support sensitive species.

(b) Special-Status Plant Species

Special-status plants include those listed or candidates for listing by the USFWS and CDFW, and species considered special-status by both CDFW and CNPS (California Rare Plant Ranks [CRPRs] 1A, 1B, 2A, and 2B). Several plant species were reported in the vicinity based on CNDDB and CNPS searches, totaling 42 species within the nine-quadrangle search, which includes the Project Site. No special-status plant species were observed within the Project Site during the Biological Survey, and none are expected to occur within the Project Site for one or more of the following reasons: 1) the lack of suitable habitat within the Project Site, 2) the Project site location outside of the species' elevation range or distribution, or 3) the lack of suitable microhabitat (e.g., soils, hydrology, etc.) within the Project Site. Thus, focused plant surveys are not warranted. Furthermore, the Project Site is not within critical habitat for any listed plant species.

(c) Special-Status Wildlife Species

Special-status wildlife species include those species listed as Endangered or Threatened under the FESA or CESA, candidates for listing by the USFWS or CDFW, and species of special concern to the CDFW. A total of 47 special-status wildlife species were reported in the nine-quadrangle search based on CNDDB, which includes the Project Site. Four of the species were identified as having a low or moderate potential to occur within or make

21 CDFW. *California Natural Community List*. July 5, 2022.

use of the Project Site based on the literature review and presence of suitable habitat on the Project Site. No special-status species have a high potential to occur on site, and no special-status wildlife species were observed on the Project Site during the Biological Survey. The four species with potential to occur on the Project Site are discussed in more detail below.

(i) Species with Potential to Occur On-Site

Western mastiff bat (*Eumops perotis californicus*): This bat species is a State species of special concern. This species is associated with many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban settings.

Western mastiff bat was determined to have a low potential to roost and forage on the Project Site. The species is found primarily in desert areas and favors habitats with open space such as woodlands and grasslands. The numerous palms on-site could potentially provide a temporary roosting site for western mastiff bat although typical roosts are in crevices of cliffs. The nearest CNDDB occurrence of this species within the vicinity of the Project Site was recorded in 2007, approximately six miles to the south, and most records for this species occur much further southeast and to the east.

Western yellow bat (*Lasiurus xanthinus*): This bat species is a State species of special concern. The preferred habitat for this species is palms; however, the species is also associated with palm oases, riparian areas, or lush, tropical landscapes.

Western yellow bat was determined to have a moderate potential to roost and forage due to the numerous palms on-site. The nearest CNDDB occurrence of this species within the vicinity of the Project Site was recorded in 1984, approximately two miles to the south.

Silver-haired bat (*Lasionycteris noctivagans*): This bat species is considered sensitive by the Western Bat Working Group and occurs in boreal, coniferous, and deciduous forest near bodies of water, such as rivers, lakes, streams, estuaries or ponds. They can also be found in dead trees that have loose bark to provide cover and cavities in these trees.

Silver-haired bat was determined to have a low potential to roost and forage on the Project Site. While the numerous palms on-site are not considered any of the forest types described above, these palms could potentially provide a temporary roosting site for silver-haired bat. The nearest CNDDB occurrence of this species within the vicinity of the Project Site was recorded in 1985, approximately eight miles to the northeast.

Townsend's big-eared bat (*Corynorhinus townsendii*): This bat species is a State species of special concern. This species is associated with montane forests, thick with pine (*Pinus* sp.), Douglas fir and aspen (*Populu*s sp.) and bounded by shrub and grasslands.

Townsend's big-eared bat was determined to have a low potential to roost and forage on the Project Site. While the existing ornamental landscaping and numerous palms on-site are not consistent with the typical forest habitat described above, the palms could potentially provide a temporary roosting site for Townsend's big eared bat. The nearest CNDDB occurrence of this species within the vicinity of the Project Site was recorded in 2011, approximately 20 miles to the northeast.

(5) Migratory Birds and Raptors

The Project Site supports potential nesting and foraging habitat for numerous migratory birds and raptor species. Several common species of birds observed on the Project Site during the Biological Survey included lesser goldfinch (*Spinus psaltria*), house finch (*Haemorhous mexicanus*), song sparrow (*Melospiza melodia*), and hooded oriole (*Icterus cucullatus*).

(6) Critical Habitat

Under the FESA, the USFWS and National Marine Fisheries Service (NMFS) are required to designate Critical Habitat for endangered and threatened species. Critical Habitat is defined as areas of land, water, and air space containing the physical and biological features essential for the survival and recovery of endangered and threatened species. Designated Critical Habitat includes sites for breeding and rearing, movement or migration, feeding, roosting, cover, and shelter. Designated Critical Habitats require special management and protection of existing resources, including water quality and quantity, host animals and plants, food availability, pollinators, sunlight, and specific soil types. Critical Habitat delineates all suitable habitat, occupied or not, essential to the survival and recovery of the species.

The nearest designated Critical Habitat is approximately 17 miles to the southeast of the Project Site, for coastal California gnatcatcher (*Polioptila californica californica*).[22] There is no connectivity between the Project Site and the Designated Critical Habitat because the locations are separated by residential development and freeways and highways and the Project Site does not contain any suitable habitat for the species.

22 US Fish and Wildlife Service, Critical Habitat for Threatened & Endangered Species. 2022. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77, accessed [July 5, 2022].

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a Project would have a significant impact related to biological resources if it would:

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

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

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

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

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

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

In assessing impacts related to biological resources in this section, the City used Appendix G as the thresholds of significance. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide (Thresholds Guide), as appropriate, to assist in answering the Appendix G Threshold questions. The criteria identified below from the Thresholds Guide were used where applicable and relevant to assist in analyzing the Appendix G thresholds.

The Thresholds Guide identifies the following criteria to evaluate biological resource impacts:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or federally listed critical habitat;

- 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;
- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species;
- The alteration of an existing wetland habitat; or
- 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.

b) Methodology

The analysis below examines the potential direct and indirect impacts to plant and wildlife resources that may occur as a result of implementation of the Project. Direct impacts involve the loss, modification or disturbance of natural habitats (i.e., vegetation or plant communities), which in turn, directly affect plant and wildlife species dependent on that habitat. Direct impacts also include the destruction of individual plants or wildlife, which is typically the case in species of low mobility (i.e., plants, amphibians, reptiles, and small mammals). The collective loss of individuals in these manners may also directly affect regional population numbers of a species or result in the physical isolation of populations thereby reducing genetic diversity and, hence, population stability.

Indirect impacts involve the effects of increases in ambient levels of sensory stimuli (e.g., noise, light), unnatural predators (e.g., domestic cats and other non-native animals), and competitors (e.g., exotic plants, non-native animals). Indirect impacts may be associated with the construction and/or eventual habitation/operation of a project; therefore, these impacts may be both short-term and long-term in their duration. These impacts are commonly referred to as “edge effects” and may result in changes in the behavioral patterns of wildlife and reduced wildlife diversity and abundance in habitats adjacent to the Project Site.

The determination of impacts in this analysis is based on both the Project development and the sensitivity of plant and wildlife species to be affected.

The analysis of wildlife movement on and near the Project Site is based on information compiled from literature, analysis of aerial photographs and topographic maps, direct observations and recordings made in the field during the Biological Survey, and an analysis of existing wildlife movement functions and values, such as observed habitat and native vegetation that could support wildlife movement, as well as trails and evidence of frequent use.

c) Project Design Features

No specific Project Design Features are proposed with regard to biological resources.

d) Analysis of Project Impacts

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

(1) Impact Analysis

(a) Candidate, Sensitive, or Special-Status Plants

(i) Direct Impacts

Development of the Project Site would result in the direct removal of numerous common plant species and ornamental tree species. Common plant and tree species present within the Project Site occur in large numbers throughout the region and their removal does not meet the significance thresholds defined above.

As such, their removal does not meet the significance threshold defined above for impacts to candidate, sensitive, or special status species.

A total of 42 special-status plant species were reported in the vicinity of the Project Site based on CNDDB and CNPS records searches. Because of the high level of human disturbance and the urban setting, none of the 42 species are expected to occur on the Project Site because the species occur within coastal sage scrub, chaparral, and natural woodland habitats, none of which occur on or near the Project Site and none were observed during the Biological Survey. Therefore, the Project would have no direct impacts on candidate, sensitive, or special-status plant species.

(ii) Indirect Impacts

Indirect impacts to special-status plant species from the Project would not meet the significance threshold defined above because none of the 42 special status plant species identified in the records searches are expected to occur within the Project Site. Indirect Project construction and operation activities, including changes in the ambient levels of light and noise, would not result in significant impacts to special-status, candidate, and/or sensitive plant species because only common or cultivated species are found within the Project Site and no candidate, sensitive or special-status species are expected.

(b) Candidate, Sensitive, or Special-Status Wildlife

(i) Direct Impacts

Development of the Project Site would potentially result in the disruption and removal of habitat and loss or displacement of special-status wildlife species.

A total of 43 special-status wildlife species of the 47 such species identified as recorded in the Project vicinity in available databases are not considered to have a potential to occur within the Project Site due to the lack of suitable habitat or because the Project Site is outside the known distribution range for the species. Since these 43 species are not expected to be present on the Project Site, the Project would have no impact on these species.

However, four special-status bat species were identified as having a potential to occur within the Project Site or use the Project Site, at least on a temporary basis, based on literature review and habitat assessment of the Project Site. However, none of the four species with the potential to occur were observed on the Project Site during the Biological Survey; these species are discussed in more detail below. One of the four species, western yellow bat (roosting and foraging), has a moderate potential to occur on the Project Site.

Silver-haired bat, defined as sensitive by WBWG, was determined to have a low potential to forage and roost on the Project Site. Western mastiff bat, and Townsend's big-eared bat, defined as State species of special concern, were also determined to have a low potential on site to forage and roost. As discussed above, western yellow bat has a moderate potential to occur on site as fan palms occur on the Project Site, and this bat species is known to roost in palms that have palm skirts or dead palm fronds which provide roosting cover. The Project would have a potentially significant direct impact on these four bat species when tree removal commences. **Although bats were not observed on the Project Site, due to their potential presence, the Project is considered to have potentially significant direct impacts to the aforementioned bat species during the maternity roosting season (generally April 1 through August 31). Therefore, the Project has a substantial direct adverse effect on species identified as special-status species by CDFW, and a potentially significant impact would occur without mitigation.**

(ii) Indirect Impacts

Indirect effects of the Project would be similar to those currently experienced from existing on-site conditions, because the Project land use (i.e., Hotel Expansion Building, Meeting Room Addition, parking) would be similar to the existing land uses (i.e., Existing Hotel Building, Existing Ancillary Building, parking). As discussed above, indirect impacts to special-status wildlife species could include an increase in ambient levels of sensor stimuli (e.g., noise and light), the introduction of unnatural predators (non-native animals), and competitors (exotic plants, etc.). However, construction and operation of the Project will not introduce any unnatural predators or competitors because non-native animals are not promoted by construction or operational activities, and invasive plant species are not included in the Project's landscape palette.

Lighting impacts associated with Project construction would be limited to night lighting for security purposes, if warranted, which would be similar to existing conditions. Construction lighting would not impact the long-term survival of a special-status bat

species because the duration would be temporary and intermittent and the effects would similar to the operational security lighting present under existing conditions. Therefore, impacts from temporary construction lighting would not be significant. During operation of the Project, exterior lighting would be comprised of building mounted lights, pool deck lights, interior building lights visible through glass/windows, pathway lighting, tree up-lighting, parking and street lighting. Pedestrian areas would be illuminated for security. Project lighting would be installed in a manner that would minimize light trespass to the surrounding areas and would incorporate shielding as needed. New light fixtures would be directed downward so that the light source would not be visible from off-site areas. The proposed operational lighting would be similar to the existing ambient lighting. Thus, indirect impacts to special-status bat species associated with a change in the on-site ambient lighting would be low, and, as such, operational lighting impacts would not diminish the chances for long-term survival of a special-status bat species. Therefore, Project indirect impacts due minimal change to on-site ambient lighting would be less than significant.

There would also be additional noise impacts to special-status bat species associated with Project construction; however, construction activities would be temporary on an intermittent basis, and potential on-site roosts in palms with dead fronds attached would be removed during the initial construction phase. As such, impacts would not diminish the long-term survival of a special-status bat species and, therefore, would be less than significant.

Ambient operational noise would be increased over existing conditions (see Table IV-I.10, *Estimated Outdoor Event Related Noise Levels*) but this increase would not significantly impact special-status bat species in consideration of the existing ambient noise and current developed nature of the Project Site. Noise levels with the Project, based on a distance of 25 feet from an outdoor speaker, would not exceed a 5 dBA increase above ambient noise during the day, or 3 dBA increase at night. Potential palm roosts and foraging areas would be at a greater distance from the speaker and the noise increase would be less. Further, indirect impacts associated with a change in the on-site operational noise would be low for all surrounding developed and undeveloped areas and would not significantly impact special-status bat species as the operational noise levels would not exceed a 5 dBA ambient level threshold increase during daytime or nighttime hours, as shown in Table IV.I-13, *Composite Noise Levels from Project Operations*. It is documented that noise affects bats in foraging behavior and these effects differ among species and along with the amplitude and frequency of the noise.[23,24] Where noise may

[23] The California Department of Transportation. 2016. *Technical Guidance for the Assessment and Mitigation of the Effects of Traffic Noise and Road Construction Noise on Bats*. July. (Contract 43A0306.) Sacramento, CA. Prepared by ICF International, Sacramento, CA, and West Ecosystems Analysis, Inc., Davis, CA.

[24] Luo, J., B. M. Siemers and K. Koselj. 2015. How anthropogenic noise affects foraging. Global Change Biology 21: 3278-3289.

mask the echolocation sounds emitted by bats, they avoid foraging in such areas.[25] No formal noise decibel threshold has been established for impacts to bat species, so the threshold for humans has been used for the purposes of this analysis. The Project's operational noise impact on special-status bat species would be less than significant.

Therefore, Project construction and operation activities, including changes in the ambient levels of noise and light, would not result in significant indirect impacts to special-status, candidate, and/or sensitive bat species. As such, indirect impacts to special-status, candidate, and/or sensitive bat species would be less than significant.

(2) Mitigation Measures

As no candidate, sensitive, or special-status plants occur on the Project Site, no impacts would occur. Thus, no mitigation measures for candidate, sensitive, or special-status plants are required.

With implementation of the following mitigation measure potentially significant direct impacts on special-status wildlife resources would be reduced to a less-than-significant level.

> **BIO-MM-1:** Due to the presence of potentially suitable roosting and foraging habitat (palms) for western mastiff bat, western yellow bat, silver-haired bat, and Townsend's big-eared bat, the Project shall carry out the following steps and to the satisfaction of the City:
>
> - Any construction or palm removal activities that occur during the maternity roosting season for special-status bat species (March 1 through September 30) shall require a qualified biologist to conduct a pre-construction or palm removal survey, using sonic bat detectors (e.g., Anabat) and night vision goggles for an emergence survey (for at least one-hour after sunset) to determine whether special-status bat species are roosting within palms that would be removed. The surveys shall be conducted at dusk and after nightfall by a biologist. A qualified biologist is a biologist with specialized bat experience including the familiarity with bat roost biology (i.e., a professional biologist with a minimum of two years of bat survey experience, inclusive of acoustic survey experience).
> - If an active roost site is located during the pre-construction survey, the roost shall be avoided and Project construction activities shall be conducted as recommended by the biologist to avoid the area, which may include temporary postponement of activities or provision of a suitable buffer around the roost until roosting activities cease.
> - A report shall be submitted to the City with the results of the pre-construction or tree removal survey and any needed maternity roost avoidance actions prior

[25] Hage, S. R. and W. Metzner. 2013. Potential effects of anthropogenic noise on echolocation behavior in horseshoe bats. Communicative & Integrative Biology 6(4): e24753-1-e24753-3.

to any Project-related ground-disturbing activities or vegetation removal at or near locations of roosting habitat for bats. If special-status bats are detected during the survey, a qualified bat specialist shall prepare species specific mitigation measures to reduce or avoid impacts to each special-status species detected. Mitigation may include avoidance through postponing or temporarily halting construction until maternal roost use is completed, use of construction buffers of no less than 100-feet, or the installation of bat boxes in proximity to detected maternal roosts. Avoidance measures shall be based on site-specific factors to prevent roost disturbances; including but not limited to numbers and locations of bats, proposed construction activities, height and distance of bat roosts from proposed construction activities, the presence of visual and/or acoustic barriers between the roost and proposed activities, and the pre-existing level of human activities (e.g., ambient noise, potential movement, etc.) to which the bats may already tolerate.

- If special-status bats are not detected, but the bat specialist determines that roosting bats may be present at any time of year and could roost in palms at a given location, removal activities will be initiated by pushing palms using heavy machinery prior to using a chainsaw to remove the tree. In order to provide the optimum warning to any roosting special-status bats that may be present, palms shall be pushed lightly two or three times, with an approximately 30-second pause between each nudge/push to allow bats to become active. A period of at least 24 hours shall elapse between such operations to allow special-status bats to escape the construction area.

(3) Level of Significance After Mitigation

As no candidate, sensitive, or special-status plants occur on the Project Site, no impacts would occur. Therefore, no mitigation measures were required or included, as no impact would occur.

By avoiding maternity roosting season, or by conducting pre-construction surveys during maternity roosting season and avoiding direct impacts to active roosts, potentially significant impacts on special-status wildlife species would be reduced to a less-than-significant level with implementation of Mitigation Measure BIO-MM-1.

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

As discussed in Subsection VI.6, *Impacts Found not to be Significant*, and in the Initial Study (**Appendix A**) of this Draft EIR, there are no riparian or sensitive natural communities on the Project Site. **Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or**

USFWS, and no impact would occur with respect to Threshold (b). As such, no further analysis is required.

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

As discussed in Subsection VI.6, *Impacts Found not to be Significant*, and in the Initial Study (Appendix A) of this Draft EIR, there are no State or federally protected wetlands on the Project Site. **Therefore, the Project would not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impact would occur with respect to Threshold (c). As such, no further analysis is required.**

Threshold 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?

(1) Impact Analysis

(a) Wildlife Movement and Corridors

Although construction of the Project would result in disturbances to local wildlife movement within the Project Site with the removal of landscape trees and palms that may be used by birds and bats, these disturbances would be temporary in nature and surrounding landscaping and vegetation would be utilized by these species. In addition, Project operations would be similar in nature to existing conditions and those species are adapted to urban areas and would be expected to persist on-site following construction with the proposed landscaping. No fish habitat exists on the Project Site. **Therefore, Project impacts on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors would be less than significant.**

(b) Native Wildlife Nursery Sites

The Project Site supports wildlife nursery sites in the form of nesting, roosting and foraging habitat for numerous common nesting bird species and special-status bat species. Since such habitat is comprised primarily of ornamental trees and palms, the quality of nesting and foraging habitat for many migratory birds, especially raptors, is considered to be low. Higher-quality nesting and foraging habitat is considered to occur in less developed areas, typically with larger expanses of open space.

(i) Special Status Bat Species

With regard to the special-status bat species, the bats could potentially use the palms on-site as a nursery site for temporary roosting. Phased removal of palms would not be needed because the urban ornamental landscaped areas in surrounding locations include palms that would provide alternative locations for bats to roost. While the surrounding area contains other similar palms that might be used for roosting during construction, palm removal within the Project Site would impede the use of the Project Site as a nursery site for roosting bats and would be considered a potentially significant direct impact. Implementation of Mitigation Measure BIO-MM-1 would reduce potentially significant direct impacts on roosting and foraging bat species from temporary loss of nursery sites to a less than significant level.

Indirect impacts to bats during construction and palm removal may result in behavioral changes and could cause unsuccessful breeding opportunities. However, the construction activities would be temporary on an intermittent basis, and indirect lighting and noise impacts would not diminish long-term survival of a special-status bat species and, therefore, would not be significant. **Therefore, with implementation of Mitigation Measure BIO-MM-1, direct impacts to wildlife nursery sites, including bats sites, would be reduced to a less than significant level.**

During operations, portions of the Project Site would have an increase in lighting due to Hotel Expansion Building, Meeting Room Addition, and new lighting associated with landscaping and circulation, as compared to existing conditions. Additional lighting, has the potential to attract more insects on which bat species forage, which could be a benefit. Exterior lighting would be similar to existing conditions with low-level lighting for security and wayfinding purposes or lighting to accent signage and landscaping elements. If present on-site, the roosting bat species would already be adapted to living in an urbanized setting with the existing lighting on-site, as well as from the adjacent Sheraton Hotel and traffic along roads. The incremental addition of noise would be similar to existing conditions, and outdoor event noise, also similar to under existing conditions, would be limited to specific hours, as well as limited in duration. As noted above, the change in the on-site operational noise levels and associated human activities would be low and would not diminish wildlife use by roosting bat species that are already adapted to living in an urbanized setting. **Thus, indirect impacts from lighting, noise, and human activity during Project operation would not diminish long-term survival of roosting bat species and, therefore, impacts would be less than significant.**

(ii) Native Birds

Construction activities and tree and vegetation removal would also result in potentially significant direct impacts to nesting birds, such as raptors and songbirds. Phased removal of trees and palms would not be needed because the urban ornamental landscaped areas in surrounding locations would provide alternative locations for nesting birds to nest. Though common bird species are not special-status, their active nests are protected under the federal MBTA. In addition, nests and eggs are protected under CFGC Section

3503. Avian nesting activity typically occurs from March 1 through September 15 for songbirds and January 15 to August 31 for raptors. Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). Project implementation would result in significant direct impacts to nesting birds if constructed during the nesting bird season. Indirect impacts to nesting birds during construction from increased noise or light may result in wildlife behavioral changes causing unsuccessful breeding or nest abandonment. **With compliance with the regulations of the MBTA and CFGC, including nest avoidance during breeding season with pre-construction nest surveys and the use of suitable nest buffers (initially, 100 feet in urban areas) when active nests are present, direct impacts to breeding birds (e.g. through nest removal) and indirect impacts (e.g. by noise resulting in abandonment of the nest) to both songbirds and raptors would be less than significant.**

Similar to roosting bat species, exterior lighting would be similar to existing conditions and if present on-site, bird species would already be adapted to living in an urbanized setting with the existing lighting on-site and surrounding land uses. The change in the on-site operational noise levels and associated human activities would be low and would not diminish wildlife use by nesting bird species that are already adapted to living in an urbanized setting. **Thus, indirect impacts from lighting, noise, and human activity during Project operation would not diminish long-term survival of nesting bird species and, therefore, impacts would be less than significant.**

(2) Mitigation Measures

Mitigation measure BIO-MM-1 would be required to reduce potentially significant impacts on native wildlife nursery sites (roosting bat species). Refer to the prior discussion of Mitigation Measure BIO-MM-1. No additional mitigation measures are required.

(3) Level of Significance After Mitigation

Project impacts regarding wildlife corridors, as well as indirect impacts on special status wildlife species, would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level for these impacts remain less than significant.

Potentially significant direct impacts on nursery sites that may affect roosting special status bat species during breeding season would be reduced to a less than significant level with implementation of Mitigation Measure BIO-MM-1.

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

As discussed in the Tree Report (Appendix C) of this Draft EIR, construction would result in the removal of 88 trees and 95 palms on the Project Site. Because palms are part of the grass family and are not trees, palms are distinguished from trees and palms are not subject to the tree removal and replacement requirements of the City's Tree Ordinance.

Of the 88 trees to be removed, 84 are considered "significant" but none of the trees that would be removed are considered "protected" by the City of Los Angeles Tree Preservation Ordinance No. 177.404. Significant trees are any tree species with a trunk diameter of eight inches or greater while protected trees and shrubs include the species coast live oak, western Sycamore, Southern California black walnut, California bay laurel, Mexican elderberry, and toyon with trunk diameters of four inches or greater (measured at 4.5 feet above grade). No off-site trees would be impacted by construction activities due to the placement of construction fencing along the Project Site boundary. In addition, chain link construction fencing would also be installed during construction around all trees identified for preservation. Further, Project landscaping would comply with all tree replacement requirements pursuant to the Department of City Planning and/or the City's Urban Forestry Division. Typically, the replacement ratio is 1:1 for significant trees (trees with a trunk diameter of 8 inches or greater and not listed in the Tree Preservation Ordinance) with minimum 24-inch box specimen size. As described in Chapter II, *Project Description*, plant materials would be a combination of native plants and plants adapted to the Southern California climate that have low to medium water demand. Specifications on the exact types of trees and sizes for the replacement trees would be provided by the landscape architect during plan check, and, through compliance with the City's ordinance, impacts to "significant" trees would be less than significant. **Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant with respect to Threshold (e).**

Threshold 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?

As discussed in Subsection VI.6, *Impacts Found not to be Significant*, and in the Initial Study (Appendix A) of this Draft EIR, the Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. **Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan, and no impact would occur with respect to Threshold (f). As such, no further analysis is required.**

e) Cumulative Impacts

(1) Impact Analysis

The City has identified 15 related projects located in the Project area that are currently proposed, have not yet been built, or that are currently under construction (See Chapter III, *General Description of Environmental Setting*, subsection III.2, Related Projects, of this Draft EIR for additional details). The cumulative study area included a 1.15-mile radius around the Project Site, which includes urbanized areas of the City of Los Angeles

and the County of Los Angeles. As shown in Figure III-1, *Related Projects Map*, in Chapter III of this Draft EIR, while there are areas of open space within the cumulative study area, the related projects are all within urbanized areas with existing development. One development project is situated within 1,000 feet of the Project Site: NBC Universal Evolution Plan (Related Project No.1). Related Project No. 1 consists of a plan for the future development of the Universal City area. The southwestern portion of Related Project No. 1 is within 500 feet of both the Project Site and the Sheraton Hotel property. The portion of Related Project No. 1 located north of the Sheraton Hotel property and north of Universal Hollywood Drive is designated as Business District. A 1-acre landscaped slope adjacent to both the Sheraton Hotel property and the Project Site, the area adjacent to Project Site to the east, and the property to the east of Universal Hollywood Drive are designated for hotel uses.[26] As stated above, the purpose of Related Project No. 1 is to guide future development of the Universal City area. There are no near-term plans for development proposed within 500 feet of the Project Site and the Sheraton Hotel because areas adjacent to the Project Site are designated for hotel and Business District-related uses.

There are no federal wetlands, riparian habitat, special status plant species located on the Project Site; therefore, no cumulative impacts to such biological resources would occur. In addition, as with the Project Site, there are no habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan applicable to the related project sites; therefore, no cumulative impacts would occur.

The Project Site is located within a highly urbanized setting, with surrounding residential development, roads and highways, and transportation infrastructure. Biological resources within the Project Site include four special-status wildlife species and potentially nesting birds. Because of the urban and developed nature of the related project sites, these projects also have limited potential for biological resources, aside from nesting birds and roosting bats adapted to urbanized environments that utilize urban landscaping for nesting and roosting. Implementation of Mitigation Measure BIO-MM-1 would reduce the Project's potentially significant impacts to special-status wildlife (bat) species and to native wildlife (bat) nursery sites/roosts to a less-than-significant level. The related projects, subject to CEQA, would likely include similar mitigation measures for construction activities if roosting bat habitat is identified on site. Related projects would also be required to comply with applicable regulatory requirements, such as the MBTA for protection of nesting birds during construction activities. The 14 related projects within the City would also be subject to the City's Tree Ordinance. Related projects would be required to comply with applicable regulatory requirements for protection of nesting birds and tree removal and to implement mitigation measures similar to MM-BIO-1 to

[26] County of Los Angeles. Universal Studios Specific Plan. Ordinance No. 2013-0010. April 2013. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://planning.lacounty.gov/wp-content/uploads/2022/10/Universal-Studios_specific-plan-approved-final_Ordinance.pdf. Accessed July 5, 2023.

addresses significant impacts under CEQA regarding special-status bat species and roosting sites. Operation of the related projects would include a mix of residential, commercial, retail, restaurant, and office uses consistent with the existing urban environment. Potential operational noise and lighting impacts would be generally consistent with the surrounding environment and special-status species would already be adapted to living in an urbanized setting with the existing lighting on-site and surrounding land uses. Furthermore, each project would be subject to CEQA analysis to identify any project-specific mitigation for biological resources. **Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts on biological resources would be less than significant.**

(2) Mitigation Measures

Cumulative impacts to biological resources were determined to be less than significant with the Mitigation Measure BIO-MM-1 for special-status bat species. No additional mitigation measures beyond those identified for the reduction of impacts related to special status bat species are required.

(3) Level of Significance After Mitigation

Cumulative impacts related to biological resources would be less than significant without additional mitigation measures beyond those identified for special status bat species for the Project.

IV. Environmental Impact Analysis

C. Cultural Resources

1. Introduction

This section evaluates potential impacts to cultural resources, including historical and archaeological resources, as well as the disruption of human remains, that could result from implementation of the Project. Historical resources include all properties (historical, archaeological, landscapes, traditional, etc.) eligible or potentially eligible for the National Register of Historic Places, as well as those that may be significant pursuant to state and local laws and programs. Archaeological resources include artifacts, structural remains, and human remains belonging to an era of history or prehistory. This section is based on information provided in **Appendix D** of this Draft EIR, which includes the *Hilton Universal City Project, Cultural Resources Assessment Report*, dated May 2023 (*Cultural Resources Assessment Report)*.

2. Environmental Setting

a) Regulatory Framework

Cultural resources fall within the jurisdiction of several levels of government. The framework for the identification and, in certain instances, protection of cultural resources is established at the federal level, while the identification, documentation, and protection of such resources are often undertaken by state and local governments. As described below, the principal federal, State, and local laws governing and influencing the preservation of cultural resources of national, State, regional, and local significance include:

- National Historic Preservation Act of 1966, as amended
- Secretary of the Interior's Standards for the Treatment of Historic Properties
- Native American Graves Protection and Repatriation Act
- Archaeological Resources Protection Act
- Archaeological Data Preservation Act
- California Environmental Quality Act (CEQA)
- California Register of Historical Resources
- California Health and Safety Code
- California Public Resources Code

- City of Los Angeles General Plan
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan
- City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Section 22.171)
- City of Los Angeles Historic Preservation Overlay Zone Ordinance (Los Angeles Municipal Code [LAMC], Section 12.20.3)
- City of Los Angeles Historic Resources Survey

(1) Federal

(a) National Historic Preservation Act and National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register) as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment".[1] The National Register recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. Within the National Register, approximately 2,500 (3 percent) of the more than 90,000 districts, buildings, structures, objects, and sites are recognized as National Historic Landmarks or National Historic Landmark Districts as possessing exceptional national significance in American history and culture. [2]

Whereas individual historic properties derive their significance from one or more of the criteria discussed in the subsequent section, a historic district "derives its importance from being a unified entity, even though it is often composed of a variety of resources. With a historic district, the historic resource is the district itself. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties."[3]

A district is defined as a geographic area of land containing a significant concentration of buildings, sites, structures, or objects united by historic events, architecture, aesthetic,

1 36 Code of Federal Regulations (CFR) 60.

2 United States Department of the Interior, National Park Service, National Historic Landmarks Frequently Asked Question, 2021.

3 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 5.

character, and/or physical development. A district's significance and historic integrity determine its boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;
- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.[4]

Within historic districts, properties are identified as contributing and non-contributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.

A resource that is listed in or eligible for listing in the National Register is considered "historic property" under Section 106 of the National Historic Preservation Act.

(i) Criteria

To be eligible for listing in the National Register, a resource must be at least 50 years of age, unless it is of exceptional importance as defined in Title 36 of the Code of Federal Regulations (CFR), Part 60, Section 60.4(g). In addition, a resource must be significant in American history, architecture, archaeology, engineering, or culture. The following four criteria for evaluation have been established to determine the significance of a resource:

A. Are associated with events that have made a significant contribution to the broad patterns of our history;
B. Are associated with the lives of persons significant in our past (City, state, or national history);
C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

[4] United States Department of the Interior, National Register Bulletin #21: Defining Boundaries for National Register Properties Form, 1997, page 12.

D. Have yielded, or may be likely to yield, information important in prehistory or history.[5]

(ii) Context

To be eligible for listing in the National Register, a property must be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning... is made clear."[6] A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

(iii) Integrity

In addition to meeting one or more of the criteria of significance, a property must have integrity, which is defined as "the ability of a property to convey its significance."[7] The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance. In general, the National Register has a higher integrity threshold than State or local registers.

In the case of districts, integrity means the physical integrity of the buildings, structures, or features that make up the district as well as the historic, spatial, and visual relationships of the components. Some buildings or features may be more altered over time than others. In order to possess integrity, a district must, on balance, still communicate its historic identity in the form of its character defining features.

(iv) Criteria Considerations

Certain types of properties, including religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the seven categories of Criteria Considerations A through G, in addition to meeting at least one of the four significance criteria discussed above, and possess integrity as defined above.[8] Criteria Consideration

5 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 8.

6 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, pages 7 and 8.

7 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 44.

8 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 25.

G is intended to prevent the listing of properties for which insufficient time may have passed to allow the proper evaluation of their historical importance.[9] The full list of Criteria Considerations is provided below:

A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

C. A birthplace or grave of a historical figure of outstanding importance, if there is no other appropriate site or building directly associated with his or her productive life; or

D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G. A property achieving significance within the past 50 years, if it is of exceptional importance.

(b) Secretary of the Interior's Standards

The National Park Service issued the Secretary's Standards with accompanying guidelines for four types of treatments for historic resources: Preservation, Rehabilitation, Restoration, and Reconstruction. The most applicable guidelines should be used when evaluating a project for compliance with the Secretary's Standards. Although none of the four treatments, as a whole, apply specifically to new construction in the vicinity of historic resources, Standards #9 and #10 of the Secretary's Standards provides relevant guidance for such projects. The Standards for Rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding

9 United States Department of the Interior, National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, page 41.

conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.[10]

It is important to note that the Secretary's Standards are not intended to be prescriptive but, instead, provide general guidance. They are intended to be flexible and adaptable to specific project conditions to balance continuity and change, while retaining materials and features to the maximum extent feasible. Their interpretation requires exercising professional judgment and balancing the various opportunities and constraints of any given project. Not every Standard necessarily applies to every aspect of a project, and it is not necessary for a project to comply with every Standard to achieve compliance.

[10] United States Department of the Interior, National Park Service, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, 2017.

(c) Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) requires federal agencies to return Native American cultural items to the appropriate Federally recognized Indian tribes or Native Hawaiian groups with which they are associated.[11]

(d) Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 governs the excavation, removal, and disposition of archaeological sites and collections on federal and Native American lands. This act was most recently amended in 1988. The ARPA defines archaeological resources as any material remains of human life or activities that are at least 100 years of age, and which are of archeological interest. The ARPA makes it illegal for anyone to excavate, remove, sell, purchase, exchange, or transport an archaeological resource from federal or Native American lands without a proper permit.[12]

(e) Archaeological Data Preservation Act

The Archaeological Data Preservation Act (ADPA) requires agencies to report any perceived project impacts on archaeological, historical, and scientific data and requires them to recover such data or assist the Secretary of the Interior in recovering the data.

(2) State

(a) California Environmental Quality Act

The California Environmental Quality Act (CEQA) is the principal statute governing environmental review of projects occurring in the state and is codified in Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

CEQA Guidelines Section 15064.5 recognizes that historical resources include: (1) resources listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) resources included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any objects, buildings, structures, sites, areas, places, records, or manuscripts which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social,

[11] United States Department of the Interior, National Park Service, Native American Graves Protection And Repatriation Act, 1990.

[12] United States Department of the Interior, National Park Service, Technical Brief # 20: Archeological Damage Assessment: Legal Basis and Methods, 2007.

political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of PRC Section 21083, if it meets the criteria of a unique archaeological resource. As defined in PRC Section 21083.2, a unique archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in PRC Section 21083.2, then the site is to be treated in accordance with the provisions of PRC Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place.[13] If preservation in place is not feasible, mitigation measures shall be required. The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment.[14]

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired".[15] According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

13 California Public Resources Code Section 21083.1(a).

14 State CEQA Statute and Guidelines, Section 15064.5(c)(4).

15 State CEQA Guidelines, Section 15064.5(b)(1).

B. Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g) 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. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings is considered to have impacts that are less than significant.[16]

(b) California Register of Historical Resources

The California Register of Historical Resources (California Register) is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[17] The California Register was enacted in 1992, and its regulations became official on January 1, 1998. The California Register is administered by the California Office of Historic Preservation (OHP). The criteria for eligibility for the California Register are based upon National Register criteria.[18] Certain resources are determined to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register. To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, State, and/or federal level under one or more of the following four 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; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is

16 State CEQA Guidelines, 15064.5(b)(3).

17 California Public Resources Code, Section 5024.1[a].

18 California Public Resources Code, Section 5024.1[b].

possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

(c) California Health and Safety Code

California Health and Safety Code Sections 7050.5, 7051, and 7054 address the illegality of interference with human burial remains (except as allowed under applicable PRC Sections), and the disposition of Native American burials in archaeological sites. These regulations protect such remains from disturbance, vandalism, or inadvertent destruction, and establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including treatment of the remains prior to, during, and after evaluation, and reburial procedures.

(d) California Public Resources Code

California Public Resources Code (PRC) Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the Native American Heritage Commission (NAHC), upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the

MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

(3) Local

(a) City of Los Angeles General Plan

(i) Conservation Element

The City of Los Angeles General Plan includes a Conservation Element. Section 3 of the Conservation Element, adopted in September 2001, includes policies for the protection of archaeological resources. As stated therein, it is the City's policy that archaeological resources be protected for research and/or educational purposes. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes the policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities, with the related objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.[19]

In addition to the National Register and the California Register, two additional types of historic designations may apply at a local level:

1. Historic-Cultural Monument (HCM)
2. Classification by the City Council as a Historic Preservation Overlay Zone (HPOZ)

(ii) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan

The Land Use Element of the City's General Plan includes 35 community plans. Community plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The community plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems. The community plans implement the City's General Plan Framework Element at the local level and consist of both text and an accompanying generalized land use map. The community plans' texts express goals, objectives, policies, and programs to address growth in the community, including those that relate to utilities and service systems required to support such growth.

[19] City of Los Angeles, Conservation Element of the General Plan, pages II-3 to II-5.

The community plans' maps depict the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities.

The City's Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (Community Plan), which was adopted in 1988 and covers the four community subareas in the southeast San Fernando Valley area, is the land use element of the General Plan applicable to the Project Site. The Community Plan includes land use designations, density limits, building heights, and other provisions that support the City's policies and development vision for the future. Among other planning and land use goals, objectives and policies identified in the Community Plan, regarding historic resources, pursuant to Goal 16, Preservation and Restoration of Cultural Resources, Neighborhoods, and Landmarks which have Historical and/or Cultural Significance, the following objective and policy are applicable to the Project:

> **Objective 16-2:** To encourage private owner of historic properties/resources to conserve the integrity of such resources.
>
> > **Policy 16-2.1:** Assist private owners of existing and future historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

(b) City of Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and most recently amended it in 2018 (Sections 22.171 et seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission (CHC) and criteria for designating an HCM. The CHC is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The City of Los Angeles Cultural Heritage Ordinance states that a HCM designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature and meet one of the following criteria. A historical or cultural monument is any site, building, or structure of particular historical or cultural significance to the City of Los Angeles. The criteria for HCM designation are stated below:

- The proposed HCM is identified with important events of national, state, or local history or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state, city, or community is reflected or exemplified; or
- The proposed HCM is associated with the lives of with historic personages important to national, state, city, or local history; or
- The proposed HCM embodies the distinct characteristics of style, type, period, or method of construction, or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.[20]

[20] City of Los Angeles, Los Angeles Administrative Code, Section 22.171.7.

A proposed resource may be eligible for designation if it meets at least one of the criteria above. When determining historic significance and evaluating a resource against the Cultural Heritage Ordinance criteria above, the CHC and OHR staff often ask the following questions:

- Is the site or structure an outstanding example of past architectural styles or craftsmanship?
- Was the site or structure created by a "master" architect, builder, or designer?
- Did the architect, engineer, or owner have historical associations that either influenced architecture in the City or had a role in the development or history of Los Angeles?
- Has the building retained "integrity"? Does it still convey its historic significance through the retention of its original design and materials?
- Is the site or structure associated with important historic events or historic personages that shaped the growth, development, or evolution of Los Angeles or its communities?
- Is the site or structure associated with important movements or trends that shaped the social and cultural history of Los Angeles or its communities?

Unlike the National and California Registers, the Cultural Heritage Ordinance makes no mention of concepts such as physical integrity or period of significance. However, in practice, the seven aspects of integrity from the National Register and California Register are applied similarly and the threshold of integrity for individual eligibility is similar. It is common for the CHC to consider alterations to nominated properties in making its recommendations on designations. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs. In addition, the LAMC Section 91.106.4.5 states that the Los Angeles Department of Building and Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of HCMs, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the CEQA Initial Study and Checklist, as specified in Section 19.05 of the LAMC. If the Initial Study and Checklist identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure."[21]

[21] City of Los Angeles, Los Angeles Municipal Code, Section 91.106.4.5.1.

(c) City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance

The Los Angeles City Council adopted the ordinance enabling the creation of Historic Preservation Overlay Zone (HPOZs) in 1979; most recently, this ordinance was amended in 2017. Angelino Heights became Los Angeles' first HPOZ in 1983. The City currently contains 35 HPOZs. An HPOZ is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.[22] Each HPOZ is established with a Historic Resources Survey, a historic context statement, and a preservation plan. The Historic Resources Survey identifies all Contributing and Non-Contributing features and lots. The context statement identifies the historic context, themes, and subthemes of the HPOZ as well as the period of significance. The preservation plan contains guidelines that inform appropriate methods of maintenance, rehabilitation, restoration, and new construction. Contributing Elements are defined as any building, structure, Landscaping, or Natural Feature identified in the Historic Resources Survey as contributing to the Historic significance of the HPOZ, including a building or structure which has been altered, where the nature and extent of the Alterations are determined reversible by the Historic Resources Survey.[23] For CEQA purposes, Contributing Elements are treated as contributing features to a historic district, which is the historical resource. Non-Contributing Elements are any building, structure, Landscaping, Natural Feature identified in the Historic Resources Survey as being built outside of the identified period of significance or not containing a sufficient level of integrity. For CEQA purposes, Non-Contributing Elements are not treated as contributing features to a historical resource.

(d) City of Los Angeles Historic Resources Survey

The City of Los Angeles Historic Resources Survey (SurveyLA) is a Citywide survey that identifies and documents potentially significant historical resources representing important themes in the City's history. The survey and resource evaluations were completed by consultant teams under contract to the City and under the supervision of the Department of City Planning's OHR. The program was managed by OHR, which maintains a website for SurveyLA. The field surveys cumulatively covered broad periods of significance, from approximately 1850 to 1980 depending on the location, and included individual resources such as buildings, structures, objects, natural features and cultural landscapes as well as areas and districts (archaeological resources are planned to be included in future survey phases). The survey identified a wide variety of potentially significant resources that reflect important themes in the City's growth and development in various areas including architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, entertainment, and others. Field surveys, conducted from 2010-2017, were completed in three phases by Community Plan area. However, SurveyLA did not survey areas already designated as HPOZs or areas already surveyed by the Community Redevelopment Agency of the City of Los Angeles. All tools,

22 City of Los Angeles, Los Angeles Municipal Code, Section 12.20.3.

23 City of Los Angeles, Los Angeles Municipal Code, Section 12.20.3.

methods, and criteria developed for SurveyLA were created to meet State and federal professional standards for survey work.

Los Angeles' Citywide Historic Context Statement (HCS) was designed for use by SurveyLA field surveyors and by all agencies, organizations, and professionals completing historical resources surveys in the City of Los Angeles. The context statement was organized using the Multiple Property Documentation (MPD) format developed by the National Park Service for use in nominating properties to the National Register. This format provided a consistent framework for evaluating historical resources. It was adapted for local use to evaluate the eligibility of properties for city, state, and federal designation programs. The HCS used Eligibility Standards to identify the character defining, associative features and integrity aspects a property must retain to be a significant example of a type within a defined theme. Eligibility Standards also indicated the general geographic location, area of significance, applicable criteria, and period of significance associated with that type. These Eligibility Standards are guidelines based on knowledge of known significant examples of property types; properties do not need to meet all of the Eligibility Standards in order to be eligible. Moreover, there are many variables to consider in assessing integrity depending on why a resource is significant under the National Register, California Register or City of Los Angeles HCM eligibility criteria. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources. Designation by the City of Los Angeles and nominations to the California or National Registers are separate processes that include property owner notification and public hearings.

b) Existing Conditions

The following Existing Conditions are summarized from the *Cultural Resources Assessment Report* prepared by ESA and dated April 2023, which contains additional existing conditions detail (See Appendix D of this Draft EIR).

(1) Historical Resources

(a) Property History

The Project Site was first developed in 1983 when the Sheraton Premiere Hotel (now known as Hilton Universal City Hotel) was constructed. The Sheraton Premiere Hotel comprised a 24-floor building (i.e., the Existing Hotel Building), an ancillary building containing a ballroom with a much lower massing (i.e., the Existing Ancillary Hotel Building), and an outdoor pool area (i.e., the Existing Outdoor Pool Area). The Sheraton Premiere Hotel was designed to provide a sense of connection to an already existing hotel on the adjacent site to the west —the Sheraton-Universal Hotel—which was owned by the same company and remains extant today. The Sheraton-Universal Hotel had been built a decade and a half earlier in 1968, as designed by prominent hotel architect William B. Tabler. As part of the new Sheraton Premier Hotel, access between the buildings was provided via a walkway that led from a driveway in close proximity to the new hotel's

entrance to two “dual glass elevators.” These elevators would then deposit visitors in the parking lot in front of the entrance to the older hotel building by loosely linking the two hotel buildings; in this way, the Sheraton Company could use both buildings at once to accommodate large conventions.[24]

The construction of the Sheraton Premiere Hotel was undertaken as a joint venture of the Sheraton Company and MCA, and its planning was part of the larger 1981 Master Plan for Universal City, as also developed by William L. Pereira Associates. Plans for the new hotel were first publicly announced on March 19, 1981. Despite the initial projections that the hotel would be completed well in advance of the 1984 Olympics, which promised to bring a flood of tourists and other visitors to the Los Angeles, the new Sheraton Premiere Hotel would not open its doors until May 23, 1984.[25] Two years after the building’s construction, in July 1986, negotiations were underway between MCA, Sheraton and Cigna to sell the hotel building, as it was “plagued by low occupancy.” For unknown reasons, the negotiations between the companies did not result in a successful sale of the subject property. However, by 1990, Sheraton and MCA had found a buyer. In 1990, the Project Site and its improvements were sold to the Hilton company, which then rebranded the hotel complex as its own.

(i) Existing Hotel Building

The Existing Hotel Building is a 24-story building that sits to the southern portion of the Project Site. The building is mostly comprised of guestrooms, and includes other amenities typical of a hotel, such as a lounge, a check-in desk area, conference rooms, a restaurant, and back-of-house spaces such as offices, maintenance rooms, and housekeeping services. The building is clad in mirrored glass and smoked spandrel glass panes. The building is square in plan with canted corners. The elevations are uniform and symmetrical in their composition. Each elevation is comprised of two anchoring bays that define each side of the elevation and that run the entirety of its height. A second set of bays is located to the interior of these two bays, and these step inward toward the center of the elevation. These two bays define a central bay that is more recessed than all of the other bays that flank it to each side. This reverse type of ziggurat configuration is reflective of an abstracted Art Deco style motif. This reference of an earlier 20th century architectural style is characteristic of the Postmodern style lexicon. The fenestration at each floor is uniform; however, the articulation at each bay varies with different rectangular and square configurations of the mirrored glass windows and smoked glass spandrel panes.

The uppermost floor is stepped back and includes multiple atriums on each side. These atriums are comprised of protruding black metal frames, which are rounded at the top and support mirrored glass panes. The detailing of these atriums is reflective of those found

24 David M. Kinchen, “Sheraton, MCA Open Hotel in Universal City,” The *Los Angeles Times* (Los Angeles, CA), April 1, 1984.

25 David M. Kinchen, “Sheraton, MCA Open Hotel in Universal City,” The *Los Angeles Times* (Los Angeles, CA), April 1, 1984.

upon the adjacent Existing Ancillary Hotel Building. The protrusion of the flanking bays at each elevation combined with the articulation at the top of the building—which terminates in the stepped back and rounded atrium— summons associations with an abstracted flower, a motif typically found in the artwork and architecture of the Art Deco style. A helicopter pad sits at the top of the flat roof. Two large signs reading “Hilton” sit toward the top of the building at the southeast and northwest elevations.

(ii) Existing Ancillary Hotel Building

The Existing Ancillary Hotel Building is connected to the Existing Hotel Building at the building’s northwest elevation and the Existing Ancillary Hotel Building’s southeast elevation. Irregular in plan, the Existing Ancillary Hotel Building includes a banquet hall, conference rooms, restaurants, lobbies, and bars.

The Existing Ancillary Hotel Building includes the articulated ground floor main entrance, which leads directly off of the roundabout driveway, located at the southwest elevation. The main hotel entrance is under a glass and metal canopy, which is abstractedly reminiscent of Art Nouveau in style and reinforced by concrete and metal supports. The entrance includes automatic sliding doors surrounded by large stone cladding, with “Hilton Universal City” signage atop. The entrance is flanked by scored stucco and contemporary awnings. Beyond the entrance are three 2-story glass atrium structures, which surround the courtyard. Two of these atriums flank the main entrance. The atrium structures are each square in plan with canted corners, mirroring that of the Existing Hotel Building. The elevations of atrium structures are comprised of protruding black metal frames, which are rounded at the top and support mirrored glass panes, allowing for each side of the atriums to be comprised of mirrored glass.

The remainder of the Existing Ancillary Hotel Building extends from the articulated entrance described above, and steps back to two and three stories and is finished with smooth scored stucco. The ground floor includes large, fixed casement windows and auxiliary entrances comprised of double doors with side-lite assemblies. The upper floors of the Existing Ancillary Hotel Building are largely windowless. The roof is flat with the exception of glass atriums toward the main entrance.

Located on the north elevation of the Existing Ancillary Hotel Building is an entrance to a ballroom space, the Sierra Ballroom. Identical in style to the main entrance located at the southwestern elevation, the north elevation includes a glass and metal canopy supported by concrete and metal supports. Flanking either side of the recessed entrance are two large window assemblies that resemble the style of the glass atriums located at the main entrance. These window assemblies include black metal framing that is curved at the top and supports mirrored windowpanes of glass.

As further described in the *Cultural Resources Assessment*, Appendix D of this Draft EIR, over 50 building permits have been issued and a number of changes have occurred to the Existing Hotel Building and Existing Ancillary Hotel Building since their construction.

(b) Historical Resources in the Vicinity of the Project Site

(i) Lankershim/101 Freeway Bridge and Tunnel 101 Freeway crossing over Lankershim Boulevard

The Lankershim/101 Freeway Bridge and Tunnel 101 Freeway Crossing over Lankershim Boulevard is a bridge and tunnel structure constructed in 1940. Based upon the results of the City's previous Citywide survey evaluation (SurveyLA), the Lankershim/101 Freeway Bridge and Tunnel 101 Freeway Crossing appears to be eligible as an historical resource under both Criterion A and criterion C for its association with events in history or patterns of development as well as its architecture. Its period of significance is the year in which it was built, 1940. It is located approximately 0.22 miles to the southwest of the Project Site.

(ii) 3787 N Cahuenga Boulevard (The Baked Potato Jazz Club)

3787 N Cahuenga Boulevard is a one-story vernacular style building, constructed in 1924. Based upon the results of SurveyLA, 3787 N Cahuenga Boulevard appears to be eligible as an historical resource under Criterion A for its association with events in history or patterns of development, and its period of significance is 1970. It is located southwest of the Hollywood Freeway, approximately 0.25 miles from the Project Site.

(iii) 3655 N Cahuenga Boulevard. (Miceli's Italian Restaurant)

3655 N Cahuenga Boulevard (Miceli's Italian Restaurant) is a one-story building constructed in 1955 in a vernacular style. Based upon the results of SurveyLA, 3655 N Cahuenga Boulevard appears to be eligible as an historical resource under Criterion C for its architecture, and its period of significance is 1955. It is located southwest of the Hollywood Freeway, approximately 0.25 miles from the Project Site.

(iv) 3729 N Cahuenga Boulevard. (KPFK Radio)

3729 N Cahuenga Boulevard (KPFK Radio) is a one-story building constructed in 1970 in the Late- Moderne Style. Based upon the results of SurveyLA, 3729 N Cahuenga Boulevard appears to be eligible as an historical resource under both Criterion A and Criterion B for its association with events in history or patterns of development and its association with at least one significant person, and its period of significance is 1970. It is located southwest of the Hollywood Freeway, approximately 0.25 miles from the Project Site.

(v) Potentially Eligible Universal Studios Historic District

The Universal Studios Historic District is a potentially eligible historic district with 40 contributing buildings, 20 non-contributing buildings, and one site of historic, cultural, and architectural significance. Based upon the results of a previous survey evaluation,[26] the

[26] Historic Resources Group, LLC. Universal Studios Historic District, Historic Preservation Plan for 19-190825. Prepared for Universal City Studios, LLLP, L.P., 2009.

Universal Studios Historic District appears to be eligible as an historical resource under Criterion A for its association with events in history or patterns of development. This potential historic district's period of significance is 1912 to 1958. This potential district is located approximately 250 feet to the east and northeast of the Project Site.

(vi) 100 Universal City Plaza (Universal City & Studios)

100 Universal City Plaza (Universal City & Studios) consists of several buildings, sound stages, offices, warehouses, a 21-story hotel and a fifteen-story steel and glass administration building. Based upon the results of a previous survey evaluation,[27] 100 Universal City Plaza appears to be eligible as an historical resource under 3S for eligible as an individual property; however, there is no data available about the criteria under which it is eligible, the date that the buildings in the complex were built, or the complex's period of significance. It is located approximately 340 feet to the northeast of the Project Site.

(c) Historic Resources Significance Evaluation – Hilton Universal City Hotel

The Hilton Universal City Hotel was evaluated under the following historical and architectural themes, which are identified in SurveyLA's Los Angeles Citywide Historic Context Statement: Post-modernism (1965-1980); and Post-war Hotels (1945-1980). Additionally, a historic context was developed for William L. Pereira Associates. The preliminary period of significance assigned to the Hilton Universal City Hotel is 1983, the original construction date of the building's construction.

The Hilton Universal City was built in 1983 as the "Sheraton Premiere" and incorporated into MCA's Universal Master Plan (1981), as designed by Arthur Golding, who was the project architect for the William L. Pereira Associates firm. The Hilton Universal City Hotel was evaluated for significance under the four federal, State, and local criteria for designation of historical resources as described in the "Regulatory Framework" section of this Draft EIR; the criteria are as follows: Criterion A/1/1(Events), Criterion B/2/2 (Significant Persons), Criterion C/3/3 (Design/Construction), and Criterion D/4 (Data Potential). However, the subject building was constructed in 1983, which makes it 39 years old at the time of the evaluation. The building is, therefore, less than 50 years old and should be reviewed under National Register Criteria Consideration G for properties that have achieved significance within the last fifty years. The threshold for properties that are less than 50 years old requires that such properties are eligible for exceptional importance under the applicable criteria. The City has concluded, as a result of the investigations for the Project as discussed below, that the Hilton Universal City Hotel is ineligible for listing at the federal, State, and local levels under all applicable criteria, as summarized below.

27 Sitton, Tom. Department of Parks and Recreation, Historic Resources Inventory form for P-19-187794/Universal City and Studios. On file at the South Central Coastal Information Center, 1976.

(i) Criterion A/1/1: Events

The Hilton Universal City Hotel was built in 1983 and designed by architectural firm William L. Pereira Associates for the Sheraton Company and MCA, the former owners of Universal Studios. The construction of the Hilton Universal City Hotel was prompted by the growing demand for lodging in Universal City, which, due to the creation in 1964 of the nearby Universal Studios Hollywood theme park, drew large numbers of tourists to the area. The Hilton Universal City Hotel, as a building that is designed to cater to the automobile-borne travelling public, is located on a Project Site that is automobile accessible with a parking structure. By 1983, when the Hilton Universal City Hotel was built, this orientation toward the automobile was a long-established precedent more than 25 years in the making, and the design of the building is not noteworthy for creating new patterns of development oriented around the automobile.

Similarly, the Hilton Universal City Hotel is not important in terms of understanding the larger development of Universal City in which the building is encompassed. As explained in detail on page 31 of the *Cultural Resources Assessment Report*, provided in Appendix D of this Draft EIR, the Hilton Universal City Hotel was not conceptualized as part of the 1981 Master Plan for Universal City but, instead, was an already-approved project; therefore, it was simply incorporated into the 1981 Master Plan. However, as the Hilton Universal City Hotel was never included within the first 1961 Master Plan for Universal City, it was not part of the early development of this area; instead, its construction in 1983 only reflects the continuing development of Universal City more than twenty years after the initial establishment of the pattern of development. Therefore, the Hilton Universal City Hotel does not significantly contribute to understanding an important pattern of development.

Finally, the Hilton Universal City Hotel does not appear to be associated with any important events in history, despite the fact that Lew Wasserman, the manager, entertainment mogul, chairman and chief executive officer of MCA, originally hoped to make the building an important center of the Los Angeles entertainment world by enticing organizers to host the Academy Awards event at the hotel. However, such a bid never materialized, and the Academy Awards were never hosted at the hotel.

When plans for the new hotel project were first publicly announced on March 19, 1981, it was anticipated that construction would be complete in the Fall of 1983, well in advance of the 1984 Olympics. However, although the construction schedule of the hotel was arranged in anticipation of the Olympic games, there are no indications that the hotel had a particularly strong relationship to them.

The hotel, which was considered very glitzy at the time of its construction, does appear to have been the site of large events, some featuring well-known celebrities and political figures. However, despite the hotel serving as the setting for large events that sometimes attracted celebrities and other figures important on the national stage, there is no single event that has occurred at the hotel that would qualify it for listing on the federal, State, or local levels.

Based upon the research and analysis of the Hilton Universal City Hotel's eligibility under this criterion, there does not appear to be any evidence to suggest that the building is either associated with a singular event important in history or that it reflects broad trends or patterns of development. **Therefore, the Hilton Universal City Hotel is not eligible for the National Register under Criteria Consideration G or Criterion A, or the California Register under Criterion 1, or for local listing under Criterion 1.**

(ii) Criterion B/2/2: Significant Persons

The Hilton Universal City Hotel was built as part of a 1981 Master Plan; both the building and the master plan were designed by William L. Pereira Associates for the manager, entertainment mogul, chairman, and chief executive officer of MCA, Lew Wasserman. During the time in which the building was constructed, the early 1980s, MCA was an independent company headed by Wasserman, its founder. MCA's point person on the project to commission and construct the Hilton Universal City Hotel was Larry Spungin who reported to Al Dorskind, who, in turn, reported to Wasserman. William L. Pereira would, on occasion, host Wasserman for a project review in the firm's office.

Lew Wasserman was arguably the most powerful and influential Hollywood titan in the Post War period of filmmaking. He made significant and far-reaching changes to the industry, such as ending long-term contracts for actors, forcing Hollywood to accept the rise of television as a medium, and mentoring rising stars in filmmaking, such as Steven Spielberg. Wasserman also had originally hoped that the Hilton Universal City Hotel would be used to host the Academy Awards, but this never came to pass. However, despite Wasserman's involvement in the construction of the Hilton Universal City Hotel, the building does not have a strong association with him. While Wasserman had the final say on the project, ultimately it was Larry Spungin who had the most control over the Hilton Universal City Hotel's construction. Furthermore, there is no evidence that any of Wasserman's productive work as the head of MCA occurred at the Hilton Universal City Hotel. Instead, it is the nearby Universal Studios that better represents the work and influence that Wasserman had over Hollywood. There are no other known important figures associated with the City's or regions' past with whom the Hilton Universal City Hotel is potentially associated. **Therefore, the Hilton Universal City Hotel is not eligible for the National Register under Criteria Consideration G or Criterion B, or the California Register Criterion 2, or for local listing under Criterion 2.**

(iii) Criterion C/3/3: Design/Construction

As stated above, the Hilton Universal City Hotel was constructed in 1983 and designed by the architectural firm William L. Pereira Associates (WPA). While William L. Pereira is considered a master architect. The Hilton Universal City Hotel is not mentioned among his notable projects and is not considered one of his master works. Moreover, in 1997, WPA's successor firm—Johnson Fain—compiled a list of the top 12 "milestone projects" to come out of the WPA offices and the Hilton Universal City Hotel was also not included on this list of significant projects. Therefore, while the Hilton Universal City Hotel was designed by the master architectural firm of WPA, it does not represent a notable work in

the firm's large portfolio of over 300 projects, nor is it particularly significant as one of the last built works of the firm. The Hilton Universal City Hotel is not eligible for listing under Criterion C/3/3 for its association with master architect William Pereira or the architectural firm that bears his name.

While the Hilton Universal City Hotel falls just outside of the period of significance for Post-World War II Hotels in Los Angeles (1945-1980), it does retain several features as a property that was oriented toward the automobile in that the Project Site maintains a separation between the parking and the Existing Hotel Building itself, and includes a means of housing the car for guests. The Hilton Universal City Hotel deviated from the trends set forth by the earlier hotels, in that the building is not a single compact structure but is instead comprised of two elements: the Existing Hotel Building and a lower ancillary structure (the Existing Ancillary Hotel Building). Yet this change in form alone would not allow the building type to be considered an exceptionally important hotel building type under National Register Criteria Consideration G. Criteria Consideration G is an exception to the general requirement that properties must have attained at least 50 years of age in order to be eligible to the National Register under Criterion A-D, and the criteria consideration is designed to recognize that there are some buildings that are clearly recognizable as historic resources prior to reaching this threshold. Criterion G states that "a property achieving significance within the last 50 years is eligible if it is of exceptional importance."[28] The Hilton Universal City Hotel also is not eligible for listing under Criterion C/3/3 for its association as a Post-World War II Hotel because it was constructed outside of the Post-World War II period of significance and is not considered exceptionally important.

The Hilton Universal City Hotel is reflective of the Postmodern architectural style and includes several character defining features of this style, which is still being studied today as an architectural style of the recent past. Notable character-defining features present at the subject property include the eclectic and starkly contrasting forms of the Existing Hotel Building and the Existing Ancillary Hotel Building and their variation in articulation, materiality, and composition. The few elements of abstracted ornamentation in the Existing Hotel Building do reflect Postmodernist trends of the early 1980s era, the building is modest in its expression of the Postmodernist style. The Hilton Universal City Hotel is not an especially notable or excellent example of the style, and, as a building that is being evaluated for "exceptional importance" and evidence of demonstrable historic importance due to its relatively recent construction date of 1983, it does not rise to the high threshold required for federal, State, or local listing.

Furthermore, a search on the Avery Architectural Index to Architectural Periodicals, did not result in any journal articles pertaining to the Hilton Universal City Hotel at any point in time since its planning or construction. The Hilton Universal City Hotel was not mentioned or discussed in association with the any of the abovementioned firms the AIA's directory listing files. For a property to be eligible for exceptional importance under

28 U.S. Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, p. 41.

National Register Criteria Consideration G, the Hilton Universal City Hotel must already have been the object of scholarly study and/or evaluation. To date, the Hilton Universal City Hotel has not been the subject of scholarly evaluation for either for its association with WPA or for its association with the Postmodern architectural style. **Therefore, the Hilton Universal City Hotel is not eligible for the National Register under Criteria Consideration G or Criterion C, or the California Register under Criterion 3, or for local listing under Criterion 3.**

(iv) Criterion D/44: Data Potential

While most often applied to archaeological districts and sites, Criterion 4 can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion 4, they themselves must be, or must have been, the principal source of the important information. As described above for Criterion C/3/3 above, the Hilton Universal City Hotel is not an especially notable or excellent example of the architectural style or construction. Furthermore, as described above for Criterion A/1/1, there are no events of significant or unique operational characteristics associated with the Hilton Universal City Hotel. Therefore, the Hilton Universal City Hotel does not yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known. **Therefore, the Hilton Universal City Hotel has not yielded or is not likely to yield information important to prehistory or history and is not eligible for the National Register under Criteria Consideration G or Criterion D, or the California Register under Criterion 4.**

(v) Integrity

The National Register and California Register recognize a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Eligible properties should retain several, if not most, of these aspects. Both registers require that a resource retain sufficient integrity to convey its significance, and the property must retain the essential physical features that enable it to convey its historical identity. Integrity is based on significance and understanding why a property is important. National Register Bulletin 15 states that “only after significance is fully established can you proceed to the issue of integrity.” Since the Hilton Universal City Hotel was not identified as significant under any of the applicable federal or State criteria, an integrity analysis was not conducted in the *Cultural Resources Assessment Report*, provided in Appendix D of this Draft EIR.

(2) Archaeological Resources

(a) Prehistoric Setting

The chronology of Southern California is typically divided into three general time periods: the Early Holocene (9,600 cal B.C. to 5,600 cal B.C.), the Middle Holocene (5,600 cal B.C. to 1,650 cal B.C.), and the Late Holocene (1,650 cal B.C. to cal A.D. 1769). This chronology is manifested in the archaeological record by particular artifacts and burial

practices that indicate specific technologies, economic systems, trade networks, and other aspects of culture.

While it is not certain when humans first came to California, their presence in Southern California by about 9,600 cal B.C. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 9,150 and 9,000 cal B.C. During the Early Holocene (9,600 cal B.C. to 5,600 cal B.C.), the climate of Southern California became warmer and more arid and the human populations, who were represented by small hunter gathers until this point and resided mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources.[29]

During the Late Holocene (1,650 cal B.C. to cal A.D. 1769), many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred.[30,31,32] The native populations of Southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources.[33] Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants.[34]

Between about A.D. 800 and A.D. 1350, there was an episode of sustained drought, known as the Medieval Climatic Anomaly (MCA).[35] While this climatic event did not appear to reduce the human population, it did lead to a change in subsistence strategies in order to deal with the substantial stress on resources.

Given the increasing sedentism and growing populations during the Late Holocene, territorial conscription and competition became acute. Primary settlements or village sites were typically established in areas with available freshwater, and where two or more ecological zones intersected. This strategic placement of living space provided a degree

29 Byrd, Brian F., and L. Mark Raab. Prehistory of the Southern Bight: Models for a New Millennium, in *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp 215-227, 2007.

30 Erlandson, Jon M., *Early Hunter-Gatherers of the California Coast*, Plenum Press, New York, 1994.

31 Wallace, E.J.A Suggested Chronology for Southern California Coastal Archaeology. *Southwestern Journal of Anthropology* 11(3):214-230, 1955.

32 Warren, C.N. Cultural Traditions and Ecological Adaptation on the Southern California Coast. *Archaic Prehistory in the Western United States*, edited by Cynthia Irwin-Williams. Eastern New Mexico University Contributions in Anthropology 1(3):1-14, 1968.

33 Erlandson, Jon M., *Early Hunter-Gatherers of the California Coast*, Plenum Press, New York, 1994.

34 Byrd, Brian F., and L. Mark Raab. Prehistory of the Southern Bight: Models for a New Millennium, in *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp 215-227, 2007.

35 Jones, Terry L., Gary M. Brown, L. Mark Raab, Janet L. McVickar, W. Geoffrey Spaulding, Douglas J. Kennett, Andrew York, and Phillip L. Walker, Environmental Imperatives Reconsidered: Demographic Crises in Western North America during the Medieval Climactic Anomaly, *Current Anthropology*, 40(2): 137-70, 1999.

of security in that when subsistence resources associated with one ecological zone failed, the resources of another could be exploited. Villages typically claimed and carefully defended fixed territories that may have averaged 30-square miles in size encompassing a variety of ecological zones that could be exploited for subsistence resources.[36]

The Late Holocene marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended. Trade during this period reached its zenith as asphaltum (tar), seashells, and steatite were traded from Catalina Island (Pimu, or Pimugna) and coastal Southern California to the Great Basin. Major technological changes appeared as well, particularly with the advent of the bow and arrow sometime after cal A.D. 500, which largely replaced the use of the dart and atlatl.[37]

(b) Ethnographic Setting

The Project Site is located within the fringes of territories that have been traditionally assigned to the Gabrielino and the Tataviam. Each of these groups and the ethnographic history of the Project Site is described in Section IV.L, *Tribal Cultural Resources*, of this Draft EIR.

(3) Archival Research

(a) SCCIC Records Search

Records searches for the Project were conducted on March 14, 2018, and October 10, 2022, at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University at Fullerton. The search included a 0.5-mile radius for historic architectural and archaeological resources. The 0.5-mile radius is appropriate in developed urban areas in order to provide a context with which to conduct sensitivity analysis.

(b) Previous Cultural Resources Investigations

The records search results indicate that 37 cultural resources studies have been conducted and are presently on-file with the SCCIC within a 0.5-mile radius of the Project Site. Approximately 60 percent of the 0.5-mile records search radius has been included in previous cultural resources assessments. Of the 37 previous studies, 4 studies (LA-3426, LA-3427, LA-4902, and LA-12615) have encompassed portions or the entirety of the Project Site. These studies consisted of a historic property survey report and cultural resources assessments (including archaeological and historic architectural resources) and these yielded negative results that is, these studies did not identify any

36 McCawley, William. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press, Banning, California, 1996.

37 Byrd, Brian F., and L. Mark Raab. Prehistory of the Southern Bight: Models for a New Millennium, in *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp 215-227, 2007.

cultural resources associated with the Project Site. These studies were conducted in 1996, 2000, and 2012 after the Project Site had been fully developed.

(c) Previously Recorded Cultural Resources

The records search results indicate that that a total of eight cultural resources have been previously recorded within the 0.5-mile radius of the Project Site. Resources that have previously been recorded in the State are assigned identification numbers by the California State Office of Historic Preservation, which maintains CHRIS—a database of all historical resources in the state that have been subject to some form of evaluation, whether through survey or designation. This information may be accessed to qualified researchers at the CHRIS Information centers housed at different universities throughout the State. Therefore, the eight cultural resources that have previously been recorded are referred to here by their assigned identification numbers. Of the eight cultural resources, one is a multicomponent resource (CA-LAN-1945H); five are historic-period archaeological sites (CA-LAN-2394H, P-19-002804, -003303, -003304, and -003305); and two are historic architectural resources (P-19-187794 and -190825). The two historic architectural resources are located close to the Project Site and include Universal City & Studios, approximately 250 feet north of the Project Site, and a potential Universal Studios Historic District situated approximately 500 feet north of the Project Site. No archaeological resources have been previously recorded within the Project Site itself. The National Register-listed (72001602) site of Campo de Cahuenga Adobe (CA-LAN-1945H) is located approximately 1,300 feet northwest of the Project Site. The Campo de Cahuenga site is composed of a historic-period archaeological site (including the adobe's stone foundations, tile floors, and Chinese porcelain) and a prehistoric archaeological site (comprised of Native American pottery, stone pestles, kaolin pipe bowls, and a pipe stem).

(d) Sacred Lands File Search

The NAHC maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community, which may also be considered historic and/or archaeological resources under CEQA. The NAHC was contacted on March 23, 2018, to request a search of the SLF. The NAHC responded to the request in a letter dated March 26, 2018, indicating that the SLF search conducted for the Project Site yielded negative results, that is, the search did not identify any tribal cultural resources associated with the Project Site. On September 15, 2022, an updated SLF request was submitted to the NAHC. On November 1, 2022, the NAHC indicated that the SLF results were positive, that is, the updated search identified the potential for the Project Site to contain tribal cultural resources. The letter did not provide details on the resources identified within the Project Site, but suggested contacting the Fernandeño Tataviam Band of Mission Indians. The City conducted consultation with appropriate tribes per CEQA requirements as modified by AB 52. The results of this consultation are summarized in Section IV.L, *Tribal Cultural Resources*, of this Draft EIR.

(e) Historic Maps and Aerial Photographs

Historic maps and aerial photographs were examined to provide historical information about historic land uses of the Project Site and to contribute to an assessment of the Project Site's archaeological sensitivity. Available topographic maps include the 1896 Santa Monica, 1900 Los Angeles, and 1902 Santa Monica 30-minute quadrangles; and the 1926, 1948 1953, and 1976 Burbank 7.5-minute quadrangles. Historical aerial photographs were available for the years 1927, 1928, 1944, 1954, 1964, 1971, 1982, 1983, 1986,[38] 1989, 1994, 2002, 2019,[39] and 2020.[40] Sanborn Fire Insurance maps were unavailable for the Project Site. The topographic maps and aerial photographs show that prior to 1964, the Project Site was undeveloped. By 1964, the Project Site is shown as graded. By 1971, a surface parking lot and road are depicted as constructed within the southern portion of the Project Site, The 1982 aerial photograph depicts the early construction of the hotel. The 1983 aerial photograph shows that the existing hotel and additional parking lots had been built within the Project Site. The 1986, 1989, and 1994 aerial photographs show that a pool was constructed in the southern portion of the Project site. The 2020 aerial photograph continues depicting the Project Site as it was shown in the 2002 aerial photograph. A detailed discussion of the map review is provided in the *Cultural Resources Assessment Report* in Appendix D of this Draft EIR.

(f) Geotechnical Report Review

ESA reviewed the *Updated Geotechnical Engineering Investigation* (Geotechnical Report) prepared for the Project, provided in **Appendix E** of this Draft EIR, which describes the soils within the Project Site by area. Cross sections were provided at the northern end of the Project Site, with an associated description of soils from west of the Project Site boundary to the existing entrance driveway (Northern Area), at the southern end of the site with a description of soils from west of the Project Site boundary to the Existing Hotel Building (Southern Area), and along the slope to the east of the Project Site (Eastern Area). The soils in the western portion of the Project Site are captured by the discussions of the Northern and Southern Areas. A brief summary is provided below.

The northern portion of the Project Site is composed of fill from 1 to 4 feet in thickness overlying bedrock from the Upper Topanga Formation, which consists of interbedded sandstone and siltstone. The fill is deepest along the north side of the existing structure.

The southern portion of the Project Site is located on a partial slope. Fill is encountered at the ground surface and ranges in thickness from 1 foot to 30 feet and predominantly overlies the bedrock from the Upper Topanga Formation throughout the Project Site. In the vicinity of the Existing Outdoor Pool Area, fill ranges from 3 to 5 feet in depth. The

38 Frame Finder. 2018. Historic aerial photographs for the years 1927, 1928, 1944, 1954, 1964, 1971, 1982, 1983, and 1986. http://mil.library.ucsb.edu/ap_indexes/FrameFinder/, accessed March 2018.

39 Google Earth. 2019. Aerial photographs for the years 1989, 1994, 2002, and 2019.

40 Google Maps. 2020. Aerial photograph for the year 2020. https://www.google.com/maps, accessed April 2020.

westerly-descending slope has fill ranging from 6 to 7.5 feet in depth and the toe of the western slope has fill between 15 feet (Boring B3) and 22.5 feet (Boring B5) in depth. Fill underneath the proposed chiller/boiler room ranges in depth from 15 to 30 feet.

However, there is a small amount of alluvium that is approximately 17.5 feet in thickness that underlies 12 feet of fill in the southwestern portion of the Project Site that was encountered in Boring B5 (Boring B5 is located 20 feet outside the area proposed for excavation) but this same layer of alluvium was not identified in Boring B3.[41] Since Boring B3 is located within the area proposed for excavation and 40 feet east of Boring B5, this suggests that the layer of alluvium pinches out somewhere between Boring B5 and Boring B3, and, therefore, only a marginal amount of alluvium is actually located within the area proposed for excavation. Bedrock from the Upper Topanga Formation underlies the alluvium in Boring B5 and the fill in Boring B3.

Lastly, the eastern portion of the Project Site consists of fill generally ranging in thickness from 1 foot to greater than 25 feet, followed by bedrock from the Upper Topanga Formation.

(g) Archaeological Sensitivity Assessment

No surface manifestations of archaeological resources were identified during the pedestrian survey, and the archival research (through the SCCIC) yielded negative results. Review of the Geotechnical Report for the Project also indicates that the majority of the Project Site contains fill that is underlain by bedrock of the Upper Topanga Formation. There is a marginal amount of alluvium located on a slope in the southwestern portion of the Project Site. Although alluvium sediments typically would have the potential to preserve archaeological materials, there is only a marginal amount of these sediments on the Project Site, and they are also located on a slope, which would have been an unlikely location for prehistoric and historic period habitation. Additionally, the Upper Topanga Formation dates back to the middle Miocene epoch (approximately 20 to 16 million years ago) and, as a result, the sediments within the majority of the Project Site are too old to preserve prehistoric archaeological materials. Lastly, the Project Site has been mostly disturbed by the construction of the Hilton Universal City Hotel, which has likely displaced any resources on the surface, and it is not known to have been subject to historic-period land uses (per review of aerial photographs). However, the area in the southwestern portion of the Project Site (where a marginal amount of alluvium exists along the slope) has the potential, although low, to contain archaeological material given the existence of the nearby Campo de Cahuenga Adobe, which is located approximately 0.25 miles northwest of the Project Site. Based on these results, the Project Site is considered to have a low sensitivity for buried archaeological resources.

41 Geotechnologies, Inc., 2022. *Updated Geotechnical Engineering Investigation*, Proposed Hilton Universal City Expansion Project, 555 Universal Hollywood Drive, Los Angeles, California.

(4) Archaeological Survey Methods and Results

A cultural resources survey of the Project Site was conducted on March 23, 2018, by ESA, including archaeologists and an architectural historian, the results of which are provided in Appendix D of this Draft EIR. The survey was aimed at identifying historic architectural resources within or immediately adjacent to the Project Site and archaeological resources within the Project Site. Existing on-site buildings and structures, as well as the immediate surroundings, were photographed. In addition, a windshield survey of the surrounding vicinity was conducted in order to assess the potential for a historic district and to assist in the assessment of indirect impacts. The entire Project Site was subject to a pedestrian survey to identify any areas of visible ground surface for archaeological resources.

The pedestrian survey revealed that the Project Site is located on top of a hill and along descending slopes. The ground surface within the western portion of the Project Site is covered with grass, paved areas, a pool and associated facilities, and landscaping. The easternmost portion of the Project Site is located within a heavily vegetated slope area that was previously altered by a sprinkler system and a concrete path. Ground surface visibility was poor (approximately 5 to 20 percent). However, there were some small pockets of land, which yielded 100 percent visibility, and, therefore, those areas were carefully inspected. Sandstone sediments of the Upper Topanga Formation were observed along landscaped areas. No surface evidence of archaeological resources was observed during the pedestrian survey.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a Project would have a significant impact related to cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or

c) Disturb any human remains including those interred outside of formal cemeteries.

Under CEQA, and as relates to Threshold (a) above, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historical resource. The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Standards) were developed as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 Code of Federal

Regulations (CFR) Section 67.7). Similarly, CEQA recognizes the value of the Standards by using them to demonstrate that a project may be approved without an EIR. In effect, CEQA has a "safe harbor" by providing either a categorical exemption or a negative declaration for a project which meets the Standards (see CEQA Guidelines Sections 15331 and 15064.5(b)(3)).

For this analysis, the Appendix G Thresholds are relied upon. This analysis uses factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions. The factors to evaluate cultural resources impacts are listed below:

(1) Built Environment

- A project would normally have a significant impact on a significant resource if it would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 when one or more of the following occurs:
  - Demolition of a significant resource.
  - Relocation that does not maintain the integrity and significance of a significant resource.
  - Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Standards).
  - Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

(2) Archaeological Resources

- Is associated with an event or person of recognized importance in California or American prehistory or of recognized scientific importance in prehistory.
- Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions.
- Has a special or particular quality, such as the oldest, best, largest, or last surviving example of its kind.
- Is at least 100 years old and possesses substantial stratigraphic integrity.
- Involves important research questions that historical research has shown can be answered only with archaeological methods.

b) Methodology

A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. In general, a significant effect under CEQA would occur if a project results in a substantial

adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1)). In addition, while assessing a project's impacts under CEQA, it is important to consider the ability of the historical resources to retain their integrity. A project that diminishes the integrity of a resource such that the significance of a historical resource is materially impaired is a project that would result in a significant impact on the environment.

(1) Historical Architectural Resources

The analysis of historical resources in this section of the Draft EIR is based on the evaluation of historical resources presented in the *Cultural Resources Assessment*, provided in Appendix D of this Draft EIR. The analysis in Appendix D was prepared by qualified personnel who meet and exceed the Secretary of the Interior's Professional Qualification Standards in history and architectural history. As described within the *Cultural Resources Assessment*, the key steps taken in completing the analysis included research of the Project Site's development including a review of historic building permits for improvements to the Project Site, Sanborn Fire Insurance maps, historic photographs, aerial photos, and local histories. The California State Historic Resources Inventory (HRI) for Los Angeles County, Department of Parks and Recreation Historic Resources Inventory Forms, and SurveyLA Eligibility findings were consulted to identify any previous evaluations of Project Site and potential historic resources within a 0.25-mile radius of the Project Site. A 0.25-mile radius is the typical study area for a dense, urban environment, as it allows for an analysis of potential visual impacts that could occur in such a built-up area; for a less-dense environment, a study area of 0.5 mile would typically be selected. In addition, field examinations were conducted.

The analysis of direct impacts is focused on the potential for the Project to result in demolition, material alteration, relocation or conversion of a historical resource and/or important character-defining features. The impact analysis also considers potential for the Project to cause indirect impacts due to alteration of the surroundings of an historical resource that could remove part or all of its associated setting, remove historic features or spaces surrounding the resource, or substantially impair or obscure the ability of the resource to convey its historical significance. The analysis of the potential for indirect impacts also involves ascertaining whether there is the potential for damage to proximate historic resources due to Project excavation and construction activities, including potential impacts related to vibration, settlement, or other effects.

(2) Archaeological Resources

The analysis of impacts to archaeological resources is also based on the *Cultural Resources Assessment Report*, provided in Appendix D to this Draft EIR, which includes (1) a cultural resource records search conducted at the SCCIC to review recorded archaeological resources within a 0.5-mile radius of Project Site and a review of cultural

resource reports, a review of the California Points of Historical Interest (CPHI), the California Historical Landmarks (CHLs), the California Register, the National Register, and the California State HRI listings, (2) an SLF search commissioned through the NAHC, (3) a review of historic maps and aerial photographs, (4) review of geotechnical study, (5) a pedestrian survey of the Project Site, and (6) an archaeological sensitivity assessment. The potential for the Project Site to contain buried archaeological resources is assessed based on the findings of the cultural resource records search (i.e., presence and proximity of known resources), the SLF search, land use history research, subsurface geological conditions, and the proposed excavation parameters for the Project.

c) Project Design Features

No specific Project Design Features are proposed with regard to cultural resources.

d) Analysis of Project Impacts

Threshold a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

(1) Impact Analysis

(a) Direct Impacts

(i) Historical Resources

Although the Hilton Universal City Hotel is only 37 years of age, which means it does not currently meet the typical 50-year threshold for eligibility to the National Register, given the building's notable architect, the firm of William L. Pereira Associates, the building was evaluated to determine potential eligibility to the National Register if it were to meet what is known as "Criteria Consideration G," which allows for a building not yet meeting the 50-year threshold to be eligible if it possesses "exceptional importance." At the State level, there is no age threshold for eligibility to the California Register; however, the California Register does note that sufficient time must have passed in order to understand a potential historical resource's historical importance if it is less than 50 years of age. Therefore, this requirement also informed the evaluation. At the local level, there also are no age thresholds for eligibility as a Los Angeles HCM. Given these considerations, the Hilton Universal City Hotel was evaluated for its potential eligibility to the National Register, California Register, and for local listing as an HCM under all applicable criteria.

Based on the historical resources evaluation provided in the *Cultural Resources Assessment Report,* provided in Appendix D of this Draft EIR, and as summarized above under the subsection, Evaluation of Potential Historic Resources, the subject property does not meet the exceptional importance threshold, and, therefore, the Hilton Universal City Hotel is ineligible for federal, State, and local listing under all applicable criteria. **Therefore,**

because the Hilton Universal City Hotel does not qualify as a historical resource under CEQA, the Project would have no direct impact to historical resources.

(b) Indirect Impacts

In addition to assessing the potential for direct impacts, indirect impacts to historical resources within 0.25 miles were also evaluated. A 0.25-mile radius is the typical study area for a dense, urban environment, as it allows for an analysis of potential visual impacts that could occur in such a built-up area; for a less-dense environment, a study area of 0.5 miles would typically be selected. As further analyzed in the *Cultural Resources Assessment Report*, provided in Appendix D of this Draft EIR, six known historical resources were evaluated to determine whether construction of the Project and associated changes in views and/or effects on the setting, feeling, and association of these historical resources would result in a substantial material change to their integrity and significance such that their eligibility would be materially impaired.

Given the distance of three of the historical resources (3787 N Cahuenga Boulevard [The Baked Potato Jazz Club], 3729 N Cahuenga Boulevard [KPFK Radio], and 3655 N Cahuenga Boulevard [Miceli's Italian Restaurant]) all located southwest of the Hollywood freeway, approximately 0.25 miles from the Project Site, their views of the Project would be limited and their historic settings would not be affected; therefore, their potential eligibility as historical resources would not be materially impaired, and indirect impacts would be less than significant. While the Campo de Cahuenga is located within 0.25 miles of the Project Site and is considered an archaeological site, the adobe building is no longer present, and therefore, the Campo de Cahuenga is discussed in threshold (b) below for archeological sites, as is typical of below-ground resources listed on the National Register.

The other three remaining resources include the Lankershim/101 Freeway Bridge and Tunnel, the potential Universal Historic District, and Universal City & Studios.

The Lankershim/101 Freeway Bridge and Tunnel is located 0.22 miles southwest of the Project Site and has no direct view of the Project Site. Therefore, the Lankershim/101 Freeway Bridge and Tunnel is a potentially eligible historical resource which would not be indirectly impacted by the Project due to physical distance from the property setback.

Universal City & Studios (P-19-187794) was recorded in 1977 and given a "3S" CHRIS code, which indicates that it appears eligible for listing on the National Register as an individual resource. The DPR form states that P-19-187794 consists of several buildings, sound stages, offices, warehouses, a twenty-one-story hotel, and a fifteen-story steel and glass administration building, yet it is unclear as to what exactly is considered the individually eligible resource. The potential Universal Historic District is located 0.23 miles to the northeast and has an indirect view of the Project Site.

Universal City & Studios was reevaluated in 2010 as a potentially eligible historic district, the Universal Studios Historic District, with 40 contributing buildings, 20 non-contributing

buildings, and one site of historical, cultural, and architectural significance. The potential district's period of significance is 1912 to 1958 (Historic Resources Group, LLC, 2010).[42] This potential district is located approximately 250 feet to the east and northeast of the Project Site. The potential historic district's setting, which is one of the seven aspects of integrity that could contribute to its eligibility as a historical resource, could potentially be impacted by the Project. However, this potential historical resource does not possess strong integrity with regard to its setting. The potential district's period of significance ended in 1958, and, since then, the Universal City area has experienced exponential growth and change in setting due to infill development by Universal Studios in the 1960s, 1970s, and 1980s. As such, the setting of the potential historic district, including the changes to the Project Site that occurred when the Hilton Universal City Hotel was constructed in 1983, has already been substantially altered; therefore, the Project would have no impact to the setting of the potential historic district. The Project would not affect any of the other six aspects of integrity (location, design, materials, workmanship, feeling, or association) of the potential Universal Historic District since there is no proposed work that will take place in the district and, therefore, no potential for material impairment to it. For the reasons stated above, the Project would not result in an indirect impact to historical resources.

Therefore, based on the above, the Project would not cause an adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines; no direct impacts would occur, and indirect impacts would be less than significant.

(2) Mitigation Measures

No direct impacts on historical resources would occur and indirect impacts on historical resources were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts on historical resources were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

42 Historic Resources Group, LLC. *Historic Resources Technical Report NBC Universal Evolution Plan*. Prepared for Universal City Studios, LLLP, L.P., March 2010. NBC Universal Evolution Plan - Draft Environmental Impact Report (DEIR) (lacity.org), accessed December 2022.

(1) Impact Analysis

As discussed in subsections IV.C.2.b) (3) Archival Research, and IV.C.2.b) (4) Archaeological Survey Methods and Results above, no archaeological resources have been previously recorded within or within close proximity to the Project Site and the pedestrian survey yielded negative results. Review of the *Geotechnical Report* for the Project indicates that the majority of the Project Site contains fill that is underlain by bedrock of the Upper Topanga Formation (which is too old to preserve prehistoric archaeological materials). Alluvium sediments are located in the southwestern portion of the Project Site. Although alluvium sediments typically have the potential to preserve archaeological materials, there is only a marginal amount of these sediments on the Project Site, and they are also located on a slope which would have been an unlikely location for prehistoric and historic period habitation. Lastly, the Project Site has been mostly disturbed by the construction of the Hilton Universal City Hotel, which has likely displaced any resources on the surface, and it is not known to have been subject to historic-period land uses (per review of aerial photographs), which could result in the identification of historic-period archaeological resources. However, the area in the southwestern portion of the Project Site (where a marginal amount of alluvium exists along the slope) has the potential, although low, to contain archaeological material given the existence of the nearby Campo de Cahuenga Adobe, which is located approximately 0.25 miles northwest of the Project Site.

Although there is some limited potential to encounter archaeological resources on the Project Site, the City has established a standard condition of approval to address inadvertent discovery of archaeological resources. Should such archaeological resources be inadvertently encountered, this condition of approval provides for temporary halting of construction activities near the discovery of archaeological resources so the find can be evaluated. An archaeologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the resources. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist. In accordance with the condition of approval, all Project construction activities would be conducted in accordance with regulatory requirements.

Therefore, while development of the Project Site has some potential to encounter buried archaeological resources, with implementation of the City's standard condition of approval to address inadvertent discovery of archaeological resources, there would not be a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and impacts would be less than significant.

(2) Mitigation Measure

Impacts regarding archaeological resources were determined to be less than significant without mitigation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding archaeological resources were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold c) Would the Project disturb any human remains including those interred outside of formal cemeteries?

As discussed in Section VI.6, *Impacts Found Not to Be Significant,* of this Draft EIR and in the Initial Study (**Appendix A**) of this Draft EIR, no human remains are known to exist within the Project Site, and the Project would comply with applicable regulatory requirements in the event human remains are discovered. The results of the records searches and pedestrian survey conducted for the Project and provided in Appendix D further confirm that human remains are not known to exist on the Project Site. Furthermore, not all soils have the potential to preserve archaeological materials, and the soils within the Project Site (from the Upper Topanga Formation) are too old to preserve prehistoric archaeological resources, including human remains. Therefore, a less than significant impact would occur with respect to Threshold (c). No further analysis is required.

e) Cumulative Impacts

(1) Impact Analysis

The City has identified 15 related projects located in the Project area that are currently proposed, have not yet been built, or that are currently under construction (See Chapter III, *General Description of Environmental Setting*, subsection III.2, Related Projects, of this Draft EIR for additional details). One development project is situated within 1,000 feet of the Project Site: NBC Universal Evolution Plan (Related Project No.1). Related Project No. 1 consists of a plan for the future development of the Universal City area. The southwestern portion of Related Project No. 1 is within 500 feet of both the Project Site and the Sheraton Hotel property. The portion of Related Project No. 1 located north of the Sheraton Hotel property and north of Universal Hollywood Drive is designated as Business District. A 1-acre landscaped slope adjacent to both the Sheraton Hotel property and the Project Site, the area adjacent to Project Site to the east, and the property to the east of Universal Hollywood Drive are designated for hotel uses.[43] As stated above, the purpose of Related Project No. 1 is to guide future development of the Universal City

[43] County of Los Angeles. Universal Studios Specific Plan. Ordinance No. 2013-0010. April 2013. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://planning.lacounty.gov/wp-content/uploads/2022/10/Universal-Studios_specific-plan-approved-final_Ordinance.pdf. Accessed July 5, 2023.

area. There are no near-term plans for development proposed within 500 feet of the Project Site and the Sheraton Hotel because areas adjacent to the Project Site are designated for hotel and Business District-related uses.

(a) Historical Resources

A significant cumulative impact associated with the Project and related projects would occur if the impact would render a historical resource or district no longer eligible for listing, and the Project's contribution to the impact would be cumulatively considerable. Although impacts to historic resources tend to be site-specific, cumulative impacts would occur if the Project, related projects, and other future development within the Community Plan area would result in impacts to a designated or potentially eligible historic resource, to other structures or defining characteristics within a historic district, or to resources that are significant within the same context as the Project. As described in the Project-level analysis in subsection IV.C.d)(1) above, the Project would have no direct impacts on historical resources, and indirect impacts on proximate historical resources would be less than significant due to their distance from the Project Site and changes that have occurred to their historical setting. Related Project No.1 guide future development of the Universal City area and consideration of Universal City and Studios as a potential historic district would be considered within that proposed plan. Of the remaining 14 related projects, 12 are located to the south/southwest of the Hollywood Freeway. The final two projects are located approximately 1.1 miles north across the Los Angeles River. Due to the distance of the related projects and different historical context of their settings, the related projects would not result in impacts to the historic resources identified in vicinity of the Project Site. **Therefore, the Project would not have a cumulatively considerable contribution to cumulative impacts, and cumulative impacts on historical resources would be less than significant.**

(b) Archaeological Resources and Human Remains

Impacts related to archaeological resources qualifying as historical resources or unique archaeological resources under CEQA are in most cases site-specific because they occur on a project level as a result of a project's ground disturbance activities during construction and, as such, are assessed on a project-by-project basis. Many of the related projects within the study area would require excavation that could potentially expose or damage archaeological resources. However, the related projects are also located in highly developed urban areas with sites that have been previously disturbed that are on separate sites not adjacent to the Project Site. Therefore, the potential of such related projects to encounter and cause, in conjunction with the Project, a significant cumulative impact on archaeological resources is limited. Further, in association with CEQA review, and depending on the depth of excavation and sensitivity of respective sites, if resources are encountered for the related projects, as with the Project, the City's standard condition of approval would be implemented to address inadvertent discovery of archaeological resources, or where known archaeological sites could be encountered, mitigation measures, including avoidance and preservation in place or other treatment, may be required. **With implementation of the City's standard condition of approval, or**

mitigation measures, if required for related projects, cumulative impacts on archaeological resources associated with related projects and the Project would be less-than-significant.

(2) Mitigation Measures

Cumulative impacts to historical resources and archaeological resources were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative impacts to historic and archaeological resources were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

D. Energy

1. Introduction

This section analyzes impacts on energy resources due to construction and operation of the Project. Section 15126.2 (b) of the California Environmental Quality Act (CEQA) Guidelines states that a project's energy use shall be analyzed to determine the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy, as well as being compliant with building codes and renewable energy features. Appendix G of the State CEQA Guidelines checklist, Section VI, *Energy*, includes questions to assist lead agencies when assessing a project's potential energy impacts. Additionally, State CEQA Guidelines **Appendix F** provides guidance on information to use when evaluating a project's energy use.

In accordance with the applicable Appendix G sections and utilizing guidance from Appendix F of the State CEQA Guidelines, this EIR includes relevant information and analyses that address the energy implications of the Project, focusing on the following three energy resources: electricity, natural gas, and transportation-related energy (petroleum-based fuels). Detailed energy calculations can be found in Appendix F of this Draft EIR. Information found herein, as well as other aspects of the Project's energy implications, are discussed in greater detail elsewhere in this Draft EIR, including in Chapter II*, Project Description*, and Sections IV.A, *Air Quality,* IV.F, *Greenhouse Gas Emissions*, and IV.M.2, *Water Supply*.

2. Environmental Setting

a) Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding energy at the federal, state, regional, and City of Los Angeles levels that apply to the Project. As described below, these plans, guidelines, and laws include the following:

- Energy Independence and Security Act of 2007
- Corporate Average Fuel Economy Standards
- Federal Energy Policy and Conservation Act
- Phase 1 and 2 Heavy-Duty Vehicle GHG Standards

- Public Utility Regulatory Policies Act of 1978
- National Energy Policy Act of 1992
- Energy Policy Act of 2005
- Clean Air Act
- Energy Independence and Security Act of 2007
- Clean Cities Program
- California Senate Bill 1389
- Renewables Portfolio Standards
- California Building Standards
  - California Building Energy Efficiency Standards
  - California Green Building Standards
- California Assembly Bill 1493
- California Air Resources Board
  - Scoping Plan
  - Advanced Clean Car Program
  - Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
  - In-Use Off-Road Diesel Fueled Fleets Regulation
- California Senate Bill 375
- Regional Transportation Plan/Sustainable Communities Strategy
- Green New Deal
- Green Building Code
- City of Los Angeles Mobility Plan 2035
- City of Los Angeles All-Electric Buildings

(1) Federal

(a) Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national greenhouse gas (GHG) emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting mandatory Renewable Fuel Standards (RFS) that require fuel producers to use at least 36 billion gallons of biofuel in 2022;

- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014;
- Requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- Superseded by U.S. Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA) actions described below by (i) establishing miles per gallon (mpg) targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[1]

(b) Corporate Average Fuel Economy Standards

Established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) Standards (49 CFR Parts 531 and 533) reduce energy consumption by increasing the fuel economy of cars and light trucks. The NHTSA and the United States Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for (1) technological feasibility, (2) economic practicality, (3) effect of other standards on fuel economy, and (4) need for the nation to conserve energy. When these standards are raised, automakers respond by creating a more fuel-efficient fleet. In 2012, the NHTSA established final passenger car and light truck CAFE standards for model years 2017 through 2021, which the agency projects will require in model year 2021, on average, a combined fleet-wide fuel economy of 40.3 to 41.0 mpg. Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by USEPA and NHTSA. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[2] USEPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027

1 A "green job," as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

2 United States Environmental Protection Agency, Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles, 2011.

and require the phase-in of a 5- to 25-percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[3]

In March 2020, the USEPA and NHTSA issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule that would maintain the CAFE standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE standards for model year 2020 are 43.7 mpg for passenger cars and 31.3 mpg for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. However, consistent with President Biden's executive order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, USEPA and NHTSA are now evaluating whether and how to replace the SAFE Rule.[4]

(c) Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 (EPCA) is a United States Act of Congress that responded to the 1973 oil crisis by creating a comprehensive approach to federal energy policy. The primary goals of EPCA are to increase energy production and supply, reduce energy demand, provide energy efficiency, and give the executive branch additional powers to respond to disruptions in energy supply. Most notably, EPCA established the Strategic Petroleum Reserve, the Energy Conservation Program for Consumer Products, and CAFE regulations.

(d) Phase 1 and 2 Heavy-Duty Vehicle GHG Standards

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by U.S. EPA and the National Highway Traffic Safety Administration (NHTSA). The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.3 The U.S. EPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.

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3 United States Environmental Protection Agency, Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, 2018.

4 United States District Court for the District Court of Columbia, Union of Concerned Scientists, et al., v. National Highway Traffic Safety Administration, USCA Case No, 19-1230 and consolidated cases (D.C. Cir. 2020) (February 21, 2021 order holding cases in abeyance held in abeyance pending further order of the court and directing the government to file status reports on the agencies' review of the One National Program at 90-day intervals beginning 90 days from the date of the order). Available online at: https://www.4cleanair.org/wp-content/uploads/Documents/UCS-v-NHTSA-Industry%20P-etitioners-Brief-6-26-20.pdf, accessed February 2022.

(e) Public Utility Regulatory Policies Act of 1978 (PURPA), Public Law 95-617

PURPA sought to promote conservation of electric energy. Additionally, PURPA created a new class of nonutility generators (small power producers) from which, along with qualified co-generators, utilities are required to buy power.

PURPA was in part intended to augment electric utility generation with more efficiently produced electricity and to provide equitable rates to electric consumers. Utility companies are required to buy all electricity from qualifying facilities (Qfs) at avoided cost (i.e., the incremental savings associated with not having to produce additional units of electricity). PURPA expanded participation of nonutility generators in the electricity market and demonstrated that electricity from nonutility generators could successfully be integrated with a utility's own supply. In addition, PURPA requires utilities to buy whatever power is produced by Qfs (usually cogeneration or renewable energy). The Fuel Use Act (FUA) of 1978 (repealed in 1987) also helped Qfs become established. Under FUA, utilities were not allowed to use natural gas to fuel new generating technologies, but Qfs, by definition not utilities, were able to take advantage of abundant natural gas and abundant new technologies (such as combined-cycle). The technologies lowered the financial threshold for entrance into the electricity generation business as well as shortened the lead time for constructing new plants.

(f) National Energy Policy Act of 1992 (EPACT92)

EPACT92 calls for programs that promote efficiency and the use of alternative fuels. EPACT92 requires certain federal, state, and local government and private fleets to purchase a percentage of light duty alternative fuel vehicles (AFV) capable of running on alternative fuels each year. In addition, EPACT92 has financial incentives. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. The Act also requires states to consider a variety of incentive programs to help promote AFVs.

(g) Energy Policy Act of 2005

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

(h) Clean Air Act

Clean Air Act (CAA). CAA Section 211(o), as amended by the Energy Policy Act of 2005, requires the Administrator of the U.S. EPA to annually determine a renewable fuel standard (RFS) which is applicable to refineries, importers, and certain blenders of gasoline, and to publish the standard in the Federal Register by November 30 each year. On the basis of this standard, each obligated party determines the volume of renewable fuel that it must ensure is consumed as motor vehicle fuel. This standard is calculated as a percentage, by dividing the amount of renewable fuel that the Act requires to be blended

into gasoline for a given year by the amount of gasoline expected to be used during that year, including certain adjustments specified by the CAA.

(i) Energy Independence and Security Act of 2007

EISA is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting global climate change. Specifically, it:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and
- Reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020. (an increase in fuel economy standards of 40 percent)

(j) Clean Cities Program

The U.S. Department of Energy's (DOE) Clean Cities Program promotes voluntary, locally based government/industry partnerships for the purpose of expanding the use of alternatives to gasoline and diesel fuel by accelerating the deployment of AFVs and building local AFV refueling infrastructure. The mission of the Clean Cities Program is to advance the nation's economic, environmental and energy security by supporting local decisions to adopt practices that contribute to the reduction of petroleum consumption. The Clean Cities Program carries out this mission through a network of more than 80 volunteer coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

(2) State

(a) Senate Bill 1389

Senate Bill (SB) 1389 (Public Resources Code (PRC) Sections 25300–25323; SB 1389) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (PRC Section 25301[a]). The 2020 Integrated Energy Policy Report, the latest published report from CEC, provides the results of the CEC's assessments related to energy sector trends, building decarbonization and energy efficiency, zero-emission vehicles (ZEV), energy equity, climate change adaptation, electricity reliability in Southern California, natural gas assessment, and electricity, natural gas, and transportation energy demand forecasts.

(b) Renewables Portfolio Standards

First established in 2002 under SB 1078, California's Renewables Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible

renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent and (2) to double the energy savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation. On September 10, 2018, former Governor Jerry Brown signed SB 100, which further increased California's RPS and requires retail sellers and local publicly-owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that the California Air Resources Board (CARB) should plan for 100-percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include (1) determining annual procurement targets and enforcing compliance, (2) reviewing and approving each investor-owned utility's renewable energy procurement plan, (3) reviewing contracts for RPS-eligible energy, and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.

In March 2021, the CEC, CPUC, and CARB issued an SB 100 Joint Agency Report that assesses barriers and opportunities to implementing the 100-percent clean electricity policy. The report's initial findings suggest that the goals of SB 100 are achievable, though opportunities remain to reduce overall system costs; however, the report also notes that the findings are intended to inform state planning and are not intended as a comprehensive or prescriptive roadmap to 2045, and future work is needed on critical topics, such as system reliability and land use, and further addresses energy equity and workforce needs. Refer to Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding this regulation.

(c) California Building Standards

(i) California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, effective on January 1, 2023. The 2022 Title 24 standards continue to improve upon the previous versions of Title 24 standards for new construction of, and additions and alterations to, residential and nonresidential buildings, which include efficiency improvements to the residential standards for attics, walls, water heating, and lighting, and efficiency improvements to the non-residential standards include alignment with the

American Society of Heating and Air-Conditioning Engineers *(*ASHRAE) 90.1-2017 national standards.[5]

(ii) California Green Building Standards (Title 24, Part 11)

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11) are commonly referred to as the CALGreen Code. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality.[6] The 2019 CALGreen Code improves upon the 2016 CALGreen Code by updating standards for bicycle parking, electric vehicle charging, and water efficiency and conservation. The 2019 CALGreen Code went into effect on January 1, 2020. On August 11, 2021, the CEC adopted the 2022 Title 24 Standards, which were approved by the California Building Standards Commission for inclusion into the California Building Standards Code in December 2021. The 2022 standards encourage efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 standards.[7] Refer to Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding these standards.

(d) California Assembly Bill 1493 (AB 1493, Pavley)

In response to the transportation sector accounting for more than half of California's carbon dioxide (CO2) emissions, Assembly Bill (AB) 1493 (commonly referred to as CARB's Pavley regulations), enacted on July 22, 2002, requires CARB to set greenhouse gas (GHG) emission standards for new passenger vehicles, light duty trucks, and other vehicles manufactured in and after 2009 whose primary use is non-commercial personal transportation. Phase I of the legislation established standards for model years 2009–2016 and Phase II established standards for model years 2017-2025.[8,9] In March 2020, the National Highway Traffic Safety Administration (NHTSA) and the USEPA issued the SAFE Vehicles Rule, which amends existing CAFE standards and tailpipe CO2 emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026. Refer to Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding this regulation.

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5 California Energy Commission, 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, 2018.

6 California Building Standards Commission, Guide to the 2016 California Green Building Standards Code Nonresidential, 2018.

7 California Energy Commission, 2022 Building Energy Efficiency Standards.

8 California Air Resources Board, Clean Car Standards—Pavley, Assembly Bill 1493.

9 United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, 2012.

(e) California Air Resources Board

(i) Scoping Plan

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.[10] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[11] The 2017 Scoping Plan Update,[12] shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[13] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands

10 CARB. 2008. Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

11 CARB. 2014. First Update to the Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

12 CARB. 2017. California's 2017 Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

13 CARB, California's 2017 Climate Change Scoping Plan, 2017, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires. **Table IV.D-1** , *Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan*, shows the estimated Statewide GHG emissions reductions estimated in the 2022 Scoping Plan.

TABLE IV.D-1
ESTIMATED STATEWIDE GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2022 SCOPING PLAN

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.

[a] 312 – 260 = 52. 52 / 312 = 16.7%

SOURCE: CARB, Final 2022 Climate Change Scoping Plan, November 2022.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Table IV.D-2, *Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan*, provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

TABLE IV.D-2
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that the Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan Update.
Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan Update modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan Update explains the emissions impact of this legislation.
Senate Bill 1020 (SB 1020) (Laird, Chapter 361, Statutes of 2022) *Clean Energy, Jobs, and Affordability Act of 2022*	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The 2022 Scoping Plan Update describes the implications of this legislation on emissions.

Bill/Executive Order	Summary
Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan Update.
Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022) *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan Update describes the next steps and implications of this legislation for the natural and working lands sector.
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high-global warming potential (GWP) HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.

Bill/Executive Order	Summary
Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021) *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in the 2022 Scoping Plan Update as CO2 removal targets for 2030 and 2045 in support of carbon neutrality.
Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net- zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: ● Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. ● Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. ● Coordinate and consult with other state agencies. ● Prioritize actions that leverage state and federal incentives. ● Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The 2022 Scoping Plan Update modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. CO2 Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: ● Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. ● Analyze and project the impact of climate change and other stressors in California's biodiversity.

Bill/Executive Order	Summary
	● Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan Update.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: ● 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. ● 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. ● 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan Update modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: ● Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. ● Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. ● Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and

Bill/Executive Order	Summary
	ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: ● Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. ● Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. ● Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan Update modeling reflects efforts to accelerate ZEV deployment.
Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.
Assembly Bill 65 (AB 65) (Petrie- Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: ● Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. ● Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals.

Bill/Executive Order	Summary
	This Executive Order also calls for CARB to: ● Develop a framework for implementation and accounting that tracks progress toward this goal. ● Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The 2022 Scoping Plan Update is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018) *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. The 2022 Scoping Plan Update reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan Update.
Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018) *Near-zero-emission and Zero-emission Vehicles*	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero- emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this 2022 Scoping Plan Update.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB32's 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet

these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1 starting on page 72 of the Scoping Plan. It includes references to relevant statutes and Executive Orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors such as: smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles (LDV) and zero-emission vehicles (ZEV); truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as the for food products, construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan Update will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a

result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations such as the Green New Deal and Green Building Code. Each of these is discussed further below.

(ii) Advanced Clean Car Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations.[14] The program requires a greater number of zero-emissions vehicle (ZEV) models for years 2015 through 2025 to control smog, soot and GHG emissions. This program includes the Low-Emissions Vehicle (LEV) regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles and the ZEV regulations to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025. In particular, implementation of the ZEV and PHEV regulations reduce transportation fuel consumption by increasing the number of vehicles that are partially or fully electric-powered.

(iii) Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 California Code of Regulations [CCR] Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

(iv) In-Use Off-Road Diesel Fueled Fleets Regulation

Because off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls. In 2007, CARB approved the “In-Use Off-Road Diesel Fueled Fleets Regulation” to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. This regulation sets an anti-idling limit of five minutes for all off-road vehicles 25 horsepower and up. It also establishes emission rates targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these

[14] California Air Resources Board, Clean Car Standards – Pavley, Assembly Bill 1493, https://www.arb.ca.gov/cc/ccms/ccms.htm, last reviewed January 11, 2017. Accessed June 2018.

targets. Revised in October 2016, the regulation enforced off-road restrictions on fleets adding vehicles with older tier engines beginning July 1, 2014. By each annual compliance deadline, a fleet must demonstrate that it has either met the fleet average target for that year or has completed the Best Available Control Technology requirements (BACT). Large fleets have compliance deadlines each year from 2014 through 2023, medium fleets each year from 2017 through 2023, and small fleets each year from 2019 through 2028. While the goal of this regulation is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from the use of more fuel-efficient engines.

(f) SB 375 (Sustainable Communities Strategy)

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan (since updated to 2022 Climate Change Scoping Plan) for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associate with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

(3) Regional

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

SB 375 requires each MPO to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources. For the SCAG region, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted on September 3, 2020, is the current RTP/SCS and is an update to the 2016-2040 RTP/SCS.

The 2020-2045 RTP/SCS focuses on the continued efforts of the previous RTP/SCS plans for an integrated approach in transportation and land use strategies in development of the SCAG region through horizon year 2045. The 2020-2045 RTP/SCS projects that the SCAG region will meet the GHG per capita reduction targets established for the SCAG region of 8 percent by 2020 and 19 percent by 2035. Additionally, its implementation is projected to reduce VMT per capita for the year 2045 by 4.1 percent compared to baseline conditions for the year. Rooted in the 2008 and 2012 RTP/SCS plans, the 2020-2045

RTP/SCS includes “Core Vision” that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by location housing, jobs, and transit closer together, and increasing investments in transit and complete streets. In addition, refer to Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR for additional details regarding these requirements.

(4) Local

(a) Green New Deal

On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[15] Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by five percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was intended to be updated every four years.

In April 2019, Mayor Eric Garcetti released an update to the Sustainable City pLAn renamed as L.A.’s Green New Deal, which consists of a program of actions designed to create sustainability-based performance targets through 2050 to advance economic, environmental, and equity objectives.[16] The Green New Deal augments, expands, and elaborates in more detail the City’s vision for a sustainable future and it tackles the climate emergency with accelerated targets and new aggressive goals.

Within the Green New Deal, climate mitigation is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025, 25 percent by 2035, and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square foot for all building types 22 percent by 2025, 34 percent by 2035, and 44 percent by 2050 (from a baseline of 68 thousand British thermal units (mBTU) per square foot in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025 and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025 and 75 percent by 2035.

15 City of Los Angeles, Sustainable City pLAn, 2015.

16 City of Los Angeles, LA’s Green New Deal, 2019.

- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025, 39 percent by 2035, and 45 percent by 2050.
- Increase the percentage of electric vehicles (EVs) and ZEVs in the city to 25 percent by 2025, 80 percent by 2035, and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025, 95 percent by 2035, and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 pounds of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025 and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within 0.5 mile of a park or open space is at least 65 percent by 2025, 75 percent by 2035, and 100 percent by 2050.

(b) Green Building Code

Chapter IX of the Los Angeles Municipal Code (LAMC) is referred to as the "Los Angeles Green Building Code." which incorporates by reference portions of the CALGreen Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. The Los Angeles Green Building Code includes mandatory measures for newly constructed nonresidential and high-rise residential buildings. The Los Angeles Green Building Code includes some requirements that are more stringent than state requirements such as increased requirements for electric vehicle charging spaces and water efficiency, which results in potentially greater energy demand reductions from improved transportation fuel efficiency and water efficiency. Refer to Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR for additional details.

(c) City of Los Angeles Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.[17] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their

[17] Los Angeles Department of City Planning, Mobility Plan 2035: An Element of the General Plan, approved by City Planning Commission on June 23, 2016 and adopted by City Council on September 7, 2016.

streets. The Mobility Plan includes five main goals that define the City's high-level mobility priorities:

(1) Safety First;

(2) World Class Infrastructure;

(3) Access for All Angelenos;

(4) Collaboration, Communication, and Informed Choices; and

(5) Clean Environments and Healthy Communities.

Each of the goals contains objectives and policies to support the achievement of those goals.

(d) City of Los Angeles All-Electric Buildings

Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

b) Existing Conditions

(1) Electricity

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, for distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

The Los Angeles Department of Water and Power (LADWP) provides electrical service throughout the City, including the Project Site, serving approximately 4 million people within a service area of approximately 465 square miles. Electrical service provided by LADWP is divided into two planning districts: Valley and Metropolitan. The Valley Planning District includes the LADWP service area north of Mulholland Drive, and the Metropolitan Planning District includes the LADWP service area south of Mulholland Drive. The Project Site is located within LADWP's Metropolitan Planning District.

LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. According to LADWP's 2017 Power Strategic Long-Term Resource Plan, LADWP has a net dependable generation capacity greater than 8,009 MW.[18] On August 31, 2017, LADWP's power system experienced a record instantaneous peak demand of 6,502 MW.[19] Approximately 35.2 percent of LADWP's 2021 electricity purchases were from renewable sources, which is greater than the 33.6 percent statewide percentage of electricity purchases from renewable sources.[20] The annual electricity sale to customers for the 2022-2023 fiscal year was forecasted at approximately 22,802 million kWh.[21]

(2) Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. Natural gas provides almost one-third of the State's total energy requirements. Natural gas is measured in terms of cubic feet (cf).

Natural gas is provided to the Project Site by SoCalGas, which is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.6 million customers in more than 500 communities encompassing approximately 20,000 square miles throughout Central and Southern California, from the City of Visalia to the U.S./Mexican border.[22]

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18 Los Angeles Department of Water and Power (LADWP). Facts & Figures. Available at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=j81sbqsso_4&_afrLoop=214061808185836, accessed September 2022.

19 LADWP, Facts & Figures, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=xk0dbq6vu_4&_afrLoop=9598324856637&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D9598324856637%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dfcfwtty0v_25. Accessed September 2022.

20 Los Angeles Department of Water and Power, 2021 Power Content Label, Power Content Label (ladwp.com), accessed December 5, 2022.

21 Los Angeles Department of Water and Power (LADWP), 2017 Power Strategic Long-Term Resource Plan, December 2017, page A-6.

22 Southern California Gas Company (SoCalGas), Company Profile. Company Profile | SoCalGas, accessed December 5, 2022.

SoCalGas receives gas supplies from several sedimentary basins in the western United States and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies.[23] The traditional, southwestern United States sources of natural gas will continue to supply most of SoCalGas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and the use of Canadian sources provide only a small share of SoCalGas supplies due to the high cost of transport.[24] Renewable natural gas comes from the decomposition of organic matter. While not actively used to generate gas supply for the region, renewable natural gas has the potential to become a substantial source of natural gas supply.[25] Gas supply available to SoCalGas is 2,443 million cf per day and available supply from California sources averaged 86 million cf per day in 2021 (the most recent year for which data are available).[26] The annual natural gas sale to customers in 2021 was approximately 891,695 million cf.[27]

(3) Transportation Energy

According to the CEC, transportation accounted for about 39 percent of California's total energy consumption in 2019.[28] In 2021, California consumed 13.8 billion gallons of gasoline and 3.7 billion gallons of diesel fuel.[29] Petroleum-based fuels currently account for more than 90 percent of California's transportation fuel use.[30] However, the State is now working on developing flexible strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce VMT. Accordingly, gasoline consumption in California has declined. The CEC predicts that the demand for gasoline and transportation fossil fuels in general will continue to decline over the next 10 years primarily due to improvements in fuel efficiency and increased electrification.[31]

23 California Gas and Electric Utilities, 2022 California Gas Report, 2022, page 135.

24 California Gas and Electric Utilities, 2022 California Gas Report, 2022, page 136.

25 California Gas and Electric Utilities, 2022 California Gas Report, 2022, page 136.

26 California Gas and Electric Utilities, 2022 California Gas Report, 2022, page 184.

27 Daily natural gas usage in 2021 was 2,443 million cf, annual value derived by multiplying daily values by 365 days.

28 United States Energy Information Administration (USEIA), State Energy Data System, https://www.eia.gov/state/seds/seds-data-complete.php?sid=CA#StatisticsIndicators. Accessed October 2022.

29 CEC, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2021, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting. Accessed October 2022. Diesel is adjusted to account for retail (49.7 percent) and non-retail (50.3 percent) diesel sales.

30 CEC, 2020-2023 Investment Plan Update for the Clean Transportation Program, March 2020. https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/clean-transportation-program-investment-5. Accessed October 2022.

31 California Energy Commission, 2019 Integrated Energy Policy Report, p.228.

According to fuel sales data from the CEC, fuel consumption in Los Angeles County was approximately 3.1 billion gallons of gasoline and 0.45 billion gallons of diesel fuel in 2021.[32]

(4) Project Site

The Project Site is currently developed with the existing Universal Hilton Hotel facilities including the Existing Hotel Building, Existing Ancillary Building, below grade parking garage, and associated amenities. To accommodate the proposed development, the Existing Outdoor Pool Area on the southern portion of the Project Site would be demolished, and the existing North and South Plazas would be reconfigured. These features result in minor energy consumption and are deemed negligible in the evaluation of the energy use of the existing Hotel. Therefore, this energy analysis addresses only the energy profile of the new construction, and the current energy demands from the existing Hotel are not quantified or further addressed in the analysis.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to energy if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or

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

For this analysis, the State CEQA Guidelines Appendix G Thresholds are relied upon. Appendix F of the State CEQA Guidelines was prepared in response to the requirement in Public Resources Code Section 21100(b)(3), which states that an EIR shall include a detailed statement setting forth "[m]itigation measures proposed to minimize significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy." The analysis utilizes factors and considerations identified in Appendix F of the State CEQA Guidelines, as appropriate, to assist in answering the Appendix G questions. The factors to evaluate energy impacts under Threshold (a) include:

a. The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation,

[32] CEC, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2021, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting. Accessed October 2022. Diesel is adjusted to account for retail (49.7 percent) and non-retail (50.3 percent) diesel sales.

maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed. In addition, this analysis considers whether the Project would consume a substantially greater amount of energy, in either the construction or operational phase, than similar projects, in order to evaluate whether the Project would use energy that is "wasteful, inefficient, and unnecessary";

b. The effects of the Project on local and regional energy supplies and on requirements for additional capacity;

c. The effects of the Project on peak and base period demands for electricity and other forms of energy;

d. The effects of the Project on energy resources; and

e. The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

In addition, with regard to potential impacts to energy, the 2006 L.A. CEQA Thresholds Guide states that a determination of significance shall be made on a case-by case basis considering the following factor, which is also utilized to evaluate Threshold (a):

f. The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

In accordance with Appendix F of the State CEQA Guidelines, the degree to which the Project complies with existing energy standards and whether the Project conflicts with adopted energy conservation plans are considered, as appropriate, to evaluate impacts under Threshold (b).

Appendix G of the CEQA Guidelines also includes a threshold question in the Utilities and Service Systems section regarding electric power and natural gas facilities. The Initial Study in **Appendix A** of this Draft EIR determined that environmental impacts relating to the relocation or construction of new or expanded electric power or natural gas facilities, the construction or relocation of which could cause significant environmental effects would be less than significant and that no further analysis of this topic in an EIR or mitigation measures are required.

b) Methodology

This analysis addresses the Project's potential energy usage, including electricity, natural gas, and transportation fuel. Energy consumption during both construction and operation is assessed. Specific analysis methodologies are discussed below. Calculations are provided in Appendix F of this Draft EIR, and are based on the same assumptions as are used in Section IV.A, *Air Quality*, and Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR.

(1) Construction

Project construction is estimated to start in 2024, but may commence at a later date. If, for various site planning, financial, or other reasons, the onset of construction is delayed to a later date than assumed in the modeling analysis, construction impacts would be similar to or less than those analyzed because a more energy-efficient and cleaner burning construction equipment and vehicle fleet mix would be expected in the future. This is because state regulations require construction equipment fleet operators to phase-in less polluting heavy-duty equipment and trucks over time. Construction energy consumption would result primarily from transportation fuels (e.g., diesel and gasoline) used for haul trucks, heavy-duty construction equipment, and construction workers traveling to and from the Project Site. Construction activities can vary substantially from day to day, depending on the specific type of construction activity and the number of workers and vendors traveling to the Project Site. This analysis considers these factors and provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources. This analysis is based on estimated maximum construction activities.

(a) Electricity

Construction electricity was estimated for a temporary construction office, for construction equipment that would use electricity as an alternative to diesel fuel, and for water usage from dust control. The amount of construction office space for the Project was assumed to be a temporary trailer up to 2,000 square feet and was modeled using CalEEMod (version 2022.1.1.9).[33] In addition, electricity from water conveyance for dust control was also calculated based on the estimated exposed area and water needs to cover the area during construction activity (e.g., demolition, site preparation, grading, and foundation activities). Default CalEEMod water electricity intensity factors were used to convert the volume of water needed to electricity demand from water conveyance.

(b) Natural Gas

Natural gas from construction activities would not be consumed during Project construction because natural gas equipment was not specified by the Project construction representative and is not typically used during construction. Therefore, natural gas associated with construction activities was not calculated.

(c) Transportation Fuels

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and GHG emissions provided in the CalEEMod construction output files included in **Appendix B** of this Draft EIR. The total GHG emissions are then multiplied by kilograms of CO_2 per gallon of fuel gasoline and diesel equipment. Fuel consumption from construction worker, vendor, and delivery/haul trucks was calculated using the default trip rates and distances provided in the CalEEMod (version 2022.1.1.9).

[33] California Air Pollution Control Officers Association, California Emissions Estimator Model, 2022, http://caleemod.com/, accessed April 2023.

Total VMT was then calculated for each type of construction-related trip and divided by the corresponding county-specific mpg factor using CARB's EMission FACtor (EMFAC) 2021 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include a mix of light duty gasoline automobiles and light duty gasoline trucks and construction vendor and delivery/haul trucks were assumed to be heavy-duty diesel trucks. Refer to Appendix F of this Draft EIR for detailed energy calculations.

Energy use during construction was forecasted by assuming a conservative estimate of construction activities (i.e., maximum daily equipment usage levels). The energy usage required for Project construction has been estimated based on the number and type of construction equipment that would be used during Project construction, the extent that various equipment are utilized in terms of equipment operating hours or miles driven, the estimated duration of construction activities based on information received from the Project applicant, and the operation of an onsite construction trailer. Energy for construction worker commuting trips has been estimated based on the predicted number of workers for the various phases of construction and the estimated VMT based on CalEEMod modelling. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulatory requirements that would minimize the amount of energy usage during construction. These measures are also discussed in Section IV.A, *Air Quality*, and Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR.

The construction equipment and haul trucks would likely be diesel-fueled, while the construction worker commute vehicles would primarily be gasoline-fueled. For the purposes of this assessment, however, it is conservatively assumed that all heavy-duty construction equipment and haul trucks would be diesel-fueled. The estimated fuel economy for heavy-duty construction equipment is based on fuel consumption factors from the CARB off-road vehicle (OFFROAD) emissions model, which is a state-approved model for estimating emissions from off-road heavy-duty equipment. The estimated fuel economy for haul trucks and worker commute vehicles is based on fuel consumption factors from the CARB EMFAC2021 emissions model, which is a state-approved model for estimating emissions on-road vehicles and trucks. Therefore, this energy assessment is consistent with the modeling approach used for other environmental analyses in this Draft EIR and consistent with general CEQA standards.

(2) Operation

Operation of the Project would require energy in the form of electricity and natural gas for building space and water heating, cooling, cooking, lighting, water demand and wastewater treatment, consumer electronics, and other energy needs, and transportation fuels, primarily gasoline, for vehicles traveling to and from the Project Site.

(a) Electricity

Annual consumption of electricity (including electricity usage associated with the supply and conveyance of water) from Project operation was calculated using demand factors

provided in CalEEMod, software version 2022.1.1, which is based on the 2019 Title 24 standards. CalEEMod has not been updated to include correction factors for the 2022 Title 24 standards, which includes additional building energy reductions and associated GHG emissions reductions as compared to the 2019 Title 24 standards. The Project would be required to comply with applicable Title 24 Building Energy Efficiency Standards. Thus, to provide a more conservative analysis, the analysis of building energy-related GHG emissions for the Project is based on the 2019 Title 24 standards and does not reflect additional building energy reductions and associated GHG emissions reductions from 2022 Title 24 compliance. Energy usage from water demand (e.g., electricity used to supply, convey, treat, and distribute) was estimated based on the size of the new building additions and facilities. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulations and its land use transportation characteristics that would minimize the amount of energy usage during operations. These features and characteristics are also discussed in Chapter II, *Project Description*, Section IV.A, *Air Quality*, Section IV.F, *Greenhouse Gas Emissions*, Section IV.H, *Land Use and Planning*, and Section IV.M, *Utilities and Service Systems*, of this Draft EIR.

The Project's estimated energy demand was analyzed relative to LADWP's existing and planned energy supplies for the Project buildout year (2027) to determine if the utility company would be able to meet the Project's energy demands. Operational energy impacts were assessed based on the increase in energy demand from the operation of the new facilities.

(b) Natural Gas

Annual consumption of natural gas from Project operation was calculated using demand factors provided in CalEEMod based on the 2019 Title 24 standards. As stated above, the Project will be required to comply with the applicable Title 24 Building Energy Efficiency Standards, which may be updated in future iterations of CalEEMod to provide additional building energy reductions and associated GHG emissions reductions. However, to provide a more conservative analysis that is consistent with CalEEMod version 2022.1.1, the analysis of building energy-related GHG emissions for the Project is based on the 2019 Title 24 standards. Natural gas demand for the Project would be generated mainly by building heating and cooking. The Project's estimated energy demand was analyzed relative to SoCalGas' existing and planned energy supplies for the Project buildout year (2027) to determine if the utility company would be able to meet the Project's energy demands.

(c) Stationary Sources

Stationary sources would also include an emergency generator with one emergency rated at approximately 450 kilowatts (603 horsepower), which would provide emergency power primarily for lighting and other emergency building systems. The emergency generator would result in consumption of diesel fuel during maintenance and testing operations. Emergency generators are permitted by the SCAQMD and regulated under SCAQMD

Rule 1470. Maintenance and testing would not occur daily, but rather periodically, up to 50 hours per year per Rule 1470.

(d) Transportation Fuels

Energy impacts associated with transportation during operation were also assessed. Energy demand due to the trips generated by employees and visitors to and from the Project Site was estimated based on the predicted number of trips to and from the Project Site and the estimated VMT obtained from the *2023 Transportation Analysis Addendum* prepared for the Project included in **Appendix K-4** of this Draft EIR.[34] Based on the Project's annual operational VMT, gasoline and diesel consumption rates were calculated using the county-specific mpg in EMFAC2021. The vehicle fleet mix for vehicles anticipated to visit the Project Site was calculated consistent with the CalEEMod default for the Project Site area in the South Coast Air Basin, which includes Los Angeles County. Supporting calculations are provided in Appendix F of this Draft EIR. These calculations were also used to determine if the Project would cause the wasteful, inefficient and/or unnecessary consumption of energy as required by Appendix F of the State CEQA Guidelines.

c) Project Design Features

The Project would be designed to meet the CALGreen Code as adopted by the City through the incorporation of green building techniques and other sustainability features, including those within the City of Los Angeles Green Building Code, where applicable. In addition, the Project would incorporate GHG-PDF-1 (refer to Project Design Feature GHG-PDF-1 in Section IV.F, *Greenhouse Gas Emissions,* of this Draft EIR). With this Project Design Feature, the Project would be designed to achieve the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification level or equivalent for new buildings and includes the incorporation of water conservation features, solid waste reduction features, and optimization of building energy performance, which will minimize building energy demand and associated air pollutant emissions. Refer to Project Design Feature WS-PDF-1 (Water Conservation Features) in Section IV.M, *Utilities and Service Systems*, of this Draft EIR. Project Design Feature WS-PDF-1 includes water conservation features that reduce operational GHG emissions. Refer to Project Design Feature TRAF-PDF-1 (Transportation Demand Management [TDM] Program) in Section IV.K, *Transportation*, of this Draft EIR. Project Design Feature TRAF-PDF-1 would require implementation of a TDM Program to reduce Project VMT and thereby reduce operational transportation fuel consumption.

[34] Linscott, Law & Greenspan, Engineers. *2023 Transportation Analysis Addendum for Hilton Universal City Project.* City of Los Angeles, California. April 2023.

d) Analysis of Project Impacts

Threshold a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, and unnecessary consumption of energy resources, during project construction or operation?

The Project would consume energy during construction and operational activities. Sources of energy for these activities would include electricity usage, natural gas consumption, and transportation fuels (diesel and gasoline).

(1) Impact Analysis

(a) The Project's Energy Requirements and its Energy Use Efficiencies by Amount and Fuel Type for Each Stage of the Project Including Construction, Operation, Maintenance, and/or Removal. If Appropriate, the Energy Intensiveness of Materials may be Discussed

(i) Construction

During Project construction, which is anticipated to occur for approximately 30 months, energy would be consumed in the form of electricity on a limited basis for powering lights, electronic equipment, and for water conveyance for dust control. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction workers traveling to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

As shown in **Table IV.D-3**, *Summary of Energy Use During Project Construction*, the summary of the annual average electricity, gasoline fuel, and diesel fuel estimated to be consumed during Project construction is provided. Each of these is discussed and analyzed in greater detail in the sections below.

TABLE IV.D-3
SUMMARY OF ENERGY USE DURING PROJECT CONSTRUCTION [a]

Energy Type	Total Quantity	Annual Average Quantity During Construction
Electricity[b]		
Water Consumption	2,624 kWh	1,075 kWh
Construction Office [b]	99,929 kWh	40,936 kWh
Total Electricity	**102,553 kWh**	**42,011 kWh**
Gasoline		
On-Road Construction Equipment	100,797 gallons	41,292 gallons
Off-Road Construction Equipment	0 gallons	0 gallons
Total Gasoline	**100,797 gallons**	**41,292 gallons**
Diesel		
On-Road Construction Equipment	147,244gallons	60,319 gallons
Off-Road Construction Equipment	263,218gallons	107,828gallons
Total Diesel	**410,462 gallons**	**168,147 gallons**

kWh = kilowatt-hours

[a] Detailed calculations are provided in Appendix F of this Draft EIR.

[b] Construction office includes electricity consumption from lighting, plug load, and small electric equipment.

SOURCE: ESA, 2022.

(a) Electricity

During construction of the Project, electricity would be consumed, on a limited basis, to power lighting and electric equipment to supply and convey water for dust control, and to operate an on-site construction trailer. Electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site.

As shown in Table IV.D-3, annual average construction electricity usage would be approximately 42,011 kWh. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption.

As shown in Table IV.D-3, annual construction electricity usage would be approximately 42,011 kWh and would be within the supply and infrastructure capabilities of LADWP

(forecasted to be 26,748 GWh net energy load in the 2025–2026 fiscal year).[35] The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Project's net annual operational electricity. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Furthermore, the electricity used for off-road light construction equipment would have the co-benefit of reducing construction-related air pollutant and GHG emissions from more traditional construction-related energy in the form of diesel fuel. **Therefore, Project impacts from construction electrical demand would be less than significant and would not result in the wasteful, inefficient, and unnecessary consumption of energy.**

(b) Natural Gas

As stated above, construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus, there would be no expected demand generated by construction of the Project. Therefore, Project impacts on natural gas supply and infrastructure associated with construction activities would be less than significant.

(c) Transportation Energy

Table IV.D-3 reports the estimated amount of petroleum-based transportation energy that is expected to be consumed during Project construction. Energy calculations are provided in Appendix F of this Draft EIR. During Project construction, on- and off-road vehicles would consume an estimated annual average of approximately 41,292 gallons of gasoline and approximately 168,147 gallons of diesel. As noted above, project construction activities would last for approximately 29 months. For comparison purposes only, and not for the purpose of determining significance, the fuel usage during Project construction would represent approximately 0.001 percent of the 2021 annual on-road gasoline-related energy consumption of approximately 3,061,000,000 gallons and approximately 0.04 percent of the 2021 annual diesel fuel-related energy consumption of approximately 445,328,032 gallons in Los Angeles County,[36] as shown in Appendix F of this Draft EIR.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current petroleum production and consumption and future trends, oil production and consumption will grow

35 Los Angeles Department of Water and Power defines its future electricity supplies in terms of sales that will be realized at the meter. Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017, Appendix A, Table A-1, accessed December 5, 2022.

36 California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2010-2021, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting, accessed January 28, 2022. Diesel is adjusted to account for retail (49.7 percent) and non-retail (50.3 percent) diesel sales.

through 2050. Crude oil supply and utilization in the United States is expected to return to pre-pandemic levels starting in 2023 and stabilize in the long term and therefore would be sufficient to sustain the projected oil consumption through 2050.[37]

Construction of the Project would utilize fuel-efficient equipment consistent with state and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in 13 CCR, and fuel requirements in accordance with 17 CCR Section 93115. The Project would benefit from fuel and automotive manufacturers' compliance with CAFE standards, which would result in more efficient use of transportation fuels (lower consumption). As such, the Project would indirectly comply with regulatory measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines.

In addition, the Project would divert mixed construction and demolition debris to City-certified construction and demolition waste processors using City-certified waste haulers, consistent with the Los Angeles City Council approved Ordinance No. 181519 (LAMC Chapter VI, Article 6, Section 66.32-66.32.5). Diversion of mixed construction and demolition debris would reduce truck trips to landfills, which are typically located some distance away from City centers, and would increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption.

Based on the analysis above, construction would utilize energy only for necessary on-site activities and to transport construction materials and demolition debris to and from the Project Site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment and fuels would result in less fuel combustion and energy consumption, and thus minimize the Project's construction-related transportation energy use. **Therefore, construction of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and impacts would be less than significant.**

(ii) Operation

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, appliances, emergency generator, cooling tower, and electric vehicle charging stations. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. **Table IV.D-4**, *Summary of Annual New Energy Use During Project Operation*, provides a summary of the annual average

[37] USEIA, 2023. Annual Energy Outlook 2023, March 16, 2023. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed May 2023.

electricity, natural gas, gasoline fuel, and diesel fuel estimated to be consumed during Project operations. Each of these is discussed and analyzed in greater detail in the sections below.

TABLE IV.D-4
SUMMARY OF ANNUAL NEW ENERGY USE DURING PROJECT OPERATION [a,b]

Energy Type	Annual Quantity [b, c]
Electricity	
Building Energy	4,781,064 kWh
EV Charging	75,482 kWh
Water Conveyance	226,599 kWh
Total Electricity	**5,083,145kWh**
Natural Gas	
Building Energy	8,244,524 cf
Mobile Sources	1,078,170cf
Total Natural Gas	**9,322,694 cf**
Transportation	
Gasoline	368,176 gallons
Diesel	69,115 gallons
Stationary Sources	
Emergency Generators	1,150 gallons

NOTES: kWh = kilowatt-hours; cf = cubic feet

[a] Detailed calculations are provided in Appendix F of this Draft EIR.
[b] Totals may not add up exactly due to rounding of decimals.
[c] Project electricity and natural gas estimates for buildings assume compliance with applicable Title 24 and CALGreen requirements

(a) Electricity

LADWP is required to procure at least 33 percent of its energy portfolio from renewable sources by 2020. Additionally, the RPS requires that the percentage of renewable sources be increased to 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. LADWP's current sources include wind, solar, geothermal, hydroelectric, and biomass/biowaste sources. These sources accounted for 35.2 percent of LADWP's overall energy mix in 2021, the most recent year for which data are available, and represent the available off-site renewable sources of energy that would meet the Project's energy demand.[38]

LADWP generates its load forecast based on multiple forms of data from various agencies, including historical sales from the General Accountings Consumption and

[38] California Energy Commission, Utility Annual Power Content Labels for 2021, Los Angeles Department of Water and Power. Power Content Label (ladwp.com), accessed December 5, 2022.

Earnings report, historical Los Angeles County employment data provided from the State's Economic Development Division, plug-in electric vehicle (PEV) projections from the CEC account building permits when determining electricity load forecasts, solar rooftop installations from the Solar Energy Development Group, electricity price projections from LADWP's Financial Services Organization, and LADWP program efficiency forecasts.[39] In addition, LADWP considers projected Los Angeles County building permit amounts calculated by the UCLA Anderson School of Management when determining its load forecast and would therefore account for the Project's electricity demand.[40]

As a result, in 2017 Power Strategic Long-Term Resource Plan, LADWP forecasts that its total energy load in the 2027-2028 fiscal year (the Project's buildout year) would be 24,078 GWh of electricity.[41,42] As such, the Project-related increase in annual electricity consumption of 5,083,145 kWh (5.1 GWh) per year would represent approximately 0.021 percent of LADWP's projected energy load for 2027-2028 and, therefore, would be within LADWP's projected electricity supplies.

As previously described in Subsection IV.D.3.c), *Energy – Project Design Features*, the Project incorporates a variety of energy and water conservation measures and features that are consistent with and go beyond state and local energy policies to reduce energy usage and minimize energy demand. With incorporation of GHG-PDF-1 (refer to Project Design Feature GHG-PDF-1 in Section IV.F, *Greenhouse Gas Emissions,* of this Draft EIR), the Project would be designed to achieve the equivalent of the LEED Gold Certification level or equivalent for new buildings and would include sustainability features such as the use of materials and finishes that emit low quantities of volatile organic compounds; the installation of HVAC systems that utilize ozone-friendly refrigerants; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The Project's parking garage expansion would provide infrastructure for vehicular charging stations per the requirements of the City.[43] The Hotel Expansion Building would also utilize the recycling program and facilities that are currently located in the Existing Hotel Building. In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as

39 Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, p. 70, 2017.

40 Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, p. 67, 2017.

41 LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

42 Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resource Plan, p. A-6, 2017.

43 The Project would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into a minimum of 30 percent of the parking spaces (approximately 140 spaces), with 10 percent of the LAMC-required spaces further improved with electric vehicle charging stations (approximately 47 spaces).

a leak-detection system and water-saving pool filters which would have the benefit of reducing the electricity used for operation of water systems (refer to Chapter II, *Project Description*, of the Draft EIR, for additional details). The Project's water conservation features are included as Project Design Feature WS-PDF-1.

Therefore, with the incorporation of the Project's energy and water saving measures and features, operation of the Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity and impacts would be less than significant.

(b) Natural Gas

As reported in Table IV.D-4, with compliance with applicable Title 24 standards and applicable 2019CALGreen Code requirements, at buildout, the Project is projected to consume approximately 9,322,694 cf per year of natural gas. As discussed above, in addition to complying with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen Code), the Project incorporates project design features to further reduce natural gas use. The Project incorporates Green Building Features as described above and in Section IV.F, *Greenhouse Gas*, of this Draft EIR, which includes building features, such as installation of energy-efficient heating, and hot water systems.

As stated above, the Project's demand for natural gas is estimated to be 9,322,694 cf per year, or approximately 25,542 cf per day. Based on the 2022 California Gas Report, the California Energy and Electric Utilities, a collective of California utility companies, estimates natural gas consumption within SoCalGas's planning area will be approximately 2,221 million cf per day in 2027 (the Project's buildout year), with a capacity of approximately 3,435 million cf per day.[44] The Project would account for approximately 0.001 percent of the 2027 forecasted capacity in SoCalGas's planning area. As previously described in Subsection IV.D.3.c), *Energy – Project Design Features*, the Project would incorporate GHG-PDF-1 and WS-PDF-1 which are energy conservation measures and features to reduce energy usage and minimize energy demand. Therefore, with the incorporation of these measures and features, operation of the Project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas and impacts would be less than significant.

(c) Stationary Sources

The Project would also include an emergency generator that would require periodic testing, which would consume diesel fuel. As shown in Table IV.D-4, diesel fuel usage would be approximately 1,150 gallons per year related to testing and maintenance of the

44 California Gas and Electric Utilities, 2022 California Gas Report, p. 186, 2022.

emergency generator[45]. The emergency generator would only be used during emergency situations and during required testing.

(d) Transportation Energy

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. A majority of the vehicle fleet that would be used by Project employees and guests would consist of light-duty automobiles and light-duty trucks, which are subject to federal fuel efficiency standards. Annual trips for the Project were estimated using trip rates provided in the *2023 Traffic Analysis Addendum* included in Appendix K-4 of this Draft EIR.[46]

As reported in Table IV.D-4, the Project's estimated increase in petroleum-based fuel usage would be approximately 368,176 gallons of gasoline and 69,115 gallons of diesel per year.. Based on the California Energy Commission's *California Annual Retail Fuel Outlet Report*, Los Angeles County consumed 3,061,000,000 gallons of gasoline and 445,328,032 gallons of diesel fuel in 2021.[47] For comparison purposes only, the Project would account for 0.012 percent of County gasoline consumption and 0.016 percent of County diesel consumption.

Based on current petroleum production and consumption and future trends, oil production and consumption will grow through 2050.[48] Crude oil supply and utilization in the United States is expected to return to pre-pandemic levels starting in 2023 and stabilize in the long term and therefore would be sufficient to sustain the projected oil consumption through 2050.[49] The Project would benefit from fuel and automotive manufacturers' compliance with CARB's Low-Emission Vehicle (LEV-III) Program and CAFE standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also indirectly benefit from Pavley Standards, which are designed to reduce vehicle GHG emissions by mandating increasingly stringent emissions standards on new vehicles but would also result in fuel savings from more efficient engines in addition to compliance with CAFE standards.

The Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. As discussed in detail in Section IV.F, *Greenhouse Gas Emissions*, the Project's design and

45 Analysis assumes up to 50 hours total per year of emergency generator testing and maintenance per SCAQMD Rule 1470.

46 Linscott, Law & Greenspan, Engineers. *2023 Transportation Analysis Addendum Hilton Universal City Project.* City of Los Angeles, California. April 2023.

47 California Energy Commission, California Annual Retail Fuel Outlet Report, 2021, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting. Accessed September 2022.

48 USEIA, 2023. Annual Energy Outlook 2023, March 16, 2023. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed May 2023.

49 USEIA, 2023. Annual Energy Outlook 2023, March 16, 2023. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed May 2023.

characteristics would be consistent with and support the goals of the 2020-2045 RTP/SCS. The Project represents an infill development within an HQTA, which, as discussed in Section IV.F, *Greenhouse Gas Emissions*, is defined as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.[50] The Project Site is located within 0.25 mile of public transportation opportunities, including the Metro B (Red) Line (Universal City/Studio City Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive and Metro bus routes Local 155 and 224. In addition, the Project would also provide up to 118 on-site bicycle parking spaces, which is above the requirements of the LAMC, and would also include access to end of trip facilities such as showers for Project employees available withing the Existing Hotel Building. Project design provides for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into a minimum of 30 percent of the parking spaces, with 10 percent of the code-required spaces further improved with electric vehicle charging stations. The Project would provide residents and visitors with access to public transit and opportunities for walking and biking, which would facilitate a reduction in VMT and related vehicular GHG emissions. These and other measures would further promote a reduction in VMT and subsequent reduction in vehicular fuel consumption.[51]

For all the reasons stated above, the Project would minimize operational transportation fuel demand consistent with state, regional, and City goals. **Therefore, for all these reasons, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy for transportation purposes and impacts would be less than significant**.

(b) The Effects of the Project on Local and Regional Energy Supplies and on Requirements for Additional Capacity.

(i) Construction

As discussed above, electricity would be consumed during Project construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site. While temporary power poles would be installed to provide electricity during Project construction, the existing off-site infrastructure would not have to be expanded or newly developed to provide electrical service to the Project Site during construction or demolition. Electricity demand during Project construction would be 0.8 percent of the Project's annual operational electricity consumption, which would be within the supply and infrastructure capabilities of LADWP. Thus, the Project would not result in an increase in demand for

50 SCAG, 2020-2045 RTP/SCS, May 2020, pp. 23 and 51.

51 Linscott, Law & Greenspan, Engineers. *Transportation Analysis Addendum for Hilton Universal City Project.* City of Los Angeles, California. September 19, 2022.

electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new facilities or expansion of existing facilities.

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be required to support Project construction activities; thus, there would be no demand generated by construction. However, the Project would involve installation of new natural gas connections to serve the Project Site buildings. Since the Project Site is located in an area already served by existing natural gas infrastructure, the Project would not require extensive off-site infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to grading/trenching activities in order to place the lines below surface.

As stated above, transportation fuel usage during Project construction activities would represent approximately 0.001 percent of the 2021 annual gasoline usage and 0.04 percent of the 2021 annual diesel usage within Los Angeles County, respectively. Construction transportation energy would be provided by existing retail service stations and from existing mobile fuel services that are typically needed to deliver fuel to a construction site to refuel the off-road construction equipment at the Project Site, and, therefore, no new facilities would be required.

As detailed above, energy consumption during construction would not be substantial (compared to existing and projected Countywide consumption) and energy supplies of the existing purveyors are sufficient to serve the Project. **Therefore, construction of the Project would not significantly affect the local and/or regional energy supplies and would not require additional capacity and impacts would be less than significant.**

(ii) Operation

(a) Electricity

As stated above, based on LADWP's 2017 Power Strategic Long-Term Resource Plan, LADWP forecasts that its total energy sales in the 2027–2028 fiscal year (the Project's buildout year) will be 24,078 GWh of electricity.[52] The Project-related increase in annual electricity consumption of 5,083,145 kWh per year would represent approximately 0.021 percent of LADWP's projected sales. The LADWP 2017 Power Strategic Long-Term Resource Plan identifies adequate resources (natural gas, coal) to support future generation capacity.[53] Based on these factors, LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's operational electricity demand, and thus, the Project would not require additional infrastructure (i.e., a substation).

52 LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

53 LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2017.

(b) Natural Gas

As stated above, the Project's estimated demand for natural gas is 9,322,694 cf per year, or approximately 25,542 cf per day. Based on the 2022 California Gas Report, the California Energy and Electric Utilities estimates that natural gas consumption within SoCalGas' planning area will be approximately 2,221 million cf per day in 2027, and SoCalGas will have a capacity of approximately 3,435 million cf per day.[54] This report predicts gas demand for all sectors (residential, commercial, industrial, energy generation and wholesale exports) and presents best estimates, as well as scenarios for hot and cold years. The Project would account for approximately 0.001 percent of the 2027 forecasted capacity in SoCalGas' planning area. Furthermore, SoCalGas expects overall natural gas demand to decline through 2035, even accounting for population and economic growth, with efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. The 2022 California Gas Report states, "SoCalGas projects total gas demand to decline at an annual rate of 1.5% from 2022 to 2035. By comparison, the total gas demand had been projected to decline at an annual rate of 1.1 percent in the 2020 California Gas Report. The forecasted, accelerated decline in throughput demand is being driven by modest economic growth and the forecasted energy efficiency and fuel substitution. Other factors that contribute to the downward trend are tighter standards created by revised Title 24 Codes and Standards, and renewable energy goals that impact gas-fired electricity."[55] As such, SoCalGas' existing and planned natural gas capacity, supplies and infrastructure would be sufficient to serve the Project's demand.

(c) Stationary Sources

As stated above, the Project would consume an increase of 1,150 gallons of diesel per year from required emergency generator testing and maintenance. For comparison purposes, the transportation-related fuel usage for the Project would represent less than 0.001 percent of the 2021 annual diesel-related energy consumption in Los Angeles County.[56] Based on current petroleum production and consumption and future trends, oil production and consumption will grow through 2050.[57] Crude oil supply and utilization in the United States is expected to return to pre-pandemic levels starting in 2023 and stabilize in the long term and therefore would be sufficient to sustain the projected oil consumption through 2050.[58] Further, emergency generators would be used for very limited applications including emergency situations and required testing and

54 California Gas and Electric Utilities, 2022 California Gas Report, Table 33, p. 186, 2022.

55 California Gas and Electric Utilities, 2022 California Gas Report, p. 115, 2022.

56 CEC, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2021, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting. Accessed October 27, 2020.

57 USEIA, 2023. Annual Energy Outlook 2023, March 16, 2023. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed May 2023.

58 USEIA, 2023. Annual Energy Outlook 2023, March 16, 2023. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed May 2023.

maintenance. As such, existing and planned transportation fuel supplies would be sufficient to serve the Project's demand.

(d) Transportation Energy

As stated above, at buildout, the Project would consume an increase of 368,176 gallons of gasoline and 70,265 gallons of diesel per year. For comparison purposes, the transportation-related fuel usage for the Project would represent approximately 0.012 percent of the 2021 annual on-road gasoline- and 0.016 percent of the 2021 annual on-road diesel-related energy consumption in Los Angeles County.[59] Detailed calculations are shown in in Appendix F of this Draft EIR. Operational transportation energy would be provided by existing retail service stations, and, as such, no new retail service stations would be required. Based on current petroleum production and consumption and future trends, oil production and consumption will grow through 2050.[60] Crude oil supply and utilization in the United States is expected to return to pre-pandemic levels starting in 2023 and stabilize in the long term and therefore would be sufficient to sustain the projected oil consumption through 2050.[61] As such, existing and planned transportation fuel supplies would be sufficient to serve the Project's demand.

The analysis above demonstrates that energy consumption during operation would be minimal compared to existing and forecasted supply. The Project would not affect the local and/or regional energy supplies and would not require additional capacity. As such, Project impacts would be less than significant.

(c) The Effects of the Project on Peak and Base Period Demands for Electricity and Other Forms of Energy

As discussed above, electricity demand during construction and operation of the Project would have a negligible effect on the overall capacity of LADWP's power grid and base load conditions. With regard to peak load conditions, the LADWP power system experienced an all-time high peak of 6,502 MW on August 31, 2017.[62] The LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. LADWP's peak demand forecast accounts for a

59 CEC, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2021, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting. Accessed October 27, 2020.

60 USEIA, 2023. Annual Energy Outlook 2023, March 16, 2023. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed May 2023.

61 USEIA, 2023. Annual Energy Outlook 2023, March 16, 2023. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed May 2023.

62 Los Angeles Department of Water and Power, Facts & Figures. https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=7s7pxavcq_17&_afrLoop=288073190197028&_afrWindowMode=0&_afrWindowId=2dx72pcjd_1#%40%3F_afrWindowId%3D2dx72pcjd_1%26_afrLoop%3D288073190197028%26_afrWindowMode%3D0%26_adf.ctrl-state%3D2dx72pcjd_127. Accessed October 2022.

growth rate of 0.4 percent over the next ten years (approximately 30 MW per year).[63] Based on LADWP estimates for 2027-2028, the base case peak demand for the power grid is 6,182 MW.[64] Under peak conditions, the Project would consume 5,083,145 kWh on an annual basis, which is equivalent to a maximum instantaneous peak demand of approximately 1,289 kW (assuming a load factor of 45 percent). In comparison to the LADWP power grid forecasted base peak load of 6,182 MW for 2027-2028, the Project would represent approximately 0.021 percent of the LADWP base peak load conditions. In addition, as noted above, LADWP's peak demand forecast accounts for a growth rate of 0.4 percent annually. Therefore, LADWP's capacity considering their peak demand forecast would be sufficient to account for future electrical demand by the Project.[65]

With regard to peak natural gas demand, the 2022 California Gas Report estimates for the peak 1-in-35 cold year for SoCalGas, the demand would be 2,647 million cf per day in 2027.[66] As described above, the Project is anticipated to use 25,542 cf per day and would represent approximately 0.001 percent of the SoCalGas peak demand conditions. Therefore, Project natural gas demand during operational activities would have a negligible impact on peak demands of natural gas supplies.

Therefore, the Project's electrical and natural gas consumption during operational activities would have a negligible effect on peak load conditions of the power grid and natural gas supplies. As such, impacts would be less than significant.

(d) Effects of the Project on Energy Resources

As discussed above, LADWP's electricity generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal wind and hydropower. The LADWP 2017 Power Strategic Long-Term Resource Plan identifies adequate resources (natural gas, coal) to support future generation capacity, and, as discussed above, LADWP's existing and planned electricity capacity and supplies would be sufficient to serve the Project's electricity demand. As discussed above in the Regulatory Framework, one of the objectives of SB 350 was to increase the procurement of California's electricity from renewable sources from 33 percent to 50 percent by 2030. Accordingly, LADWP is required to procure at least 50 percent of its energy portfolio from renewable sources by 2030. The current sources of LADWP's renewable energy include wind, solar, geothermal, hydroelectric, and biomass/biowaste sources. These sources account for 35.2 percent of LADWP's overall energy mix in 2021, which is the most recent

63 Los Angeles Department of Water and Power (LADWP), 2017 Power Strategic Long-Term Resource Plan, December 2017, page 74.

64 Los Angeles Department of Water and Power (LADWP), 2017 Power Strategic Long-Term Resource Plan, December 2017, Appendix A, Table A-1.

65 Los Angeles Department of Water and Power (LADWP), 2017 Power Strategic Long-Term Resource Plan, December 2017, page 74.

66 SoCalGas. 2022 California Gas Report. Page 179. Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf (socalgas.com) (socalgas.com). Accessed December 2022.

year for which data are available.[67] These represent the available off-site renewable sources of energy that would meet the Project's energy demand. LADWP has committed to providing an increasing percentage of its energy portfolio from renewable sources so as to exceed the RPS requirements, by increasing to 50 percent by 2025 (5 years before the 2030 requirement), 55 percent by 2030, and 65 percent by 2036.[68] The Project would not conflict with LADWP's ability to procure the required amount of renewable energy, as energy consumption is less than 1 percent of LADWP's forecasted supply.

With regard to on-site renewable energy sources, the Project would meet the applicable requirements of the Los Angeles Green Building Code and the CALGreen Code. Due to the Project Site's location, on-site renewable energy sources other than photovoltaic panels would not be feasible as there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydroelectric, digester gas, fuel cells, landfill gas, methane, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Additionally, wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin. Specifically, based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential.[69] However, with compliance with the applicable codes, including the installation of Solar Art windows on 100 percent of the building, the Project would support renewable energy.

As discussed above, natural gas supplied to the Southern California area is mainly sourced from out of state with a small portion originating in California. Sources of natural gas for the Southern California region are obtained from locations throughout the western United States, as well as Canada.[70] According to the U.S. Energy Information Administration (EIA), the United States currently has approximately 92 years of natural gas reserves based on 2018 consumption.[71] Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years.[72] For example, having a more energy efficient building envelope would reduce the amount of natural gas required for heating. Therefore, Project construction and operation activities would have a negligible effect on natural gas supply.

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67 California Energy Commission, Utility Annual Power Content Labels for 2021, Los Angeles Department of Water and Power.

68 Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, p. ES-3, 2017.

69 California Energy Commission, California Wind Resource Potential, https://planning.lacity.org/eir/8150Sunset/References/6.0.%20Other%20CEQA%20Considerations/OTHER.05_CEC,%20California%20Wind%20Resource%20Potential_August%202014.pdf. Accessed October 2020.

70 California Gas and Electric Utilities, 2020 California Gas Report, 2020.

71 U.S. Energy Information Administration, How much natural gas does the United States have, and how long will it last?, last updated February 4, 2020, https://www.eia.gov/tools/faqs/faq.php?id=58&t=8. Accessed August 2020.

72 California Gas and Electric Utilities, 2020 California Gas Report, 2020

As stated earlier in the discussion under Threshold (a), transportation fuels (gasoline and diesel) are produced from crude oil, which can be provided domestically or imported from various regions around the world. Based on current petroleum production and consumption and future trends, oil production and consumption will grow through 2050.[73] Crude oil supply and utilization in the United States is expected to return to pre-pandemic levels starting in 2023 and stabilize in the long term and therefore would be sufficient to sustain the projected oil consumption through 2050.[74] The Project would comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel efficiency to reduce fuel consumption. Therefore, Project construction and operation activities would have a negligible effect on the transportation fuel supply.

For all the reasons stated above, the Project would minimize construction and operational energy (electricity and natural gas) and transportation fuel demand to the extent feasible and would not substantially impact energy resources. **Therefore, Project construction and operation impacts on energy resources would be less than significant.**

(e) The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As discussed in Section IV.F, *Greenhouse Gas Emissions*, and Section IV.H*, Land Use and Planning*, of this Draft EIR, the 2020-2045 RTP/SCS presents the transportation vision for the region through the year 2045 and provides a long-term investment framework for addressing the region's transportation and related challenges.[75] As discussed in detail in Section IV.F, *Greenhouse Gas Emissions*, the Project's design and its characteristics would be consistent with and support, and therefore, not conflict with, the goals of the 2020-2045 RTP/SCS. The Project represents an infill development within an HQTA as it is located within 0.25 mile of public transportation opportunities, including the Metro B (Red) Line Universal City/Studio City Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive and Metro bus routes Local 155 and 224. In addition, the Project would also provide up to 118 on-site bicycle parking spaces, which is above the requirements of the LAMC, and would also include access to facilities such as showers for Project employees, which would continue to be provided at the Existing Hotel Building. Project design provides for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into a minimum of 30 percent of the parking spaces, with 10 percent of the code-required spaces further improved with electric vehicle charging stations. The Project would implement a variety

73 USEIA, 2022. Annual Energy Outlook 2022, March 3, 2022. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed April 2022.

74 USEIA, 2023. Annual Energy Outlook 2023, March 16, 2023. Available online at: https://www.eia.gov/outlooks/aeo/. Accessed May2023.

75 SCAG, 2020-2045 RTP/SCS, September 2020.

of TDM strategies (see Section IV.K, *Transportation,* of this Draft EIR for more information) that would further reduce Project-related trips and VMT, which would, in turn, result in the reduction of fuel consumption. The Project Site location and TDM strategies would be consistent with regional plans to improve transportation efficiency. These measures would further promote a reduction in VMT.

As a result, operation of the Project would encourage and result in reduced transportation energy and provide residents, employees, and visitors with multiple convenient alternative transportation options. **Therefore, the Project encourages the use of efficient transportation energy use and efficient transportation alternatives and impacts would be less than significant.**

(f) The degree to which the Project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

The current Los Angeles Green Building Code requires compliance with applicable Title 24 standards and the CALGreen Code, and is more stringent than state requirements. As detailed in the Section IV.F, *Greenhouse Gas Emissions*, the Project would comply with the Los Angeles Green Building Code to reduce GHG emissions by increasing energy-efficiency beyond requirements, reducing indoor and outdoor water demand, and complying with applicable California Title 24 Building Energy Efficiency Standards, CALGreen Code, and the Los Angeles Green Building Code. Per Project Design Feature GHG-PDF-1, the Project would be designed to optimize energy performance and reduce building energy cost, consistent with the building energy performance standards of the Los Angeles Green Building Code. The Project would also meet the mandatory measures of the Los Angeles Green Building Code, which as mentioned above are more stringent than the CALGreen Code, by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The HVAC system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency by reducing heat loss and heat gain in the building envelope. The Project has also committed to meeting the LEED Gold standard which requires energy efficiencies beyond those required by Title 24 Building Energy Efficiency Standards, the Los Angeles Green Building Code, or the CALGreen Code. Some sustainability features included in the Project that will help to meet the LEED Gold standards include: the use of materials and finishes that emit low quantities of volatile organic compounds; the installation of HVAC systems that utilize ozone-friendly refrigerants; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters. Therefore, the Project would be consistent with the Los Angeles Green Building Code and exceed City requirements by meeting LEED Gold standards.

With implementation of these features along with complying with state and local energy efficiency standards, the Project would exceed applicable energy conservation policies and regulations beyond City requirements and impacts would be less than significant.

(g) Conclusion Regarding Threshold (a)

As demonstrated by the analyses of the eight criteria discussed above, the Project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The Project's energy usage during peak and base periods would also be consistent with electricity, natural gas, and transportation fuel future projections for the region. During operations, the Project would comply with and exceed existing minimum energy efficiency requirements such as the applicable Title 24 standards and CALGreen Code. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. **Therefore, Project impacts related to energy use under Threshold (a) would be less than significant during construction and operation, and would not cause wasteful, inefficient, and unnecessary consumption of energy.**

(2) Mitigation Measures

Impacts with respect to the wasteful, inefficient, and unnecessary consumption of energy resources during Project construction or operation would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts with respect to the wasteful, inefficient, and unnecessary consumption of energy resources during Project construction or operation would be less than significant without mitigation. Therefore, no mitigation measures are required, and the impact level remains less than significant.

Threshold b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

(1) Impact Analysis

A detailed discussion of the Project's comparison with the applicable actions and strategies in the L.A.'s Green New Deal is provided in Section IV.F, *Greenhouse Gas Emissions*. As discussed therein, the Project is designed in a manner that is consistent with and not in conflict with relevant energy conservation plans that are intended to encourage development that results in the efficient use of energy resources. Electricity and natural gas usage during Project operations, as reported in Table IV.D-2, would be minimized through compliance with applicable regulatory requirements for the design of

new buildings, including the provisions set forth in the Title 24 standards[76], applicable CALGreen Code requirements, and the Los Angeles Green Building Code. Furthermore, the Project incorporates energy-conservation measures beyond regulatory requirements, such as the Project would be designed to meet the USGBC LEED Gold Certification, including installing energy efficient appliances that meet the USEPA ENERGY STAR rating standards or equivalent (as specified in Project Design Feature GHG-PDF-1). The Project would also incorporate water conservation features, such as installing water fixtures that exceed applicable standards, and implementing water-efficient landscaping techniques (as specific in Project Design Feature WS-PDF-1).

The Project would also be consistent with and would not conflict with regional planning strategies that address energy conservation. As discussed above and in Section IV.F, *Greenhouse Gas Emissions*, as well as Section IV.H, *Land Use and Planning*, of this Draft EIR, the 2020-2045 RTP/SCS focuses on creating livable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of the approach, the 2020-2045 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, encouraging the reduction of building energy use, and increasing use of renewable sources. The Project's design, its increase in density on an infill site within a HQTA in proximity to transit, its proximity to existing off-site retail, restaurant, entertainment, commercial, and job destinations, and its walkable environment would achieve a reduction in VMT. These land use characteristics are included in the transportation fuel demand for the Project's mobile sources. Additional detailed information regarding these land use characteristics are provided in Section IV.A*, Air Quality* and Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR.

As a result, the Project would implement project design features and incorporate water conservation, energy conservation, landscaping, and other features consistent with applicable actions and strategies in the L.A.'s Green New Deal (Sustainable City pLAn 2019), including features that go beyond those specified by regulations such as the City's Green Building Code such as achieving LEED Gold Certification as detailed in Project Design Feature GHG-PDF-1 (refer to Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR).

Construction equipment would comply with federal, state, and regional requirements where applicable. With respect to truck fleet operators, the USEPA and NHSTA have adopted fuel efficiency standards for medium- and heavy-duty trucks. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans,

76 On August 11, 2021, the CEC adopted the 2022 Title 24 Standards, which were approved by the California Building Standards Commission for inclusion into the California Building Standards Code in December 2021. The 2022 standards encourage efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 standards. The Project would comply with 2019 Title 24 Standards as the Project building permit application was filed in 2022

and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[77] The USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[78] The energy modeling for trucks does not take into account specific fuel reductions from these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory standards; however, these regulations would have and overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of five minutes at a location and the phase-in of off-road emission standards that result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy.

With respect to operational transportation-related fuel usage, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles through incorporation of TRAF-PDF-1 (TDM Program) which include strategies such as providing transit subsidies for employees; promotions and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices; bicycle parking per LAMC; and secure bicycle parking and shower facilities. Further, the Project supports transportation efficiency by locating hotel, recreational and restaurant uses at an urban infill location with an existing street grid and in proximity to existing public transit options and in proximity to off-site uses (i.e., commercial, retail, entertainment and businesses uses) and would allow people in the community to utilize the nearby Project Site land uses.

Thus, based on all of the above, construction and operation of the Project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency and would comply with existing energy standards. As such, impacts would be less than significant.

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77 United States Environmental Protection Agency, Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles, August 2011, https://nepis.epa.gov/Exe/ZyPDF.cgi/P100BOT1.PDF?Dockey=P100BOT1.PDF. Accessed October 2022.

78 United States Environmental Protection Agency, Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, October 25, 2016, https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf. Accessed October 2022.

(2) Mitigation Measures

Impacts with regard to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency during Project construction and operation would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts with regard to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency during Project construction and operation would be less than significant. Therefore, no mitigation measures are required, and the level of impact would remain less than significant.

e) Cumulative Impacts

(1) Impact Analysis

(a) Threshold (a): Wasteful, Inefficient and Unnecessary use of Energy

Cumulative impacts occur when the incremental effects of a project are significant when combined with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. As presented in Chapter III, *Environmental Setting*, of this Draft EIR, the City has identified 15 related projects located within 1.1 miles of the Project Site. The geographic context for the analysis of cumulative impacts on electricity is LADWP's service area and the geographic context for the analysis of cumulative impacts on natural gas in SoCalGas' service area, because the Project and related projects are located within the service boundaries of LADWP and SoCalGas. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the Project in the context of County-wide consumption. Growth within these geographies is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

(i) Electricity

Buildout of the Project, related projects, and additional forecasted growth in LADWP's service area would cumulatively increase the demand for electricity supplies and on infrastructure capacity.

LADWP, in coordination with the CEC, account for future increases in service area demand based on various economic, population, and efficiency factors. LADWP relies on multiple forms of data from various agencies, including historical sales from the General Accountings Consumption and Earnings report, historical Los Angeles County employment data provided from the State's Economic Development Division, PEV projections from the CEC account building permits when determining electricity load forecasts, solar rooftop installations from the Solar Energy Development Group, electricity

price projections from the LADWP's Financial Services Organization, and LADWP program efficiency forecasts.[79] As described in LADWP's 2017 Power Strategic Long-Term Resource Plan, LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards.[80] The 2017 Power Strategic Long-Term Resource Plan takes into account future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements.[81] Accordingly, LADWP considers projected Los Angeles County building permit amounts calculated by the UCLA Anderson School of Management when determining its load forecast and would, therefore, account for the Project's and the related projects' electricity demand within its forecasts.[82] Thus, LADWP considers growth from related projects within its service area for the increase in demand for electricity, as well as the need for energy infrastructure, such as new or expanded energy facilities.

LADWP forecasts that its total energy sales in the 2027-2028 fiscal year will be 24,078 GWh of electricity.[83,84] As stated above, based on the Project's estimated electrical consumption of 5,083,145 kWh/year, the Project would account for approximately 0.021 percent of LADWP's total projected sales. Thus, although Project development would result in the use of renewable and non-renewable electricity resources during construction and operation, which could affect future availability, the Project's use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient, and would be consistent with growth expectations for LADWP's service area. The Project would also incorporate additional energy efficiency measures outlined in Project Design Features GHG-PDF-1 and WS-PDF-1 (refer to Section IV.F, *Greenhouse Gas Emissions*, and Section IV.M, *Utilities and Services Systems*, of this Draft EIR). Further, LADWP has issued a will-serve letter confirming that the Project is part of the total load growth forecast, has been taken into account in the planned growth of the City's power system, and would not adversely affect the LADWP electrical grid.[85] As with the Project, during construction and operation, the related projects would be required to adhere to any applicable energy conservation features, comply with applicable

79 Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017, page 70.

80 Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017, page ES-2.

81 Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017, page ES-2.

82 Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017, page 67.

83 LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

84 Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, Appendix A, Table A-1, 2017.

85 LADWP, Will Serve - 555 Universal Hollywood Dr - Hotel Expansion Development, November 2022. Included in Appendix M-1 of this Draft EIR.

codes and regulations, including the applicable Title 24 standards at the time of each project's application, and CALGreen Code, and incorporate mitigation measures to reduce energy uses, as necessary. Each of the related projects would be reviewed by the local utility provider to identify necessary electricity service connections to meet the needs of their respective projects. In addition, the local utility provider would provide service letters (which take into account all current uses and projected future development projects) for each related project confirming availability of adequate electricity supplies and infrastructure as part of the total load growth of the regional power system and Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project Site area. **As such, the Project's impacts together with related projects impacts related to wasteful, inefficient or unnecessary use of electricity would not be cumulatively considerable and the Project would not have a significant cumulative impact on electricity.**

(ii) Natural Gas

Buildout of the Project, related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and on infrastructure capacity. Natural gas infrastructure is typically expanded in response to increasing demand and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area, including the Project and related projects also served by the existing SoCalGas infrastructure, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. Additionally, "will-serve" letters are provided for individual projects, in which SoCalGas determines whether sufficient infrastructure is in place to provide natural gas service to a project. As part of the "will-serve" letter process, SoCal Gas takes into account all uses (including future development projects) in the service area to ensure that local and regional infrastructure is adequate.

As stated above, based on the 2022 California Gas Report, the CEC estimates natural gas consumption within SoCalGas' planning area will be approximately 2,221 million cf per day in the Project's buildout year.[86] The Project would account for approximately 0.001 percent of the forecasted consumption in SoCalGas' planning area. As stated above, SoCalGas forecasts take into account projected population growth and development based on local and regional plans, and the Project's growth and development would not conflict with those projections. Although Project development would result in the use of natural gas resources, which could affect future availability, the use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient would fall within SoCalGas' consumption forecasts, and would be consistent with regional and local growth expectations for SoCalGas' service area. The Project would also incorporate additional energy efficiency measures outlined in Project Design Feature GHG-PDF-1 (refer to

86 California Gas and Electric Utilities, 2022 California Gas Report, p. 186.

Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR). Furthermore, the related projects would be required to adhere to any applicable energy conservation features, comply with applicable codes and regulations, including the applicable Title 24 standards at the time of each project's application, and CALGreen Code, and incorporate mitigation measures to reduce natural gas use, as necessary. **As such, the Project's impacts together with related projects impacts related to wasteful, inefficient or unnecessary use of natural gas would not be cumulatively considerable and the Project would not have a significant cumulative impact on natural gas.**

(iii) Stationary Sources

Similar to the Project, related projects' fuel consumption from emergency generators would be limited to emergency situations and testing and maintenance as required under SCAQD Rule 1470. **As such, the Project's impact together with related projects impacts related to wasteful, inefficient, or unnecessary use of diesel fuel for emergency generators would not be cumulatively considerable and the Project would not have a significant cumulative impact.**

(iv) Transportation Energy

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the State and region. As described above, at buildout, the Project would consume 368,176 gallons of gasoline and 70,265 gallons of diesel per year. For comparison purposes, the transportation-related fuel usage for the Project would represent approximately 0.012 percent of the 2021 annual on-road gasoline- and 0.016 percent of the 2021 annual on-road diesel-related energy consumption in Los Angeles County, as shown in Appendix F, of this Draft EIR.

Petroleum currently accounts for 90 percent of California's transportation energy sources; however, over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce VMT which would reduce reliance on petroleum fuels.

The Project would be consistent with the energy efficiency policies in the 2020-2045 RTP/SCS, such as proximity to public transportation options to encourage multi-modal transportation, provision of bicycle parking, and additional energy efficiency measures outlined in Project Design Features GHG-PDF-1 and WS-PDF-1 (refer to Section IV.F, *Greenhouse Gas Emissions*, and Section IV.M, *Utilities and Services Systems*, of this Draft EIR). By its very nature, the 2020-2045 RTP/SCS is a regional planning tool that addresses cumulative growth and resulting environmental effects. Furthermore, as with the Project, the related projects would need to adhere to any applicable provisions of the 2020-2045 RTP/SCS that would promote VMT reductions, including encouraging the use of alternative modes of transportation and other design features that would be compatible with the land use types of those related project sites, which would reduce vehicle fuel

consumption. Related projects, as with the Project, would be required to implement TDM programs to reduce potentially significant VMT and transportation impacts. **For the reasons stated above, the Project's impacts together with related projects impacts related to wasteful, inefficient or unnecessary use of transportation fuel would not be cumulatively considerable and the Project would not have a significant cumulative impact on transportation energy.**

(v) Conclusion Regarding Threshold (a)

Based on the analysis provided above, the Project's impacts related to the wasteful, inefficient, or unnecessary consumption of energy (i.e., electricity, natural gas, and transportation energy) would not be cumulatively considerable during construction or operation. **As such, the Project's impacts, together with related projects impacts, would not be cumulatively considerable; therefore, the Project's cumulative energy impacts under Threshold (a) would be less than significant.**

(b) Threshold (b): Consistency with State or Local Plans

(i) Electricity

Buildout of the Project, related projects, and additional forecasted growth in LADWP's service area would cumulatively increase the demand for electricity supplies and on infrastructure capacity. However, as discussed above, LADWP and the CEC account for increases in demand and load forecast based on various economic, population, and efficiency factors and relies on multiple forms of data from various agencies.[87] In addition, LADWP considers some anticipated loads from beyond City limits but within Los Angeles County when determining its load forecast and would therefore account for the Project's and the related projects' electricity demand within its forecasts.[88]

Moreover, the Project would also incorporate energy efficiency measures outlined in Project Design Feature GHG-PDF-1 (refer to Section IV.F, *Greenhouse Gas Emissions* of this Draft EIR) that exceed applicable local and state energy plans and standards. Related projects, as with the Project, would be required to implement electricity conservation features, comply with applicable electricity efficiency plans and standards including the Los Angeles Green Building Code, the Title 24 standards and CALGreen Code, and incorporate mitigation measures, as necessary under CEQA. Related projects, as with the Project, would also be required to evaluate potential impacts related to consistency with the City's Green New Deal standards, and local and regional supplies or capacity based on regional growth plans, such as the LADWP energy supply projections for long-term planning.

As such, the Project's contribution to cumulative impacts due to conflicting with or obstruction of a state or local plan for renewable energy or energy efficiency

87 LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2017, page 70.

88 LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2017, page 67.

would not be cumulatively considerable and cumulative impacts would be less than significant.

(ii) Natural Gas

Buildout of the Project, related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and on infrastructure capacity. However, as discussed above, SoCalGas forecasts take into account projected population growth and development based on local and regional plans, and the Project's growth and development would not conflict with those projections.

The Project would also incorporate additional energy efficiency measures outlined in Project Design Feature GHG-PDF-1 (refer to Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR) that exceed applicable local and state energy plans and standards. Related projects, as with the Project, would be required to implement natural gas conservation features, comply with applicable regulations including the Los Angeles Green Building Code, the Title 24 standards and CALGreen Code, and incorporate mitigation measures, as necessary under CEQA. Related projects, as with the Project, would also be required to evaluate potential impacts related to consistency with the City's Green New Deal standards, and local and regional supplies or capacity based on regional growth plans, such as the SoCalGas energy supply projections for long-term planning.

As such, the Project's contribution to cumulative impacts due to conflicting with or obstruction of a state or local plan for renewable energy or energy efficiency would not be cumulatively considerable and cumulative impacts would be less than significant.

(iii) Stationary Sources

Similar to the Project, related projects would be required to comply with SCAQMD Rule 1470 which limits emergency generator testing and maintenance to a maximum of 50 hours per year. **As such, the Project's contribution to cumulative impacts due to conflicting with or obstruction of a state or local plan for renewable energy or energy efficiency would not be cumulatively considerable and cumulative impacts would be less than significant.**

(iv) Transportation Energy

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. However, as discussed above, the Project would not conflict with the energy efficiency policies in the 2020-2045 RTP/SCS. As discussed previously, the Project would support statewide efforts to improve transportation energy efficiency by locating at an infill location close to existing off-site retail, restaurant, entertainment, commercial, and employment destinations. Siting land use development projects at infill sites is consistent with the State's overall goals to reduce VMT as outline in the 2020-2045 RTP/SCS for the region, which seeks improved access and mobility by emphasizing "growth in areas rich with

destinations and mobility options."[89] The 2020-2045 RTP/SCS is a regional planning tool that address cumulative growth and resulting environmental effects and is applicable to the Project and related projects with respect to transportation energy efficiency. Related projects would be required under CEQA to evaluate if their respective developments would conflict with the energy efficiency policies in the 2020-2045 RTP/SCS, including policies related to per capita VMT targets, promotion of alternative forms of transportation, proximity to public transportation options, and provisions for encouraging multi-modal and energy efficient transit by accommodating bicycle parking and EV chargers at or above regulatory requirements. Furthermore, as with the Project, the related projects within the Project vicinity and HQTA would similarly be required to demonstrate consistency with the provisions of the SCAG 2020-2045 RTP/SCS and other applicable transportation and land use plans that encourage reductions in VMT by encouraging the use of alternative modes of transportation, TDM strategies, and other design features that promote VMT reductions.

Since the Project would not conflict with the 2020-2045 RTP/SCS, the Project's contribution to cumulative impacts due to wasteful, inefficient or unnecessary use of transportation fuel would not be cumulatively considerable and cumulative impacts would be less than significant.

(v) Conclusion

Based on the above, the Project's contribution to cumulative impacts with respect to conflicting or obstructing a state or local plan for renewable energy or energy efficiency would not be cumulatively considerable and cumulative impacts would be less than significant.

(2) Mitigation Measures

Cumulative impacts with regard to energy use during Project construction and operation would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative impacts during Project construction and operation would be less than significant. When considered together with related projects, energy impacts would not result in a cumulatively considerable impact. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

89 Southern California Association of Governments, 2020-2045 RTP/SCS, September 2020, page 11.

IV. Environmental Impact Analysis

E. Geology and Soils

1. Introduction

This section evaluates potential geologic and soils hazards of the Project, including the potential for the Project to cause direct or indirect impacts associated with existing environmental conditions that could cause, in whole or in part, fault rupture, ground shaking, liquefaction of soils, expansion of soils, and/or landslide. Impacts regarding these topics are based on the *Updated Geotechnical Engineering Investigation for the Proposed Hilton Universal City Expansion Project* (Geotechnical Report)[1] and *Response to City of Los Angeles Soils Report Review Letter* (Response Letter),[2] which are provided together as **Appendix E-1** of this Draft EIR. The Geotechnical Report was approved by the Los Angeles Department of Building and Safety (LADBS) in January 2023.[3] The approval letter from LADBS is also provided in Appendix E-1 of this Draft EIR. This section also evaluates the potential for the Project to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. This component of the analysis is in part based on a *Paleontological Resources Assessment Report*,[4] which is included as **Appendix E-2** of this Draft EIR.

2. Environmental Setting

a) Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Geology and Soils at the federal, State, regional, and local levels that apply to the Project. As described below, these plans, guidelines, and laws include the following:

- Earthquake Hazards Reduction Act

1 Geotechnologies, Geotechnical Engineering Investigation for the Proposed Hilton Universal City Expansion Project for APN 2424-044-022, 555 Universal Hollywood Drive, Los Angeles, CA 91608, September 14, 2022. File No. 21578.

2 Geotechnologies, Response to City of Los Angeles Soils Report Review Letter Proposed Hilton Los Angeles/Universal City Expansion for APN 2424-044-022, 555 Universal Hollywood Drive, Los Angeles, CA 91608, December 8, 2022. File No. 21578.

3 City of Los Angeles, Department of Building and Safety, Geology and Soils Report Approval Letter, January 10, 2023. This letter is also included in Appendix E-1.

4 ESA, Paleontological Resources Assessment Report, 2023.

- National Pollutant Discharge Elimination System (NPDES)
- Society for Vertebrate Paleontology Standard Guidelines
- Alquist-Priolo Earthquake Act
- Seismic Hazards Mapping Act
- California Building Code
- California Public Resources Code (PRC) Section 5097.5
- Los Angeles General Plan Safety Element
- General Plan Conservation Element
- Los Angeles Municipal Code (LAMC)

(1) Federal

(a) Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1977 to "reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program." To accomplish this, the Earthquake Hazards Reduction Act established the National Earthquake Hazards Reduction Program (NEHRP). This program was substantially amended by the NEHRP Reauthorization Act of 2004 (Public Law 108-360).

NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under NEHRP help inform and guide local planning and building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which a proposed project would be required to adhere.

(b) National Pollutant Discharge Elimination System (NPDES)

The NPDES Program has been responsible for substantial improvements to our nation's and state's water quality since 1972. The NPDES permit sets erosion control standards and requires implementation of nonpoint source control of surface drainage through the application of a number of Best Management Practices (BMPs). NPDES permits are required by Section 402 of the Clean Water Act.[5]

5 https://www.epa.gov/cwa-404/clean-water-act-section-402-national-pollutant-discharge-elimination-system. Accessed May 2022.

(c) Society for Vertebrate Paleontology Standard Guidelines

The Society for Vertebrate Paleontology (SVP) has established standard guidelines[6] that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. The Paleontological Resources Preservation Act (PRPA) of 2009 calls for uniform policies and standards that apply to fossils on all federal public lands. All federal land management agencies are required to develop regulations that satisfy the stipulations of the PRPA. As defined by the SVP,[7] significant nonrenewable paleontological resources are:

> *Fossils and fossiliferous deposits here are restricted to vertebrate fossils and their taphonomic and associated environmental indicators. This definition excludes invertebrate or paleobotanical fossils except when present within a given vertebrate assemblage. Certain invertebrate and plant fossils may be defined as significant by a project paleontologist, local paleontologist, specialists, or special interest groups, or by lead agencies or local governments.*

As defined by the SVP,[8] significant fossiliferous deposits are:

> *A rock unit or formation which contains significant nonrenewable paleontologic resources, here defined as comprising one or more identifiable vertebrate fossils, large or small, and any associated invertebrate and plant fossils, traces, and other data that provide taphonomic, taxonomic, phylogenetic, ecologic, and stratigraphic information (ichnites and trace fossils generated by vertebrate animals, e.g., trackways, or nests and middens which provide datable material and climatic information). Paleontologic resources are considered to be older than recorded history and/or older than 5,000 years BP [before present].*

Based on the significance definitions of the SVP,[9] all identifiable vertebrate fossils are considered to have significant scientific value. This position is adhered to because vertebrate fossils are relatively uncommon, and only rarely will a fossil locality yield a statistically significant number of specimens of the same genus. Therefore, every vertebrate fossil found has the potential to provide significant new information on the taxon it represents, its paleoenvironment, and/or its distribution. Furthermore, all geologic

6 Society of Vertebrate Paleontology, Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources, 2010, https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines-1.pdf Accessed May 2022.

7 Society of Vertebrate Paleontology, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources: standard guidelines, Society of Vertebrate Paleontology News Bulletin 163:22-27, 1995.

8 Society of Vertebrate Paleontology, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources.

9 Society of Vertebrate Paleontology, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources.

units in which vertebrate fossils have previously been found are considered to have high sensitivity. Identifiable plant and invertebrate fossils are considered significant if found in association with vertebrate fossils or if defined as significant by project paleontologists, specialists, or local government agencies.

(2) State

(a) Alquist-Priolo Earthquake Act

The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act) was signed into law December 22, 1972 (revised in 1994) and codified into State law in the Public Resources Code as Division 2, Chapter 7.5 to address hazards from earthquake fault zones. The purpose of this law is to mitigate the hazard of surface fault rupture by regulating development near active faults. As required by the Act, the State has delineated Earthquake Fault Zones (formerly Special Studies Zones) along known active faults in California, which vary in width around the fault trace from about 200 to 500 feet on either side of the fault trace. Cities and counties affected by the zones must regulate certain development projects within the zones. The State Geologist is also required to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Local agencies enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than State law requires. According to the Alquist-Priolo Earthquake Fault Zoning Act, before a project that is within an Alquist-Priolo Earthquake Fault Zone can be permitted, cities and counties shall require a geologic investigation, prepared by a licensed geologist, to demonstrate that buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a distance to be established by a California Certified Engineering Geologist. Although setback distances may vary, a minimum 50-foot setback is typically required.

(b) Seismic Hazards Mapping Act

In order to address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990 (Public Resources Code Sections 2690–2699.6). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate “seismic hazard zones.” Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of their project sites have been investigated and appropriate mitigation measures, if any, have been incorporated into development plans. The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plans and to encourage the adaptation of land use management policies and regulations to reduce and mitigate seismic hazards to protect public health and safety. Under PRC Section 2697, cities and counties must require, prior to the approval of a project located in a seismic hazard zone, submission of a geotechnical report defining and delineating any seismic hazard.

(c) California Building Code

The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress facilities, and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or those standards are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The 2019 edition of the CBC is based on the 2018 International Building Code (IBC) published by the International Code Council. The code is updated triennially, and the 2019 edition of the CBC was published by the California Building Standards Commission on July 1, 2019, and became effective January 1, 2020. Every three years, the State adopts new codes (known collectively as the California Building Standards Code) to establish uniform standards for the construction and maintenance of buildings, electrical systems, plumbing systems, mechanical systems, and fire and life safety systems. Sections 17922, 17958 and 18941.5 of the California Health and Safety Code require that the latest edition of the California Building Standards Code apply to local construction 180 days after publication. The significant changes to Title 24 in the 2019 edition can be found at California Department of General Services website.[10]

(d) California PRC Section 5097.5

California PRC Section 5097.5 provides protection for paleontological resources on public lands, where Section 5097.5(a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

10 State of California Department of General Services. Building Standards Commission Codes. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo/ Accessed Month May 2022.

(3) Local

(a) City of Los Angeles General Plan

(i) Safety Element

The City's General Plan Safety Element, which was adopted in 1996, addresses public safety risks due to natural disasters, including seismic events and geologic conditions, and sets forth guidance for emergency response during such disasters. The Safety Element also provides maps of designated areas within Los Angeles that are considered susceptible to earthquake-induced hazards, such as fault rupture and liquefaction.

(ii) Conservation Element

The City's General Plan Conservation Element recognizes paleontological resources in Section 3: "Archeological and Paleontological" and identifies site protection as important, stating, "Pursuant to CEQA, if a land development project is within a potentially significant paleontological area, the developer is required to contact a bonafide paleontologist to arrange for assessment of the potential impact and mitigation of potential disruption of or damage to the site. Section 3 of the Conservation Element, adopted in September 2001, includes policies for the protection of paleontological resources. As stated therein, it is the City's objective that paleontological resources be protected for historical, cultural research, and/or educational purposes. Section 3 sets as a policy to continue the identification and protection of significant paleontological sites and/or resources known to exist or that are identified during "land development, demolition, or property modification activities."

(b) Los Angeles Municipal Code

Chapter IX of the LAMC contains the City's Building Code, which incorporates by reference the CBC, with City amendments for additional requirements. LADBS is responsible for implementing the provisions of the LAMC. To that end, LADBS issues building and grading permits for construction projects. Building permits are required for any building or structure that is erected, constructed, enlarged, altered, repaired, moved, improved, removed, converted, or demolished. Grading permits are required for all grading projects other than those specifically exempted by the LAMC. LADBS has the authority to withhold building permit issuance if a project cannot mitigate potential hazards to the project or which are associated with the project. Throughout the permitting, design, and construction phases of a building project, LADBS engineers and inspectors confirm that the requirements of the LAMC pertaining specifically to geoseismic and soils conditions are being implemented by project architects, engineers, and contractors.

The function of the City's Building Code, is to protect life safety and ensure compliance with the LAMC. Chapter IX addresses numerous topics, including earthwork and grading activities, import and export of soils, erosion and drainage control, and general construction requirements that address flood and mudflow protection, landslides, and unstable soils. Additionally, the LAMC includes specific requirements addressing seismic

design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater.

Specifically, LAMC Section 91.1803, requires a Final Geotechnical Report with final design recommendations prepared by a California-registered geotechnical engineer and submitted to the LADBS for review prior to issuance of a grading permit. Final foundation design recommendations must be developed during final project design, and other deep foundation systems that may be suitable would be addressed in the Final Geotechnical Report. All earthwork (i.e., excavation, site preparation, any fill backfill placement, etc.) must be conducted with engineering control under observation and testing by a Geotechnical Engineer and in accordance with LADBS.

b) Existing Conditions

This section summarizes the existing geologic conditions outlined in the Updated Geotechnical Engineering Investigation (Geotechnical Report) and LADBS Approval Letter[11] included in Appendix E-1 of this Draft EIR. The information provided below is from this investigation unless otherwise cited.

The geotechnical investigation conducted for the Project Site includes a review of the on-site investigation conducted in 2015 and results prepared by Geotechnologies, Inc. for a previous hotel design in 2016,[12] a review of reports prepared in 1981 to support the development of the Existing Hotel Building,[13] information derived from drilling of five boring and 15 test pits conducted on the Project Site between 2018 and 2019,[14] and five test pits conducted in 2022 in association with the Project, including collecting representative samples, laboratory testing, and engineering analysis.

(1) Regional and Local Geologic Setting

Regionally, the Project Site is located in the Transverse Ranges Geomorphic Province and is within the Los Angeles Basin area of southern California. The Transverse Ranges are characterized by roughly east-west trending mountains, and the northern and southern boundaries are formed by reverse fault scarps. The convergent deformational

11 Geotechnologies, Inc., *Updated Geotechnical Engineering Investigation*, Proposed Hilton Universal City Expansion Project, 555 Universal Hollywood Drive, Los Angeles, California, September 14, 2022, File No. 21578. City of Los Angeles, Geology and Soils Report Approval Letter, January 10, 2023. See Appendix E-1 of this Draft EIR.

12 The report (File No. 21062, original report dated December 17, 2015, correction letter dated December 12, 2016 and revised report dated February 12, 2016, with an Addendum dated January 31, 2017) was submitted to the City Department of Building and Safety Grading Division and was approved (Geology and Soils Report Approval Letter, dated February 23, 2017). The 2017 Geotechnical Investigation included three borings and two test pits.

13 LeRoy Crandall and Associates prepared a Geotechnical Investigation in 1981 for the existing hotel and conducted inspections and testing during construction.

14 After the Approval Letter was received from LADBS in 2017, Geotechnologies Inc. prepared an updated report for the Project dated November 20, 2020 (File No. 21578) which included the five boring and 15 test pits. The updated report prepared in 2020 was not submitted to LADBS for review.

features of the Transverse Ranges are a result of north-south shortening due to plate tectonics, which have resulted in local folding and uplift of the mountains along with the propagation of thrust faults (including blind thrusts). The intervening valleys have been filled with sediments derived from the bordering mountains.

The Project Site is located on the north slope of the Santa Monica Mountains near the Cahuenga Pass. The Santa Monica Mountains are comprised of fine-grained sedimentary rocks of the Upper Topanga Formation. The rocks consist of well bedded siltstone and claystone with thin interbeds of sandstone. Bedding in the Project vicinity has been deformed into a broad northwest plunging syncline.[15] The orientation of layers of sedimentary rock deposits (known as bedding attitudes) in the Project vicinity dip to the north at angles from 35 to 65 degrees.[16] Some geologic maps indicate bedding dips to the northwest from 45 to 65 degrees in the Project vicinity. These bedding directions are favorable from the standpoint of the stability of the promontory, as discussed below.

(a) Site Geology and Generalized Subsurface Conditions

The Project Site is situated on a promontory (a point of high land) that descends moderately to the west, south, and east at a grade of approximately 50 percent (2:1 horizontal-to-vertical gradient). The top of the promontory is approximately 703 feet above mean sea level (amsl) and the on-site low point is approximately 670 feet amsl, with an overall elevation change of approximately 33 feet across the Project Site.

The Project Site is underlain by fill soils, alluvium, and sedimentary bedrock of the Upper Topanga Formation. The fill soils, placed at the time of construction of the Existing Hotel Building under the observation of a geotechnical consultant and as approved by the City,[17] vary in depth and consistency. On the southern portion of the Project Site, south of the Existing Hotel Building, the fill consists of silty sand and sand that is dark brown, moist, and medium dense. The fill on this portion of the Project Site ranges from three to 22.5 feet at the toe of the slope. Approximately four feet of fill covers the slopes in the pool deck area and the top of the promontory. The fill in the northern portion of the Project Site consists of silty sand and sandy silt that is yellowish brown, moist, and moderately dense and ranges from one to four feet. The service road, which is located on the eastern portion of the Project Site, is located on an easterly-ascending slope. The fill in this area consists of silty sand and sandy silt that ranges in color from brown to yellowish brown to gray. The fill generally ranges from one foot to greater than 25 feet. At the northern end,

15 Bedding, or stratification, is the layering that occurs in sedimentary rocks and sometimes found in metamorphic rock. A syncline is a fold in a sequence of rock layers in which the younger rock layers are found in the center (along the axis) of the fold. Microsoft Word - structureLab9.doc (sdsu.edu). Accessed September 21, 2022.

16 A bedding attitude is defined as the strike and dip of a bed. Strike is the direction of a line produced by the intersection of an imaginary horizontal plane with an inclined bed. Dip is the angle between the imaginary horizontal plane and the inclined bed measured in a plane oriented at 90° to the strike line.

17 The compaction report approval letter from the City is provided in the Geotechnical Report provided in Appendix E-1 of this EIR.

the fill is up to 9 feet in thickness, and, at the southern end of the service road, the fill depth is greater than 25 feet.[18]

Alluvium is found in the southern portion of the Project Site and consists of silty sand and sandy silt that is brown to dark brown, moist, and medium dense. Near the base of the alluvium, the soil coarsens, and gravel and few cobbles were identified. The thickness of the alluvium is 17.5 feet, and the basal contact was identified at a depth of 32.5 feet. Contact is a term used to define the boundary which separates one stratigraphic unit (or rock body) from another. In this instance the alluvium is separated from the basal (or bottom) stratigraphic unit, the Upper Topanga Formation (which is the bedrock), at a depth of 32.5 feet.

The bedrock underneath the Project Site consists of interbedded siltstone and sandstone with beds of coarse-grained conglomerate of the Upper Topanga Formation. The shallower depth weathered rock is generally dark and yellowish brown, greenish gray, and grayish brown in color. With increasing depth, the rock is gray to dark gray in color. The rock is moderately hard to very hard, moist, and well bedded. The bedrock consists of well bedded sandstone and siltstone from the Upper Topanga Formation. A pyroclastic as well as conglomerate beds were identified. Bedding consistently dips to the north and northeast from 42 to 62 degrees.

(b) Expansive Soils

Expansive soils are soils that swell when subjected to moisture and shrink when dried. Expansive soils are typically associated with clayey soils. When not addressed, soil expansion can have adverse effects on structures. The field soil classifications and laboratory testing conducted for the Geotechnical Report indicated that the on-site geologic materials have a very low to low potential for expansion.[19]

(c) Groundwater

Groundwater seepage was identified in eight borings, and the depth to water seepage ranged from 19 to 36 feet. The bedrock that underlies the Project Site is poorly bedded and slightly fractured. In general, water will follow bedding and fracture partings, and water will flow generally to the southwest and northeast. Fluctuations in the groundwater level may occur due to variations in rainfall, temperature, and other factors and may occur across the Project Site.

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18 Geotechnologies, Inc., *Updated Geotechnical Engineering Investigation*, Proposed Hilton Universal City Expansion Project, 555 Universal Hollywood Drive, Los Angeles, California, September 2022. See Appendix E-1 of this Draft EIR. p.13

19 Geotechnologies, Inc., *Updated Geotechnical Engineering Investigation,* Proposed Hilton Universal City Expansion Project, 555 Universal Hollywood Drive, Los Angeles, California. September 2022. See Appendix E-1 of this Draft EIR. p.31.

Based on the Seismic Hazard Zone report for the Burbank Quadrangle,[20] depth contours that identify the historically highest groundwater level are not shown within 0.3 mile of the Project Site. The absence of data regarding the historically highest groundwater level indicates that the underlying geologic materials are not of sufficient permeability to transmit water and a singular groundwater level is not applicable to the Project Site. Refer to Section IV.G, *Hydrology and Water Quality*, of this Draft EIR for a detailed discussion regarding groundwater seepage encountered on the Project Site and the ability of geologic materials on the Project Site to transmit water.

Caving did not occur in the borings or test pits and is not anticipated in the bedrock. However, where seepage occurs in fractured rock zones, some sloughing may occur.

(2) Geologic Hazards

(a) Faulting and Seismicity

A fault is a fracture in the crust of the earth along which rocks or sediment on one side has moved relative to those on the other side.[21] Faults are the result of excessive strain cause by compression or extension within the earth's crust over long periods of time. A fault trace is the line on the earth's surface representing the fault location. Surface rupture occurs when movement along a fault causes ground displacement at the surface. Fault rupture may occur suddenly during an earthquake or slowly in the form of a fault creep. Sudden displacements are more damaging to structures because they are accompanied by shaking. Fault creep is the slow displacement (movement) of the earth's crust.

Buried, or blind, thrust faults are faults that do not rupture all the way up to the surface, leaving no evidence on the ground.[22] Precisely because they are buried, their existence is usually not known until they produce an earthquake. In the southern California area, buried thrust faults are typically defined broadly based on an analysis of the seismic wave recordings of hundreds of small and large earthquakes.

Terms, such as "potentially active" and "inactive," have been commonly used in the past to describe faults that do not meet the State Mining and Geology Board (SMGB) definition of "active fault." However, these terms have the potential to cause confusion from a regulatory perspective as they are not defined in the Alquist-Priolo Earthquake Fault Zoning Act and may have other non-regulatory meanings in the scientific literature or in other regulatory environments. Below are terms that provide added precision when used in classifying faults regulated by the Alquist-Priolo Earthquake Fault Zoning Act.

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20 California Division of Mines and Geology, 1998, Seismic Hazard Zone Report for the Burbank (7.5 Minute) Quadrangle, Los Angeles County, California, Seismic Hazard Zone Report 016, 63 pages.

21 CGS, Earthquake Fault Zones, A Guide For Government Agencies, Property Owners/Developers, and Geoscience Practitioners for Assessing Fault Rupture Hazards in California, Special Publication 42, 2018.

22 USGS Website, Earthquake Hazards Program, Earthquake Glossary, https://earthquake.usgs.gov/learn/glossary/?term=blind%20thrust%20fault, accessed September 2022.

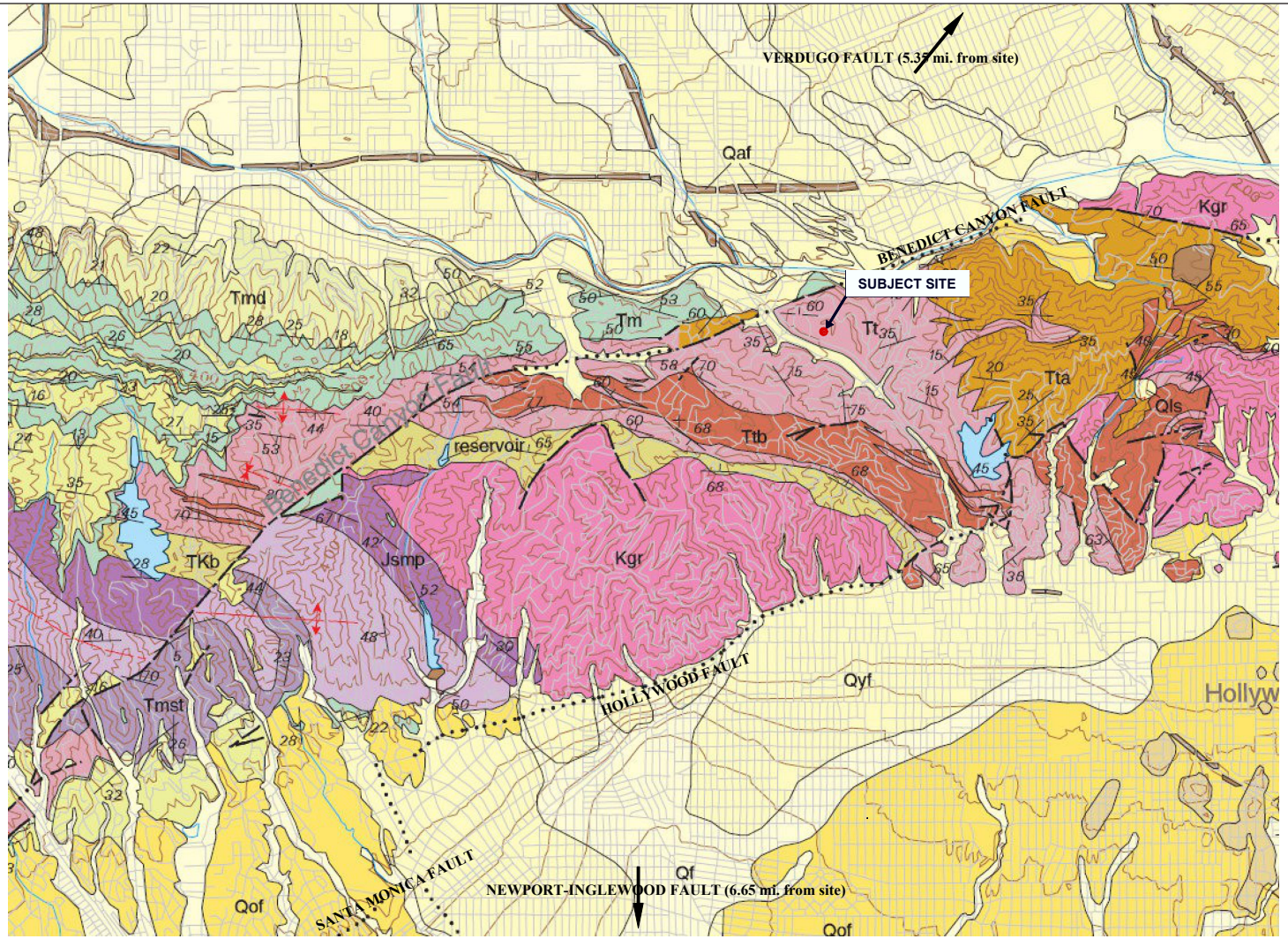
Faults are classified into three categories on the basis of the absolute age of their most recent movement:

1) Holocene-active faults: Faults that have moved during the past 11,700 years. This age boundary is an absolute age (number of years before present).
2) Pre-Holocene faults: Faults that have not moved in the past 11,700 years and, thus, do not meet the criteria of "Holocene-active fault" as defined in the Alquist-Priolo Earthquake Fault Zoning Act and SMGB regulations. This class of fault is not regulated under the Alquist-Priolo Earthquake Fault Zoning Act.
3) Age-undetermined faults: Faults where the recency of fault movement has not been determined. Faults can be "age-undetermined" if the fault in question has simply not been studied in order to determine its recency of movement. Faults can also be age-undetermined due to limitations in the ability to constrain the timing of the recency of faulting. Examples of such faults are instances where datable materials are not present in the geologic record, or where evidence of recency of movement does not exist due to stripping (either by natural or anthropogenic processes) of Holocene-age deposits. Within the framework of the Alquist-Priolo Earthquake Fault Zoning Act, age-undetermined faults within regulatory Earthquake Fault Zones are considered "Holocene-active" until proven otherwise.

Earthquake Fault Zones are regulatory zones (also known as Alquist-Priolo Earthquake Fault Zones) that encompass traces of Holocene-active faults to address hazards associated with surface fault rupture. Earthquake Fault Zones are delineated by the state Geologist and implemented by lead agencies through permitting, inspection and land-use planning activities (PRC Chapter 7.5, Section 2621). The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone.

The location of the Project Site with respect to regional faults with the potential for future seismic activity is provided in **Figure IV.E-1**, *Regional Faults Map*. As described below, the nearest significant active fault to the Project Site is the Hollywood Fault, which is located approximately 2.3 miles south of the Project Site. Other regional faults are described below in order of proximity to the Project Site.

The Benedict Canyon Fault is located approximately 570 feet northwest of the Project Site. The Benedict Canyon Fault strikes northeast across the Santa Monica Mountains from the area of Sepulveda Boulevard at Sunset Boulevard, where it is exposed in Cretaceous-age sandstone, to the foothills along the north flank of the Santa Monica Mountains area, east of Universal Studios. The fault varies from sharp and well-defined, where it clearly offsets Miocene sedimentary and volcanic units, to more broad and diffused, where it trends through the Jurassic-age Santa Monica Slate. The mapped trace of the Benedict Canyon Fault extends northward from the Santa Monica Mountains into the southeastern San Fernando Valley. No direct evidence of movement has been observed since late Quaternary time, and, therefore, this fault is not considered active by the CGS.



LEGEND

Qaf: Artificial Fill
Qa: Alluvium
Qf: Alluvial-Fan Deposits
Qof: Old Alluvial-Fan Deposits
Qoa: Old Alluvium

Tm: Modelo Formation
Tt: Topanga Group
TKb: Sedimentary Rock in the Beverly Hills Area
Kt: Tuna Canyon Formation
Jsm: Santa Monica Slate

Fault - Solid where accurately located, dashed where approximately located, dotted where concealed, quieried where location or existence uncertain. includes strike slip, normal, reverse, oblique, and unspecified slip.

NOTE: Elysian Park Fault not shown due to absence of surface break.

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SOURCE: Geotechnologies, Inc., November 2020

Hilton Universal City Project

Figure IV.E-1
Regional Faults Map

The potentially active Santa Monica-Hollywood Fault is comprised of various segments with several strands on each segment. The Hollywood Fault is located approximately 2.3 miles south of the Project Site along the south edge of the eastern Santa Monica Mountains. The Hollywood Fault is considered to be capable of a Mw 6.6 earthquake. Similarly, the Santa Monica Fault is located approximately 3.3 miles southwest of the Project Site along the southern edge of the Santa Monica Mountains. The Santa Monica Fault is considered to be capable of a Mw 7.0 earthquake.

The Elysian Park Thrust Fault is located approximately 3.9 miles southeast of the Project Site, with the Elysian Park Anticline located approximately 1.3 miles northeast of the Project Site. This fault is considered to be capable of a Mw 6.7 earthquake. Due to the lack of ground surface displacement caused by this fault, it is not considered an active fault by the CGS and is not shown on Figure IV.E-1.

The Verdugo Fault, which is located approximately 5.4 miles to the northeast of the Project Site, trends along the base of the southwestern side of the Verdugo Mountains. The Verdugo Fault is capable of producing a Mw 6.9 earthquake. Although considered active by the County of Los Angeles Department of Public Works, the City of Los Angeles Department of Public Works, and the United States Geologic Survey (USGS), the fault is not designated within an Earthquake Fault Zone by the CGS. Thus, the fault is not considered active by the CGS due to the lack of surface displacement.

The Newport-Inglewood Fault is located approximately 6.7 miles southwest of the Project Site. The Newport-Inglewood Fault, which is considered active, extends southeastward from West Los Angeles across the Los Angeles Basin to Newport Beach and possibly offshore beyond San Diego. The fault extends for about 37 miles from the Santa Ana River to the Santa Monica Mountains. The Newport-Inglewood Fault is capable of producing a Mw 6.9 earthquake.

(b) Ground Surface Rupture

Surface rupture is defined as ground displacement that occurs along the surface trace of a fault during an earthquake. Based on research of available literature and the site reconnaissance by Geotechnologies, Inc. staff, there are no known active or potentially active faults underlying the Project Site. In addition, as indicated above, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, the potential for surface ground rupture at the Project Site is considered low.

(c) Site Stability – Liquefaction, Lateral Spreading, and Seismic Settlement

Liquefaction involves the temporary loss in strength of a saturated silty to cohesionless soil caused by the build-up of pore water pressure during cyclic loading, such as that

produced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.[23]

According to the State of California Seismic Hazard Zones Map, the Project Site is not located in a potentially liquefiable area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake. Due to the non-liquefiable characteristics of the underlying bedrock, the potential for lateral spreading is considered remote for the Project Site. In addition, the potential for dynamic dry settlement of the underlying bedrock and compacted fill soil is considered remote.

(d) Landslide and Seismically Induced Slope Instability

Landslides are movements of surface material down a slope.[24] The Project Site is located at the end of a promontory that descends to the west, south, and east. The top of the promontory is approximately 707 feet amsl, and the on-site low point is approximately 670 feet amsl, with an overall elevation change of approximately 37 feet across the Project Site.

The Project Site is located within a Cluster of Small Shallow Surficial Landslides area, as shown in the Los Angeles General Plan Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles.[25]

The descending slopes that surround the Project Site are covered by a thin layer of fill soil. No indications of slope instability were noted during the field exploration. As indicated above, the Project Site is underlain by bedrock of the Upper Topanga Formation. The rock is moderately hard to very hard and bedding dips moderately to the north and northeast, which is favorable from the standpoint of stability on the promontory.[26] No indications of slope instability, such as offset hardscape features, hummock topography (a small knoll or mound above ground) on the slope, or tilted trees were noted during the field investigation.

As discussed in the Geotechnical Report, the only indication of slope instability is a location identified as “shallow failures and creep” located off-site and north of the North Plaza. According to the Geotechnical Report, this area does not represent a concern to the proposed development as it is located offsite and to the north of the Project Site.[27] Additionally, the slope stability analysis identified the slope to have a factor of safety

23 Geotechnologies, Inc., *Updated Geotechnical Engineering Investigation*, September 2022. Appendix E-1. P. 19-20.

24 USGS, Earthquake Hazards Program, Earthquake Glossary, https://earthquake.usgs.gov/learn/glossary/?term=landslide. Accessed September 2022.

25 City of Los Angeles Department of City Planning, General Plan Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles, adopted November 26, 1996.

26 This is based on Boring 2 drilled by Geotechnologies, Inc. as part of the 2017 Geotechnical Investigation.

27 Geotechnologies, Inc., *Updated Geotechnical Engineering Investigation*, September 2022. Appendix E-1. p. 21.

greater than the minimum required for both static and pseudostatic conditions. A factor of safety is computed using the limit equilibrium method, with slope stability being determined by the equilibrium of an inertial force being applied to a potential sliding mass. A factor of safety greater than 1.00 suggests that the slope is stable. In pseudostatic slope stability analysis, a horizontal earthquake-induced inertial force is applied to the potential sliding mass to represent the destabilizing effects of the earthquake shaking.[28]

The Seismic Hazards Zones Map for the Burbank Quadrangle indicates the southerly descending slope below the area of the proposed Hotel Expansion Building is susceptible to seismic induced landslides. Because of the slope on the Project Site, a slope stability analysis was required for the property per LADBS Information Bulletin P/BC 2017-49. A slope stability analysis was prepared for the analysis in the Geotechnical Report dated September 14, 2022. Based on the results of the slope stability analysis, the potential for earthquake induced landslides is not a concern as all of the wall configuration analyses identified a factor of safety exceeding the minimum thresholds required by LADBS. These are a static minimum factor of safety value of 1.5 and the pseudostatic minimum factor of safety value of 1.0. The results of the analysis are presented in further detail within the Project Impacts discussion below.

(e) Erosion

Soil erosion refers to the process by which soil or geologic material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur in an area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Topsoil is used to cover bare surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms.

The Project Site is located in a highly urbanized area of Los Angeles and is currently developed with the Existing Hotel and associated improvements. Negligible, if any, native topsoil occurs on the Project Site as it is currently developed with structures, access roads, and associated facilities, including a pool area and landscaping.

(f) Paleontological Resources

As discussed above, fill at the Project Site is underlain by the Topanga Formation. This geologic unit is discussed below from a paleontological perspective based on the results of the Paleontological Resources Assessment Report (Appendix E-2).

Fossils found in the sedimentary portions of the Topanga Formation (sandstone and clay shale at the Project Site) include numerous invertebrate and vertebrate remains from both

[28] Bray & Travasarou, Pseudostatic Slope Stability Procedure, 2011.

marine and terrestrial settings, including sharks, bony fishes, birds, whales, dolphins, and land mammals.[29,30,31,32]

A database search for records of fossil localities within the Project Site was conducted by the Natural History Museum of Los Angeles County (LACM) on March 23, 2018. The database search results indicated that no known localities exist within the Project Site; however, a couple of vertebrate fossils from the Topanga Formation are known from discoveries within less than 0.50 mile of the Project Site (LACM 6969 and LACM 1084). These localities have yielded specimens of fish fossils (containing specimens of grunion (*Atherinidae*), herrings (*Etringus*, *Ganolytes*, and *Sardinella*), codlets (*Bregmacerotidae*), bigeyes (*Priacanthidae*), croakers (*Sciaenidae*), mackerels (*Scombridae*), and boarfishes (*Caproidae*)) and a member of the peculiar quadrupedal marine mammals called the Desmostylia from unknown depths.

The Upper Topanga Formation possesses high paleontological sensitivity based on the Society for Vertebrate Paleontology (SVP) guidelines, which are further described below. No paleontological resources have been previously identified within the Project Site based on the record search through the LACM in 2018.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to geology and soils if it would:

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology[33] Special Publication 42;

ii. Strong seismic ground shaking;

29 Morton, D.M. and F.K. Miller, Geologic Map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California, U.S. Geological Survey Open-File Report 2006-1217, 2006.

30 Boessenecker, R.W. and M. Churchill, The oldest known fur seal. Biology Letters 11:20140835, 2015.

31 Campbell, R.H. and R.F. Yerkes, Geologic guide to the stratigraphy & structure of the Topanga Group, central Santa Monica Mountains, Southern California. The Los Angeles Basin Geological Society, Guidebook Number 49, 1980.

32 Whistler, D.P. and E.B. Lander, New late Uintan to early Hemingfordian land mammal assemblages from the undifferentiated Sespe and Vaqueros Formations, Orange County, and from the Sespe and equivalent marine formations in Los Angeles, Santa Barbara, and Ventura Counties, Southern California. Bulletin of the American Museum of Natural History 279, 2003, pp. 231-268.

33 Now the CGS.

iii. Seismic-related ground failure, including liquefaction;

iv. Landslides;

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

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

d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;[34]

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

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

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions. The factors to evaluate geology and soils impacts include:

- Geologic Hazards
  - Cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.
- Sedimentation and Erosion
  - Constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or
  - 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.
- Landform Alteration
  - Cause one or more distinct and prominent geologic or topographic features to be destroyed, permanently covered, or materially and adversely modified as a result of the project. Such features may include, but are not limited to, hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

34 The CBC, based on the International Building Code and the now defunct Uniform Building Code, no longer includes a Table 18-1-B. Instead, Section 1803.5.3 of the CBC describes the criteria for analyzing expansive soils.

- Paleontological Resources
  - Whether, or the degree to which, the project may result in the permanent loss of, or loss of access to, a paleontological resource.
  - Whether the paleontological resource is of regional or statewide significance.

b) Methodology

(1) Geology and Soils

The analysis of impacts associated with geology and soils is based largely on the Geotechnical Report prepared for the Project Site, included in Appendix E-1 of this Draft EIR. As discussed above, information, conclusions, and recommendations in the Geotechnical Report are based on field explorations on the Project Site undertaken in association with the geotechnical investigation, review of the results of the field explorations undertaken on the Project Site in earlier geotechnical investigations, and review of these prior geotechnical investigations.

The investigations evaluated the underlying geologic and soil conditions to determine the potential for the Project to directly or indirectly cause hazardous conditions, and identified preliminary foundation requirements needed to ensure that new building construction and surface parking would be safe. Site borings and trenches were drilled or excavated at various locations across the Project Site to ensure coverage across the entire Project Site and evaluate conditions at all locations where construction would occur. The Geotechnical Investigation provides sufficient detail to determine whether the Project Site is suitable for the intended use and whether more detailed studies are required to address specific geological issues. The Geotechnical Investigation also identifies considerations to be taken into account in the design of building foundations.

According to LAMC Section 91.1803, a Final Geotechnical Report must be prepared based on final construction and building plans prepared by the Applicant and approved by the City prior to the issuance of building permits to construct the Project. Based on the ground conditions and building design, the Final Geotechnical Report would include specific recommendations for site preparation, excavation, foundation design and shoring/retaining wall specifications.

The Project would be regulated by the various laws, regulations, and policies summarized in the Regulatory Framework subsection above. Compliance by the Project with applicable federal, State, and local laws and regulations is assumed in this analysis, and local and State agencies are expected to continue to enforce applicable requirements to the extent that they do so now.

(2) Paleontological Resources

The analysis of paleontological resources in this section of the Draft EIR is summarized from the Paleontological Resources Assessment Report (contained in Appendix E-2 of

this EIR) and is based on the SVP Guidelines, which are discussed under the Regulatory Framework. The analysis is based on a review of the LACM's paleontological records search results and other documentation regarding disturbances to the Project Site and its subsurface geological conditions (e.g., the Geotechnical Report and LADBS Approval Letter provided in Appendix E-1 of this Draft EIR). The objective of the record search through the LACM was to determine the geological formations underlying the Project Site, whether any paleontological localities have previously been identified within the Project Site or in the same or similar formations near the Project Site, and the potential for excavations associated with the Project to encounter paleontological resources. These methods are consistent with the SVP guidelines for assessing the importance of paleontological resources in areas of potential environmental effect.

Although no known resources were identified within the Project Site from the LACM search, this does not preclude the possibility of previously unknown buried paleontological resources within the Project Site that may be impacted during construction of the Project. The potential to encounter paleontological resources during construction at the Project Site was determined by reviewing the results of the records search, the depth of native versus fill soils, land use history, past disturbances, and the proposed excavation parameters for the Project.

Based on the significance definitions provided above under Regulatory Framework, all identifiable vertebrate fossils have scientific value and are, therefore, considered scientifically significant. This position is maintained because vertebrate fossils are relatively uncommon, and only rarely will a fossil locality yield a large number of specimens of the same genus; thus, abundance of fossils is not a requirement for designating a given rock unit as a significant fossiliferous deposit. Therefore, every vertebrate fossil found has the potential to provide important new scientific information regarding the taxon it represents, its paleoenvironment, and/or its distribution. Furthermore, all geologic units that have previously yielded vertebrate fossils are considered to have high sensitivity for the presence of fossils in the future. Identifiable plant and invertebrate fossils are considered significant if found in association with vertebrate fossils or if defined as scientifically significant by project paleontologists, specialists, or local government agencies.

Paleontological sensitivity is the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit; for this reason, paleontological sensitivity depends on the known fossil data collected from the entire geologic unit, not just a specific survey. The SVP[35] defines four categories of

35 SVP, Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, 2010.

paleontological sensitivity or, per the SVP guidelines, potential, for the presence of paleontological resources – high, low, undetermined, and no potential – as follows:

- **High Potential.** Rock units that have yielded vertebrate or significant invertebrate, plant, or trace fossils are considered to have a high potential for containing additional significant paleontological resources. Rocks units classified as having high potential for producing paleontological resources include, but are not limited to, (1) sedimentary formations and some volcaniclastic formations (e. g., ashes or tephras [rock fragments and particles from volcanic eruptions]), (2) some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, (3) and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. The latter includes middle Holocene and older, fine-grained fluvial sandstones, argillaceous (i.e., clay-bearing) and carbonate-rich paleosols (rock units representing former, now lithified, soils), cross-bedded point bar sandstones, fine-grained marine sandstones, etc.
- **Low Potential.** Some rock units have been concluded to contain low potential for yielding scientifically significant fossils based on field survey findings or reported reports in the paleontological literature by qualified professional paleontologists. These conclusions may be based on the fact that certain rock units are poorly represented by fossil specimens in institutional collections, leading to the determination that they are not generally fossil-bearing or, on general scientific consensus, that a given rock unit only preserves fossils in rare circumstances and their presence of fossils is an exception in such units, not the rule, as in basalt flows or colluvium deposited during Holocene time. Rock units with low potential typically do not require impact mitigation measures to protect fossils.
- **Undetermined Potential.** Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist to specifically determine the paleontological resource potential of these rock units is required before development of a paleontological resource impact mitigation program. In cases where no subsurface data are available, strategically located excavations into subsurface stratigraphy can determine paleontological potential.
- **No Potential.** Some rock units have no potential to contain significant paleontological resources. An example is high-grade metamorphic rocks, which have typically been distorted or recrystallized through intense processes of heat or other stresses (e.g., gneisses and schists). Likewise, plutonic igneous rocks, such as granite, are considered to have no potential to yield fossils as they are formed from (liquid) magma that has dissolved the original rock matrix, including any fossils it may once have contained. Rock units with no potential to yield fossils require no protections; no impacts are anticipated on such units, and no mitigation is required.

For geologic units with high potential, full-time monitoring is appropriate during any project-related ground disturbance because of the risk to paleontological resources. For geologic units with low potential, protection or salvage efforts is not generally required because of the low risk of encountering paleontological resources. For geologic units with undetermined potential, accepted professional practice recommends field surveys conducted by a qualified vertebrate paleontologist to determine the paleontologic potential of the rock units present in the study area.

c) Project Design Features

No specific Project Design Features are proposed with regard to geology, soils, seismicity, or paleontological resources.

d) Analysis of Project Impacts

Threshold a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

(1) Impact Analysis

As discussed above in the Existing Conditions section, the site-specific geotechnical investigation concluded that there is no active faulting beneath the Project Site. In addition, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. **Therefore, because the geotechnical investigation concluded there is no active faulting beneath the Project Site, the Project would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving fault rupture, and, as such, the impact related to fault rupture would be less than significant.**

(2) Mitigation Measures

Impacts regarding fault rupture were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding fault rupture were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii. Strong seismic ground shaking?

(1) Impact Analysis

As discussed above, the Geotechnical Report concluded that there is no active faulting beneath the Project Site. However, the Project Site is located within the seismically active region of southern California. The level of ground shaking that would be experienced at the Project Site from regional faults would be a function of several factors, including earthquake magnitude, type of faulting, rupture propagation path, distance from the epicenter, earthquake depth, duration of shaking, site topography, and site geology.

The Project would not involve mining operations, boring of large areas, or the extraction or injection of oil or groundwater that could create unstable seismic conditions that would exacerbate potential on-site environmental conditions or otherwise directly or indirectly cause ground shaking. Moreover, as is true for any new project development in Los Angeles, the Project's building design and construction must conform to the current seismic design provisions of the Los Angeles Building Code, which incorporates relevant provisions of the CBC. The Los Angeles Building Code incorporates the latest seismic design standards for structural loads and materials to accommodate maximum ground accelerations expected from known faults. The Geotechnical Report provided preliminary site-specific design recommendations and parameters regarding grading and earthwork, temporary excavation and shoring, drainage, foundations, floor slab support, basement walls, and pavement design. The Geotechnical Report concluded that development of the Project is feasible from a geotechnical perspective, provided that the applicable regulations are met, and construction and design are performed in accordance with its recommendations, and that a design-level geotechnical report (or Final Geotechnical Report) will be required to develop geotechnical recommendations for final design. Per the Los Angeles Building Code and CBC requirements, prior to issuance of a grading permit, a qualified geotechnical engineer must prepare and submit to the LADBS a Final Geotechnical Report that includes site-specific design recommendations for seismic safety and design requirements for foundations, retaining walls/shoring and excavation to meet applicable state and City regulatory requirements.

Thus, compliance with applicable regulatory requirements (i.e., the Los Angeles Building Code and the CBC) and incorporation of these recommendations would reduce the potential for significant damage to structures resulting from strong seismic ground shaking and the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death, to the maximum extent practical. **Therefore, based on the above, development of the Project would not directly or indirectly cause substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking hazards, and, as such, the impact related to ground shaking would be less than significant.**

(2) Mitigation Measures

Impacts regarding strong seismic ground shaking were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding strong seismic ground shaking were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iii. Seismic-related ground failure, including liquefaction?

(1) Impact Analysis

As discussed above, according to the State of California Seismic Hazard Zones Map, the Project Site is not located in a potentially liquefiable area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake. Based on the Geotechnical Report, due to the non-liquefiable characteristics of the underlying bedrock, the potential for lateral spread is considered remote for the Project Site. In addition, the potential for dynamic dry settlement of the underlying bedrock and compacted fill soil is considered remote. In addition, the City's ZIMAS website also indicates the Project Site is not subject to liquefaction hazards.

According to the Geotechnical Report, site-specific liquefaction analysis indicates that the improvements proposed by the Project would be in the moderately hard to very hard bedrock of the Upper Topanga Formation. The bedrock is considered non-liquefiable due to its moderately hard consistency and long geologic history. Therefore, the bedrock is not considered susceptible to liquefaction or lateral spreading.

Per City Building Code requirements, prior to the issuance of a grading permit, a qualified geotechnical engineer must prepare and submit to the LADBS a Final Geotechnical Report that includes site-specific design recommendations for seismic safety and design requirements for foundations, retaining walls/shoring, and excavation to meet applicable State and City regulatory requirements. **Therefore, based on the above, development of the Project would not directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving seismic-related ground failure hazards, including liquefaction, and, as such, the impact related to seismic-related ground failure would be less than significant.**

(2) Mitigation Measures

Impacts regarding seismic-related ground failure were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding seismic-related ground failure were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iv. Landslides

(1) Impact Analysis

As indicated above, the Project Site is located within a Cluster of Small Shallow Surficial Landslides area and it includes multiple slopes that were analyzed for landslide potential in the Geotechnical Report.[36] During the field investigation, no indications of slope instability (i.e., soil cracks, scraps, scares, or offset drain terraces were noted. However, the Earthquake Zones of Required Investigation Map indicated the southernly descending slope below the Hotel Expansion Building may be susceptible to seismic induced landslides.[37] Therefore, as discussed above, a slope stability analysis was performed for the Project. The analysis was conducted using the most critical sections in terms of slope inclination, the orientation of the surface that separates each successive layer of a stratified rock from its preceding layer (known as the bedding plane orientation) and surcharge to the slope, that is, the weight of objects found on the slope body. All other slopes of flatter gradient or lesser heights or more favorable geologic conditions are considered stable. Slope stability analyses were not performed for the redevelopment in the North Plaza since the development would be within the existing footprint of current development and the excavation of soils from the Project Site during construction would reduce the overall amount of soil weight that is present below the Project Site and the proposed structure would be lighter than the soil to be removed.

The slopes on which construction would occur are comprised of artificial fill, alluvium, and bedrock of the Topanga Formation. For the Hotel Expansion Building, on the western end of the addition, the structure would extend over existing fill soil. The depth to bedrock may exceed 32 feet from the existing grade and 57 feet from the proposed finished floor elevation. Due to the limited construction area and proximity to property lines, removal and re-compaction of the existing fill for foundation support would not be feasible. Therefore, piles into bedrock would be needed that extend through a newly-created fill wedge and the existing fill. The stability analysis indicate that the existing slope would have a factor of safety in excess of the City's minimum requirement of 1.5 under conditions of no external motions or forces (static conditions) and 1.0 under conditions

[36] City of Los Angeles Department of City Planning, General Plan Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles, adopted November 26, 1996.

[37] Geotechnologies, Inc., *Updated Geotechnical Engineering Investigation*, September 2022. Appendix E-1. p. 20-21.

that represent horizontal earthquake-induced inertial force (pseudostatic conditions). Therefore, the potential of earthquake -induced landslides was determined not to be a concern and impacts would be less than significant.

In the North Plaza, fill soils would be removed as a result of excavation. Based on the Geotechnical Investigation, the structure may be supported on conventional foundations bearing in the bedrock. Hard, cemented beds of rock may be encountered, and seepage of groundwater may occur from fractures of coarse-grained beds at the southern end of the excavation.

With regard to surficial stability of the easterly-ascending slope above the service road, the slope has a 1.75:1 (horizontal to vertical) inclination. Fill thickness ranges from 1.5 to 13.5 feet. Based on the surficial stability analysis for this slope, which is beyond the proposed grading limits, the factor of safety is 1.49 and therefore below the City's minimum requirement of 1.5. However, the Geotechnical Investigation recommends that the retaining wall be designed to withstand the impact and retention of soil from a small mudslide. According to LADBS *Slope Stability Evaluation and Acceptance Standards:*[38]

> *Minor additions or alterations may be made to existing structures where acceptable devices are provided to mitigate potential damage from failure of adjacent slopes and where the hazard to life or property is not increased.*

As such, the proposed retaining wall would address potential damage from a minor mudslide at this slope outside of the proposed grading limits. Retaining walls would need to be supported on deepened footings or friction piles.[39] In accordance with the City Building Code requirements, prior to the issuance of a grading permit, a qualified geotechnical engineer must prepare and submit to the LADBS a Final Geotechnical Report that includes site-specific design recommendations to address potential landslide issues on the Project Site. Therefore, the consideration and design of retaining wall would be included in this regulatory requirement. However, even without implementation of the proposed retaining wall, the Project would not result in a substantial adverse effect resulting in risk of loss, injury, or death as a result of landslides due to this slope.

All new hardscape areas would be supported on a newly created compacted fill slab that bears directly on the bedrock.

With regard to groundwater intrusion during construction, while water seepage was identified above the proposed finish floor elevation of the parking levels, it is anticipated that the seepage rate would be low because a singular groundwater level does not occur on the Project Site and the underlying geologic materials are not of sufficient permeability to transmit groundwater. If such seepage occurs, the water that would emanate from

38 LADBS Document P/BC 2020-049: Slope Stability Evaluation and Acceptance Standards, 2020

39 Friction piles are typically used for large structure and in situations where soil may be subject to excessive settlement. Friction, or floating, piles use the frictional resistance force between the pile surface and adjacent soil to transfer the load of the structure.

fractures and along bedding planes that are daylighted in the excavation walls would be collected at the base of the wall and directed to appropriate disposal facilities. Some seepage may occur in the excavation for the parking along the service road. Should this potential seepage occur during construction activities, temporary dewatering would be required. Dewatering operations are practices that discharge groundwater that must be removed from a work location into the storm drain system to proceed with construction. Temporary dewatering should consist of gravel-filled drainage trenches leading to a sump area. Further consideration of groundwater and dewatering are also addressed in Section IV.G, *Hydrology and Water Quality*, of this Draft EIR.

In summary, the slope stability analysis identified the slope to have a factor of safety greater than the minimum required for both static and pseudostatic conditions. The structures would be supported with conventional foundation or mat foundations bearing on the bedrock and cast-in-place friction piles into the bedrock for the western end of the Hotel Expansion Building. In addition, in accordance with Los Angeles Building Code requirements, prior to the issuance of a grading permit, a qualified geotechnical engineer must prepare and submit to the LADBS a Final Geotechnical Report that includes site-specific design recommendations to address potential landslide issues on the Project Site. However, as identified in the Geotechnical Investigation, no such concerns regarding landslide potential exist. Application of appropriate engineering controls and compliance with applicable code and regulatory requirements for planned excavation and construction activities on-site would preclude geologic hazards associated with slope instability at the Project Site and would protect surrounding developments. **Therefore, development of the Project would not directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving landslides, and impacts related to landslides would be less than significant.**

(2) Mitigation Measures

Impacts regarding landslides were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding landslides were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold b) Would the Project result in substantial soil erosion or the loss of topsoil?

(1) Impact Analysis

(a) Construction Impacts

Project construction would result in ground surface disturbance during excavation, grading, and trenching that would create the potential for erosion to occur. However, wind

erosion would be minimized through implementation of the soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering (see Section IV.A, *Air Quality*, of this Draft EIR for further discussion). The potential for water erosion would be reduced by the implementation of standard erosion control measures during site preparation and grading activities, as discussed in more detail under Section IV.G, *Hydrology and Water Quality*, of this Draft EIR, since the Project would be subject to existing regulations associated with the protection of water quality. Construction activities would be conducted in accordance with applicable City standard erosion control practices required pursuant to the CBC and the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit issued by the Los Angeles Regional Water Quality Control Board (LARWQCB), as applicable. In accordance with these requirements, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared that incorporates best management practices (BMPs) to control water erosion during the Project's construction period. **Thus, in conjunction with compliance with applicable code and regulatory requirements, the Project would not result in substantial erosion or loss of topsoil, and, as such, impacts related to erosion or loss of top soil would be less than significant.**

(b) Operational Impacts

Once constructed, all surfaces would be covered by pavement, landscaping, or buildings. Therefore, erosion or loss of topsoil would not occur. **As such, Project operation would have no impact related to erosion and loss of topsoil.**

(2) Mitigation Measures

Impacts regarding substantial soil erosion or the loss of topsoil during Project construction were determined to be less than significant, and no impact would occur during Project operation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding substantial soil erosion or the loss of topsoil during Project construction were determined to be less than significant without mitigation, and no impact would occur during Project operation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold c) 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?

(1) Impact Analysis

(a) Construction Impacts

As discussed above in Threshold (a)i through (a)iii, the Project Site is not susceptible to liquefaction, lateral spreading, and settlement. However, as discussed in Threshold (a)iv,

the Project Site is located within a Cluster of Small Shallow Surficial Landslides area.[40] Based on review of geologic maps and the Geotechnical Investigation, the only indication of slope instability is a location identified as "shallow failures and creep" located off-site and north of the North Plaza and impacts related to fault rupture, seismic ground shaking, seismic ground failure including liquefaction, and landslides were determined to be less than significant.

Excavation within the Project Site during construction would vary. Excavation for the expanded parking garage, shoring, and ancillary uses, or improvements is planned at depths up to 50 feet below ground surface (bgs). Excavation would require shoring measures to provide a stable working area. Excavation at the south side of the Hotel Expansion Building would encounter daylighted bedrock and limited seepage from the bedrock is anticipated. The proposed mechanical room would require removal of a portion of the slab on the lowest level of the existing parking garage.

Excavation activities would remove localized loose surficial deposits, if any, and would cause disturbance of existing soils and could contribute to potential localized raveling or caving of excavated areas (e.g. the excavated side walls losing stability). A slope stability analysis was prepared for the Project and excavations on-site would require suitable engineered stabilization in accordance with applicable code and regulatory requirements. Application of appropriate engineering controls and compliance with applicable code and regulatory requirements for planned excavation and construction activities on-site would preclude geologic hazards associated with slope instability at the Project Site and would protect surrounding developments. All required excavations would be sloped and properly shored in accordance with the applicable provisions of the CBC incorporated into the Los Angeles Building Code to minimize the potential for site stability hazards during temporary excavation activities. Per the Los Angeles Building Code requirements, prior to issuance of a grading permit, a qualified geotechnical engineer must prepare and submit to the LADBS a Final Geotechnical Report that includes site-specific design recommendations for seismic safety and design requirements for foundations, retaining walls/shoring and excavation to meet applicable State and City code and regulatory requirements. As with the Geotechnical Investigation, the Final Geotechnical Report would recommend an appropriate shoring system, dewatering, retaining walls with subdrains or weepholes, and other suitable excavation engineering techniques.

Based on the above, development of the Project would not 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. Therefore, impacts associated with unstable geologic units or soils on the Project Site as a result of the Project would be less than significant.

40 City of Los Angeles Department of City Planning, General Plan Safety Element, Exhibit C, Landslide Inventory and Hillside Areas in the City of Los Angeles, adopted November 26, 1996.

(b) Operational Impacts

Once constructed, all surfaces would be covered by pavement, landscaping, or buildings, which would not affect underlying ground conditions in any substantial way. **Therefore, the Project would have no impact related to unstable soil conditions.**

(2) Mitigation Measures

Impacts regarding unstable soils during Project construction were determined to be less than significant, and no impact would occur during Project operation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding unstable soils during Project construction would be less than significant without mitigation, and no impact would occur during Project operation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold d) Would the Project be located on expansive soil creating substantial risks to life or property?

(1) Impact Analysis

(a) Construction Impacts

As discussed above, the field soil classifications and laboratory testing indicated that the on-site geologic materials have a very low to low potential for expansion.[41] Reinforcing foundation systems beyond the minimum required by the City is, therefore, not required as per LADBS Foundation Design For Expansive Soils.[42] However, even though the potential to encounter expansive soils is considered very low to low potential, the Final Geotechnical Report to be approved by LADBS would include site-specific design recommendations for addressing expansive soils, should they be encountered. Further, compliance with standard construction and engineering practices (i.e., on-site excavation requiring suitable engineered stabilization in accordance with the CBC) addressing expansive soils and building code regulations pertinent to foundation stability would ensure that expansive soils, if identified, are removed in a manner such that they do not create substantial risks to life or property. **Based on the above, development of the Project would not be located on expansive soils creating substantial risks to life or property. Therefore, impacts regarding expansive soils would be less than significant.**

41 Geotechnologies, Inc., *Updated Geotechnical Engineering Investigation*, Proposed Hilton Universal City Expansion Project, 555 Universal Hollywood Drive, Los Angeles, California, September 2022. See Appendix E-1 of this Draft EIR.

42 LADBS Document P/BC 2017-116 - Foundation Design For Expansive Soils, 2017.

(b) Operational Impacts

Once constructed, all surfaces would be covered by pavement, landscaping, or buildings, and on-site geologic materials that may have been susceptible to expansion would have been removed. **Therefore, the Project would have no impact related to expansive soil conditions.**

(2) Mitigation Measures

Impacts regarding expansive soils during Project construction would be less than significant, and no impact would occur during Project operation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding expansive soils during Project construction would be less than significant without mitigation, and no impact would occur during Project operation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold e) 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 wastewater?

As discussed in Subsection VI.7, *Effects Found Not to be Significant*, and in the Initial Study (**Appendix A**) of this Draft EIR, the Project would not use septic tanks or alternative waste water disposal systems. The Project would connect to the existing sewer system. **Therefore, no impact would occur with respect to Threshold (e), and no further analysis is required.**

Threshold f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

(1) Impact Analysis

(a) Construction Impacts

As the Project is in an urbanized developed location and involves improvements and redevelopment within an existing hotel property, there are no unique geologic features that would be affected by the Project. Therefore, no impacts to unique geologic features would occur, and this issue is not discussed further. Analysis regarding the potential for the Project to destroy unique paleontological resources is discussed further below.

Background research and analysis detailed in the Paleontological Resources Assessment Report, included in Appendix E-2, of this Draft EIR, was conducted for the Project Site. Although the records search resulted in no known localities within the Project Site, two vertebrate fossils are known from discoveries in similar sedimentary deposits in

Los Angeles and in nearby areas.[43] Given the discovery of significant fossil remains near the Project Site, and the results of the Geotechnical Investigation, which indicates that the Topanga Formation is found beneath the fill on the Project Site at depths as shallow as 1 foot in some areas, sediments present across the Project Site have high paleontological sensitivity as they are of an age to preserve fossils. Excavation within the Project Site during construction for parking, shoring, ancillary uses and other improvements is planned at depths up to 50 feet bgs, which would encounter high sensitivity Topanga Formation sediments with potential for fossils to be present in the subsurface.

Impacts to unique or significant paleontological resources could occur if Project-related ground disturbance encounters geologic units with high paleontological sensitivity, such as the Upper Topanga Formation. **Due to the high sensitivity of the Project Site to encounter paleontological resources, impacts to paleontological resources are considered to be potentially significant without mitigation.**

(b) Operational Impacts

The Project would have no impacts to paleontological resources during operation as there would be no continuous groundbreaking or excavation activities during Project operation with the potential to destroy or otherwise affect paleontological resources located below the ground surface.

(2) Mitigation Measures

The following mitigation measures address impacts to previously unknown paleontological resources:

> **PALEO-MM-1: Retention of a Qualified Paleontologist.** A Qualified Paleontologist meeting the Society of Vertebrate Paleontology Standards (SVP, 2010) (Qualified Paleontologist) shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the Project Site in the event potential paleontological resources are encountered.
>
> **PALEO-MM-2: Construction Worker Paleontological Resources Sensitivity Training.** The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional training shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered

[43] McLeod, S., Re: Paleontological resources for the proposed Hilton Universal Project, in Universal City, Los Angeles County, project area. Letter response to Vanessa Ortiz, April 6, 2018.

within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

PALEO-MM-3: Paleontological Resources Monitoring. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP, 2010) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments which have high sensitivity for encountering paleontological resources (Upper Topanga Formation, which encompasses the entire Project Site). However, depending on the conditions encountered, full-time monitoring can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring needs to be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed and any discoveries. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report, which shall be submitted to the appropriate repository and the City.

(3) Level of Significance After Mitigation

Mitigation Measures PALEO-MM-1 to PALEO-MM-3 would ensure short-term construction activities do not directly or indirectly destroy a unique paleontological resource or site. With implementation of Mitigation Measures PALEO-MM-1 to PALEO-MM-3, potentially significant impacts to paleontological resources would be reduced to a less-than-significant level.

e) Cumulative Impacts

(1) Impact Analysis

Due to the site-specific nature of geological conditions (i.e., soils, geological features, subsurface features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis rather than on a cumulative basis. Nonetheless, forecast growth through 2026 (buildout year), inclusive of the fifteen (15) related projects identified in Chapter III, *Environmental Setting*, of this Draft EIR, could potentially result in cumulative impacts involving geology and soils constraints and disturbance of or damage to paleontological resources. However, as with the Project, related projects would be subject to established guidelines and regulations pertaining to building design and seismic safety,

including those set forth in the CBC and the Los Angeles Building Code. **Therefore, considering the proposed land uses of the Project, as well as the existing regulatory requirements and regulations that would apply to all development, the Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts regarding geology and soils would be less than significant.**

With regard to paleontological resources, related projects within the cumulative study area for the Project include construction excavation on parcels that have been disturbed or are already developed, as well as on open space parcels, and would have the potential to disturb geological units that are sensitive for paleontological resources. If the potential for significant impacts on paleontological resources were identified given the site characteristics and development program of the related projects, the City's standard condition of approval to address inadvertent discovery of paleontological resources and/or site specific mitigation measures on site with a high paleontological sensitivity would be required. Implementation of these standard conditions of approval and/or mitigation measures would reduce the potential for adverse effects on paleontological resources individually and cumulatively, and would preserve and maximize the potential of these resources to contribute to the body of scientific knowledge. **Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts on paleontological resources would be less than significant.**

(2) Mitigation Measures

Cumulative impacts regarding geologic hazards, erosion of soils, other geological issues resources were determined to be less than significant. Therefore, no mitigation measures are required for these geology and soils issues. Cumulative impacts related to paleontological resources would be less than significant with implementation of Mitigation Measures PALEO-MM-1 to PALEO-MM-3. No additional mitigation measures to address cumulative impacts are required.

(3) Level of Significance After Mitigation

With compliance with the State and City Building Code regulations, where applicable, Project-level and cumulative impacts related to geologic hazards, erosion of soils, and other geological issues would be less than significant. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Cumulative impacts related to paleontological resources would be less than significant with implementation of Mitigation Measures PALEO-MM-1 to PALEO-MM-3.

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IV. Environmental Impact Analysis

F. Greenhouse Gas Emissions

1. Introduction

This section compares the Project's characteristics with applicable regulations, plans, and policies set forth by the State of California, South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), and the City to reduce greenhouse gas (GHG) emissions to determine whether the Project is consistent with and/or would conflict with the provisions of these plans. To assist in analyzing the Project's potential to conflict with applicable regulations, plans and policies, this section also estimates the Project's GHG emissions generated by Project construction and operations, taking into account mandatory and voluntary energy and resource conservation measures that have been incorporated into the Project to reduce GHG emissions. Details of the GHG analysis are provided in the *Air Quality and Greenhouse Gas Technical Documentation*, which is attached as **Appendix B** of this Draft EIR, and are incorporated by reference.

2. Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and severe weather events. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. GHGs are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHGs keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit (ºF). However, as GHG from human activities increase, they build up in the atmosphere and warm the climate, leading to many other changes around the world - in the atmosphere, on land, and in the oceans, with associated adverse climatic and ecological consequences.[1]

[1] U.S. Environmental Protection Agency (USEPA), *Climate Change Indicators: Greenhouse Gases*, https://www.epa.gov/climate-indicators/greenhouse-gases, accessed April 2023.

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHGs, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.), deforestation, agricultural activity, and the decomposition of solid waste. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[2]

Global GHG emissions due to human activities have grown since pre-industrial times. As reported by the United States Environmental Protection Agency (USEPA), global carbon emissions from fossil fuels increased by over 16 times between 1900 and 2008 and by about 43 percent between 1990 and 2015. In addition, in the Global Carbon Budget 2019 report, published in December 2019, atmospheric carbon dioxide (CO_2) concentrations in 2018 were found to be 47 percent above the concentration at the start of the Industrial Revolution, and the present concentration is the highest during at least the last 800,000 years.[3] Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. Regarding emissions of non-CO_2 GHGs, these have also increased significantly since 1990.[4] In particular, studies have concluded that it is very likely that the observed increase in methane (CH_4) concentration is predominantly due to agriculture and fossil fuel use.[5]

In August 2007, international climate talks held under the auspices of the United Nations Framework Convention on Climate Change led to the official recognition by the participating nations that global emissions of GHG must be reduced. According to the "Ad Hoc Working Group on Further Commitments of Annex I Parties under the Kyoto Protocol," avoiding the most catastrophic events forecast by the United Nations Intergovernmental Panel on Climate Change (IPCC) would entail emissions reductions by industrialized countries in the range of 25 to 40 percent below 1990 levels. Because of the Kyoto Protocol's Clean Development Mechanism, which gives industrialized countries credit for financing emission-reducing projects in developing countries, such an emissions goal in industrialized countries could ultimately spur efforts to cut emissions in developing countries as well.[6]

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2 Pew Center on Global Climate Change, *Climate Change 101: Understanding and Responding to Global Climate Change*.

3 Friedlingstein et al., *Global Carbon Budget 2019*, 2019.

4 USEPA, *Global Greenhouse Gas Emissions Data*, www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data, accessed April 2023.

5 USEPA, Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gas, accessed on April 2023.

6 United Nations Framework Convention on Climate Change, *Press Release—Vienna UN Conference Shows Consensus on Key Building Blocks for Effective International Response to Climate Change*, August 31, 2007.

In December 2015, the U.S. entered into the Paris Agreement, which has a goal of keeping a global temperature rise this century below 2 degrees Celsius (ºC) above pre-industrial levels and limit the temperature increase further to 1.5ºC. This agreement requires that all parties report regularly on emissions and implementation efforts to achieve these goals.

Regarding the adverse effects of global warming, as reported by SCAG:

> *Global warming poses a serious threat to the economic well-being, public health and natural environment in Southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region, with close to half of the state's population and economic activities, is also a major contributor to the global warming problem.*[7]

a) GHG Fundamentals

GHGs are those compounds in Earth's atmosphere which play a critical role in determining temperature near Earth's surface. GHGs include CO_2, CH_4, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[8] More specifically, these gases allow high-frequency shortwave solar radiation to enter Earth's atmosphere but retain some of the low frequency infrared energy, which is radiated back from Earth towards space, resulting in a warming of the atmosphere. Compounds that are regulated as GHGs are discussed in **Table IV.F-1**, *Description of Identified GHGs*.[9, 10]

7 Southern California Association of Governments, *The State of the Region—Measuring Regional Progress*, December 2006, p. 121.

8 As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

9 Intergovernmental Panel on Climate Change, *Second Assessment Report, Working Group I: The Science of Climate Change*, 1995.

10 Intergovernmental Panel on Climate Change, Fourth Assessment Report, Working Group I Report: The Physical Science Basis, Table 2.14, 2007.

TABLE IV.F-1
DESCRIPTION OF IDENTIFIED GHGS

Greenhouse Gas	GHG Emissions ($MMTCO_2e$)
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human-caused) sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	A flammable gas and the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic, odorless, non-flammable gas. NF_3 is used in the manufacture of semi-conductors, as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.

[a] GHGs identified in this table are ones identified in the Kyoto Protocol and other synthetic gases recently added to the IPCC's Fifth Assessment Report.

SOURCES: Association of Environmental Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007; Environmental Protection Agency, Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride, January 2009.

Not all GHGs possess the same ability to induce climate change. CO_2 is the most abundant GHG in Earth's atmosphere. Other GHGs are less abundant but have higher global warming potential (GWP) than CO_2. Thus, emissions of other GHGs are commonly quantified in the units of equivalent mass of carbon dioxide (CO_2e). GWP is based on several factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years otherwise referred to as atmospheric lifetime) relative to that of CO_2.

The larger the GWP, the more that a given gas warms Earth compared to CO_2 over that time.[11] These GWP ratios are available from the IPCC. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). The IPCC updated the GWP values in its Fourth Assessment Report (AR4). The GWPs in the IPCC AR4 are used by the California Air Resources Board CARB for reporting Statewide GHG emissions inventories, consistent with international reporting standards. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline.

The IPCC has issued an updated Fifth Assessment Report (AR5), which has revised down the majority of the GWP for key regulated pollutants. As CARB still uses AR4 values and the modeling software, the California Emissions Estimator Model (CalEEmod) is built on these assumptions, AR4 GWP values are used for the Project. Generally, the changes from AR4 to AR5 are reductions in warming potential for the GHG most associated with construction and operation of typical development projects. The GWP from AR4 and AR5 and atmospheric lifetimes for key regulated GHGs are provided in **Table IV.F-2**, *Atmospheric Lifetimes and Global Warming Potentials*.

11 GWPs and associated CO2e values were developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). CARB has begun reporting GHG emission inventories for California using the GWP values from the IPCC AR4.

TABLE IV.F-2
ATMOSPHERIC LIFETIMES AND GLOBAL WARMING POTENTIALS

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-Year Time Horizon) (AR4 Assessment)	Global Warming Potential (100-Year Time Horizon) (AR5 Assessment)
Carbon Dioxide (CO_2)	50-200	1	1
Methane (CH_4)	12 (+/-3)	25	28
Nitrous Oxide (N_2O)	114	298	265
HFC-23: Fluoroform (CHF_3)	270	14,800	12,400
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH_2FCF_3)	14	1,430	1,300
HFC-152a: 1,1-Difluoroethane ($C_2H_4F_2$)	1.4	124	138
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390	6,630
PFC-116: Hexafluoroethane (C_2F_6)	10,000	12,200	11,100
Sulfur Hexafluoride (SF_6)	3,200	22,800	23,500
Nitrogen Trifluoride (NF_3)	740	17,200	16,100

SOURCES: IPCC, *Climate Change 2007: Working Group I: The Physical Science Basis, Direct Global Warming Potentials*.

b) Projected Impacts of Global Warming in California

In 2009, California adopted a Statewide Climate Adaptation Strategy (CAS) that summarizes climate change impacts and recommends adaptation strategies across seven sectors: Public Health, Biodiversity and Habitat, Oceans and Coastal Resources, Water, Agriculture, Forestry, and Transportation and Energy. The California Natural Resources Agency will be updating the CAS and is responsible for preparing reports to the Governor on the status of the CAS. The Natural Resources Agency has produced climate change assessments which detail impacts of global warming in California.[12] These include:

- Sea level rise, coastal flooding and erosion of California's coastlines would increase, as well as sea water intrusion.
- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply.
- Higher risk of forest fires resulting from increasing temperatures and making forests and brush drier. Climate change will affect tree survival and growth.

12 State of California, Department of Justice, Office of the Attorney General, Climate Change Impacts in California, https://oag.ca.gov/environment/impact, accessed April 2023.

- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes, resulting in public health impacts.
- Habitat destruction and loss of ecosystems due to climate change affecting plant and wildlife habitats.
- Global warming can cause drought, warmer temperatures, and saltwater contamination resulting in impacts to California's agricultural industry.

With regard to public health, as reported by the Center for Health and the Global Environment at the Harvard Medical School, the following are examples of how climate change can affect cardio-respiratory disease: (1) pollen is increased by higher levels of atmospheric CO_2; (2) heat waves can result in temperature inversions, leading to trapped masses or unhealthy air contaminants by smog, particulates, and other pollutants; and (3) the incidence of forest fires is increased by drought secondary to climate change and to the lack of spring runoff from reduced winter snows. These fires can create smoke and haze, which can settle over urban populations causing acute and exacerbating chronic respiratory illness.[13]

c) Regulatory Framework

There are a number of plans, regulations, programs, and agencies that provide policies, requirements, and guidelines regarding GHG emissions at the federal, State, regional, and local levels that apply to the Project. As described below, these plans, guidelines, and laws include the following.

- Federal Clean Air Act
- Corporate Average Fuel Economy (CAFE) Standards
- Energy Independence and Security Act
- California Air Resources Board
- California Greenhouse Gas Reduction Targets
- California Global Warming Solutions Act (AB 32)
- Climate Change Scoping Plan
- Cap-and-Trade Program
- Emission Performance Standards
- Renewables Portfolio Standard Program
- Clean Energy and Pollution Reduction Act

[13] Paul R. Epstein, et al., *Urban Indicators of Climate Change, Report from the Center for Health and the Global Environment*, Harvard Medical School and the Boston Public Health Commission, August 2003, unpaginated.

- Pavley Standards
- California Low Carbon Fuel Standard
- Advanced Clean Cars Regulations
- Sustainable Communities and Climate Protection Act (SB 375)
- Senate Bill 743
- Executive Order N-79-20
- Executive Order B-55-18
- California Appliance Efficiency Regulations
- Title 24, Building Standards Code and CALGreen Code
- CEQA Guidelines
- South Coast Air Quality Management District
- Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles Green New Deal
- City of Los Angeles Green Building Code
- City of Los Angeles All-Electric Buildings
- City of Los Angeles Solid Waste Programs and Ordinances
- City of Los Angeles General Plan
- City of Los Angeles Mobility Plan 2035
- Traffic Study Policies and Procedures

(1) Federal

(a) Federal Clean Air Act

The USEPA is responsible for implementing federal policy to address GHGs. The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHGs are pollutants under the federal Clean Air Act (CAA), which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. In December 2009, U.S. EPA issued an endangerment finding for GHGs under the CAA, setting the stage for future regulation.

The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, CH_4 and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a

significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

(b) Corporate Average Fuel Economy (CAFE) Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (USDOT), and the United States Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011 and later for model years 2012-2016, and 2017-2021. In March 2020, the USDOT and the USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFE standards and tailpipe CO_2 emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.[14] These standards set a combined fleet wide average of 36.9 to 37 for the model years affected.[15] In February 2022, the USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.[16] This final rule revises current GHG standards for vehicles in model year 2023 through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 miles per gallon (mpg), while the standards they replace (i.e., the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles.[17]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines. Building on the first phase of standards, in August 2016, the USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency

14 United States Environmental Protection Agency, *Final Rule for Model Year 2021 - 2026 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards*, published April 30, 2020.

15 National Highway Traffic Safety Administration (NHTSA), *Corporate Average Fuel Economy Standards.*

16 U.S. Environmental Protection Agency, *Federal Register/Vol. 86, No. 248/Thursday, December 30, 2021/Rules and Regulations, Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards*, https://www.govinfo.gov/content/pkg/FR-2021-12-30/pdf/2021-27854.pdf, accessed September 2022.

17 USEPA, *Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Regulatory Update*, December 2021.

and cut carbon pollution. The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.[18]

(c) Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[19]

(2) State

(a) California Air Resources Board

The CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards , compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and

18 USEPA, *EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond*, August 2016.

19 *A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.*

the local air districts. The SIP is required for the State to take over implementation of the federal CAA. CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions. The State has met its goals to reduce GHG emissions to 1990 levels by 2020. Subsequent State goals include reducing GHG emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.

(b) California Greenhouse Gas Reduction Targets

(i) Executive Order S-3-05

Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

In accordance with Executive Order S-3-05, the Secretary of CalEPA is required to coordinate efforts of various agencies, which comprise the California Climate Action Team (CAT), in order to collectively and efficiently reduce GHGs. The CAT provides periodic reports to the Governor and Legislature on the state of GHG reductions in the State, as well as strategies for mitigating and adapting to climate change.

The CAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

(ii) Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim Statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all State agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e ($MMTCO_2e$).

(iii) Executive Order B-55-18

Executive Order B-55-18, issued by Governor Brown in September 2018, establishes a new Statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. Based on this executive order, CARB would work with relevant State agencies to develop a framework for implementation and accounting that tracks progress towards this goal, as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

In October 2020, CARB released a study, which evaluated three scenarios that achieve carbon neutrality in California by 2045. The study was used by CARB in development of the 2022 Scoping Plan update.[20] More ambitious carbon reduction scenarios that achieve carbon neutrality prior to 2045 may be considered as part of future analyses by the State.

The scenarios analyzed to achieve carbon neutrality include a High Carbon Dioxide Removal (CDR) scenario, Zero Carbon Energy scenario, and a Balanced scenario. The High CDR scenario achieves GHG reductions by relying on CO_2 removal strategies. The Zero Carbon Energy scenario is based on the assumption of zero-fossil fuel emissions by 2045. The Balanced scenario represents a middle point between the High CDR scenario and Zero Carbon Energy scenario. The scenarios would achieve at least an 80-percent reduction in GHGs by 2045, relative to 1990 levels. Remaining CO_2 would be reduced to zero by applying CO_2 removal strategies, including sinks from natural and working lands and negative emissions technologies, such as direct air capture.[21,22]

Under each of these scenarios, CARB proposed reduction strategies for various sectors that contribute GHG emissions throughout the State. Although specific details are not yet available for the GHG reduction measures discussed above, implementation of these measures would require regulations to be enforced by the State.

(c) California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code (HSC), Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines regulated GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable Statewide program to limit emissions of these GHGs from all major industries, with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions.

20 Energy+Environmental Economics (E3), *Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board*, October 2020.

21 *Sinks are defined as natural or artificial reservoirs that accumulate and store a carbon-containing chemical compound for an indefinite period.*

22 *Energy+Environmental Economics (E3), Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board, October 2020, p. 22.*

CARB is required to adopt rules and regulations directing State actions that would achieve GHG emissions reductions.

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce Statewide GHG emissions from stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. In order to achieve the reduction targets, AB 32 requires CARB to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG reductions.[23]

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amend HSC Division 25.5, establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of State climate policies reach disadvantaged communities. The new goals outlined in SB 32 update the scoping plan requirement of AB 32 and involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

AB 197, signed September 8, 2016, is a bill associated with SB 32, which prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two members of the Legislature to the CARB board as ex officio, non-voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

(d) Climate Change Scoping Plan

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15

[23] CARB's list of discrete early action measures that could be adopted and implemented before January 1, 2010, was approved on June 21, 2007. The three adopted discrete early action measures are (1) a low-carbon fuel standard, which reduces carbon intensity in fuels Statewide; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and (3) increased methane capture from landfills, which includes requiring the use of state-of-the-art capture technologies.

percent below business as usual activities.[24] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[25] The 2017 Scoping Plan Update,[26] shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[27] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires. **Table IV.F-3** provides the estimated Statewide GHG emissions reductions in the 2022 Scoping Plan.

24 CARB. 2008. *Climate Change Scoping Plan*. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

25 CARB. 2014. *First Update to the Climate Change Scoping Plan*. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

26 CARB. 2017. *California's 2017 Climate Change Scoping Plan*. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

27 CARB, *California's 2017 Climate Change Scoping Plan*, 2017, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

TABLE IV.F-3
ESTIMATED STATEWIDE GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2022 SCOPING PLAN

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.

[a] 312 – 260 = 52. 52 / 312 = 16.7%

SOURCE: CARB, Final 2022 Climate Change Scoping Plan, November 2022.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Table IV.F-4 below provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

TABLE IV.F-4
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that the Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan Update.
Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan Update modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan Update explains the emissions impact of this legislation.
Senate Bill 1020 (SB 1020) (Laird, Chapter 361, Statutes of 2022) *Clean Energy, Jobs, and Affordability Act of 2022*	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The 2022 Scoping Plan Update describes the implications of this legislation on emissions.

TABLE IV.F-4
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan Update.
Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022) *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan Update describes the next steps and implications of this legislation for the natural and working lands sector.

TABLE IV.F-4
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high-global warming potential (GWP) HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.
Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021) *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in the 2022 Scoping Plan Update as CO2 removal targets for 2030 and 2045 in support of carbon neutrality.
Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net- zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: • Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. • Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. • Coordinate and consult with other state agencies. • Prioritize actions that leverage state and federal incentives. • Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The 2022 Scoping Plan Update modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy.

TABLE IV.F-4
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	CO2 Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: • Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. • Analyze and project the impact of climate change and other stressors in California's biodiversity. • Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan Update.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: • 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. • 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. • 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan Update modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that:

TABLE IV.F-4
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	• Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. • Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. • Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: • Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. • Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. • Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan Update modeling reflects efforts to accelerate ZEV deployment.
Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.

TABLE IV.F-4
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Assembly Bill 65 (AB 65) (Petrie- Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: • Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. • Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: • Develop a framework for implementation and accounting that tracks progress toward this goal. • Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The 2022 Scoping Plan Update is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018) *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. The 2022 Scoping Plan Update reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan Update.

TABLE IV.F-4
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018) *Near-zero-emission and Zero-emission Vehicles*	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero- emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this 2022 Scoping Plan Update.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB32's 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1 starting on page 72 of the Scoping Plan. It includes references to relevant statutes and Executive Orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors such as: smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles (LDV) and zero-emission vehicles (ZEV); truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as the for food products, construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan Update will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations such as the Green New Deal and Green Building Code. Each of these is discussed further below.

(e) Cap-and-Trade Program

The Climate Change Scoping Plan identified a Cap-and-Trade Program as one of the strategies California would employ to reduce GHG emissions. CARB asserts that this program will help put California on the path to meet its goal of ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under Cap-and-Trade, an overall limit on GHG emissions from capped sectors was established, and facilities subject to the cap will be able to trade permits to emit GHGs.

CARB designed and adopted a California Cap-and-Trade Program[28] pursuant to its authority under AB 32. The Cap-and-Trade Program was designed to reduce GHG

[28] California Code of Regulations 17, Section 95800 to 96023.

emissions from public and private major sources (deemed "covered entities") by setting a firm cap on Statewide GHG emissions and employing market mechanisms to achieve the State's emission-reduction mandates. The Statewide cap for GHG emissions from the capped sectors[29] (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the Program's duration.

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities that emit more than 25,000 $MTCO_2e$ per year must comply with the Cap-and-Trade Program.[30] Triggering of the 25,000 $MTCO_2e$ per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or MRR).[31]

Each covered entity with a compliance obligation is required to surrender "compliance instruments"[32] for each $MTCO_2e$ of GHG they emit. Covered entities are allocated free allowances in whole or part (if eligible), and can buy allowances at auction, purchase allowances from others, or purchase offset credits.

The Cap-and-Trade Regulation provides a firm cap, ensuring that the Statewide emission limits will not be exceeded. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures.

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported.[33] Accordingly, for projects that are subject to the CEQA, GHG emissions from electricity consumption are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.[34]

29 California Code of Regulations 17, Section 95811, 95812.

30 California Code of Regulations 17, Section 95812.

31 California Code of Regulations 17, Section 95100-95158.

32 Compliance instruments are permits to emit, the majority of which will be "allowances," but entities also are allowed to use CARB-approved offset credits to meet up to 8% of their compliance obligations.

33 California Code of Regulations 17, Section 95811(b).

34 California Code of Regulations 17, Section 95811, 95812(d).

The Program applies to emissions that cover approximately 80 percent of the State's GHG emissions. Demonstrating the efficacy of AB 32 policies, California achieved its 2020 GHG Reduction Target four years earlier than mandated. The largest reductions were the result of increased renewable electricity in the electricity sector, which is a covered sector in the Cap-and-Trade Program.

AB 398 was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

(f) Energy-Related (Stationary) Sources

(i) Emission Performance Standards

SB 1368, signed September 29, 2006, is a companion bill to AB 32, which requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the State. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32.

(ii) Renewables Portfolio Standard

SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017 as an RPS. Subsequent amendments provided additional targets throughout the years. Most recently, on October 7, 2015, SB 350 (Chapter 547, Statues of 2015), also known as the Clean Energy and Pollution Reduction Act, further increased the RPS to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 also requires the state to double Statewide energy efficiency savings in electricity and natural gas end uses by 2030. The 2017 Climate Change Scoping Plan incorporated the SB 350 standards and estimated the GHG reductions would account for approximately 21 percent of the Scoping Plan reductions.[35] On September 10, 2018, SB 100, provided additional RPS targets of 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by 2045.[36]

35 CARB, *California's 2017 Climate Change Scoping Plan*, Table 3, p. 31, November 2017. Calculated as: (108 – 53) / 260 = 21 percent.

36 California Legislative Information, *SB-100 California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases*.

(g) Mobile Sources

(i) Pavley Standards

AB 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In 2004, CARB approved the Pavley regulation to require automakers to control GHG emissions from new passenger vehicles for the 2009 through 2016 model years. Upon adoption of subsequent federal GHG standards by the USEPA that preserved the benefits of the Pavley regulations, the Pavley regulations were revised to accept compliance with the federal standards as compliance with California's standards in the 2012 through 2016 model years. This is referred to as the "deemed to comply" option.

In January 2012, CARB approved GHG emission regulations, which require further reductions in passenger GHG emissions for 2017 and subsequent vehicle model years. As noted above, in August 2012, the USEPA and USDOT adopted GHG emission standards for model year 2017 through 2025 vehicles.[37] On November 15, 2012, CARB approved an amendment that allows manufacturers to comply with the 2017-2025 national standards to meet State law. Automobile manufacturers generally comply with these standards through a combination of improved energy efficiency in vehicle equipment (e.g., air conditioning systems) and engines, as well as sleeker aerodynamics, use of strong but lightweight materials, and lower-rolling resistance tires.[38]

In 2018, the USEPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE), which would roll back fuel economy standards and revoke California's waiver. The rule amended certain average fuel economy and GHG standards for passenger cars covering model years 2021 through 2026. On March 30, 2020, the SAFE Rule was finalized and published in the Federal Register, commencing a review period. Subsequent legal challenges from a coalition of states, including California, and private industry groups were issued. However, in December 2021, the NHTSA repealed the SAFE Vehicle Rule Part One.[39] Although the SAFE Vehicle Rule Part One has been repealed, GHG modeling contained in regional plans, such as SCAG's 2020-2045 RTP/SCS, have not been updated to account for this repeal.

(ii) California Low Carbon Fuel Standard

Executive Order S-01-07 was enacted by Governor Arnold Schwarzenegger on January 18, 2007. The order mandates the following: (1) that a Statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a LCFS for transportation fuels be established in California. The final regulation was approved by the State's Office of Administrative Law and filed with the

37 United States Environmental Protection Agency, 2012.

38 CARB, *California's Advanced Clean Cars Midterm Review*, pp. ES-17, C-9.

39 Federal Register. Vol. 86, No. 247, December 29, 2021.

Secretary of State on January 12, 2010; the LCFS became effective on the same day. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted.[40]

The development of the 2017 Scoping Plan Update has identified LCFS as a regulatory measure to reduce GHG emission to meet the 2030 emissions target. In September 2018, the standards were amended by CARB to require a 20-percent reduction in carbon intensity by 2030, aligning with California's 2030 targets set by SB 32.[41]

(iii) Advanced Clean Cars Regulations

In 2012, CARB approved the Advanced Clean Cars program, an emissions-control program for model years 2015–2025.[42] The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the ZEV regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.[43] During the March 2017 midterm review, CARB voted unanimously to continue with the vehicle GHG emission standards and the ZEV program for cars and light trucks sold in California through 2025.[44]

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020 that would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales or forbid residents from owning gas-powered vehicles. In accordance with the executive order, CARB is developing a 2020 Mobile Source Strategy, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships. The strategies will provide important information for numerous regulations and incentive programs going forward by conveying what is necessary to address the aggressive emission reduction requirements.

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40 CARB, *Low Carbon Fuel Standard - About*, https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about https://www.arb.ca.gov/fuels/lcfs/lcfs.htm. Accessed April 2023.

41 CARB, *CARB amends Low Carbon Fuel Standard for wider impact*, 2018, https://ww2.arb.ca.gov/index.php/news/carb-amends-low-carbon-fuel-standard-wider-impact. Accessed April 2023.

42 CARB, *Advanced Clean Cars Program - About*, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about, Accessed April 2023.

43 CARB, *Advanced Clean Cars Program - About*, https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about, Accessed April 2023.

44 CARB, News Release: *CARB finds vehicle standards are achievable and cost-effective*, ww2.arb.ca.gov/news/carb-finds-vehicle-standards-are-achievable-and-cost-effective, Accessed April 2023.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program. The ACC II regulations will focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. A rulemaking package is anticipated to be presented to the Board members in June 2022.

(iv) Sustainable Communities and Climate Protection Act (SB 375)

The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which was adopted by the State on September 30, 2008, establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[45] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations (MPOs), to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the MPO in which the City of Los Angeles is located. CARB set targets for 2020 and 2035 for each of the 18 MPO regions in 2010 and updated them in 2018.[46] In March 2018, CARB updated the SB 375 targets for the SCAG region to require an 8-percent reduction by 2020 and a 19-percent reduction by 2035 in per capita passenger vehicle GHG emissions.[47] As discussed further below, in September 2020, SCAG adopted an updated Regional Transportation Plan/Sustainable Community Strategies (2020-2045 RTP/SCS) subsequent to the update of the emission targets. The 2020–2045 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[48]

Under SB 375, the target must be incorporated within that region's RTP, which is used for long-term transportation planning, in an SCS. Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS.

(v) Senate Bill 743

Governor Jerry Brown signed Senate Bill (SB) 743 in 2013, which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) methodology for evaluating

45 State of California, Senate Bill No. 375, September 30, 2008.

46 CARB, *Sustainable Communities & Climate Protection Program – About*. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program/about. Accessed April 2023.

47 CARB, *SB 375 Regional Greenhouse Gas Emissions Reduction Targets*, 2018.

48 SCAG, Final 2020–2045 RTP/SCS, *Chapter 0: Making Connections*, p. 5, 2020.

transportation impacts. Particularly within areas served by transit, the required alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

(h) Building Standards and Other Regulations

(i) California Appliance Efficiency Regulations

The Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608), adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

(ii) Title 24, Building Standards Code and CALGreen Code

The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards is referred to as the California Green Building Standards (CALGreen) Code and was developed to help the State achieve its GHG reduction goals under HSC Division 25.5 (e.g., AB 32) by codifying standards for reducing building-related energy, water, and resource demand, which in turn reduces GHG emissions from energy, water, and resource demand. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."[49] The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. The CALGreen Code establishes mandatory measures for new residential and non-residential

49 California Building Standards Commission, 2010 California Green Building Standards Code, (2010).

buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[50]

On August 11, 2021, the CEC adopted the 2022 Title 24 Standards, which went into effect on January 1, 2023. The 2022 standards continue to improve upon the previous (2019) Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings[51]. The 2022 Title 24 Standards "build on California's technology innovations, encouraging energy efficient approaches to encourage building decarbonization, emphasizing in particular on heat pumps for space heating and water heating. This set of Energy Codes also extends the benefits of photovoltaic and battery storage systems and other demand flexible technology to work in combinations with heat pumps to enable California buildings to be responsive to climate change. This Energy code also strengthens ventilation standards to improve indoor air quality. This update provides crucial steps in the state's progress toward 100 percent clean carbon neutrality by midcentury" [52]. The 2022 Energy Code is anticipated to reduce GHG emissions by 10 $MMTCO_2e$ over the next 30 years and result in approximately 1.5 billion dollars in consumer savings[53]. Compliance with Title 24 is enforced through the building permit process.

(i) CEQA Guidelines

In August 2007, the California State Legislature adopted SB 97 (Chapter 185, Statutes of 2007), requiring OPR to prepare and transmit new CEQA Guidelines for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted CEQA guidelines that became effective on March 18, 2010.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the CEQA Guidelines.[54] The CEQA Guidelines require a lead agency to make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Discretion is given to the lead agency whether to (1) use a model or methodology

50 California Building Standards Commission, 2010 California Green Building Standards Code, (2010).

51 California Energy Commission. 2022a. Building Energy Efficiency Standards. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency (accessed April 2023).

52 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings: For the 2022 Building Energy Standards Title 24, Part 6, and Associated Administrative Regulations Part 1 Abstract. https://www.energy.ca.gov/publications/2022/2022-building-energy-efficiency-standards-residential-and-nonresidential (accessed April 2023).

53 Energy Commission Adopts Updated Building Standards to Improve Efficiency, Reduce Emissions from Homes and Businesses. https://www.energy.ca.gov/news/2021-08/energy-commission-adopts-updated-building-standards-improve-efficiency-reduce-0 (accessed April 2023).

54 See 14 Cal. Code Regs. §§ 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).

to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, three factors are identified that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG 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; and
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 GHG emissions.[55]

The administrative record for the Guidelines Amendments also clarifies "that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis."[56]

(3) Regional

(a) South Coast Air Quality Management District CEQA Guidance

The City of Los Angeles is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[57] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[58] The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal,

55 14 Cal. Code Regs. § 15064.4(b).

56 Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.

57 SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, http://www3.aqmd.gov/hb/2008/December/081231a.htm. Accessed April 2023.

58 SCAQMD, *Greenhouse Gases CEQA Significance Thresholds*, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds. Accessed April 2023.

commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less-than-significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold for other jurisdictions.

(b) SCAG Regional Transportation Plan/Sustainable Communities Strategy

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS in September 2020. The vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share or micro-mobility services like shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services, such as microtransit, carshare, and citywide partnerships with ride hailing services. For those that choose to drive, hotspots of congestion would be less difficult to navigate due to cordon pricing and using an electric vehicle will be easier due to an expanded regional charging network.

The 2020–2045 RTP/SCS states that the SCAG region was home to about 18.8 million people in 2016 and currently includes approximately 6.0 million homes and 8.4 million jobs.[59] By 2045, the integrated growth forecast estimates that these figures will increase by 3.7 million people, with nearly 1.6 million more homes and 1.6 million more jobs. Transit Priority Areas[60] (TPAs) will account for less than 1 percent of regional total land but are projected to accommodate 30 percent of future household growth between 2016 and 2045. The 2020–2045 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's TPAs. TPAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce

59 2020–2045 RTP/SCS population growth forecast methodology includes data for years 2010, 2010, 2016, and 2045.

60 Defined by the 2020–2045 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a major transit stop (rail or bus rapid transit station) with 15-minute or less service frequency during peak commute hours

regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

The 2020–2045 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[61] Due to fuel economy and efficiency improvements, GHG emission rates of model year 2017 vehicles have decreased by 15 to 20 percent when compared to model year 2008 and earlier vehicles. However, for purposes of SB 375 emissions reduction targets, the fuel economy improvements have been largely excluded from the reduction calculation. The SB 375 target focuses on the amount of vehicle travel per capita. As discussed above, OPR recommended that achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals (i.e., SB 375 goal). The reductions generated by fuel economy improvements are already included as part of the State's GHG emissions reduction program and are not double-counted in the SB 375 target calculation.

(4) Local

(a) City of Los Angeles Green New Deal

The City of Los Angeles addressed the issue of global climate change in *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan/ClimateLA) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities.

Subsequently on April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[62] Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by 5-percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was intended to be updated every four years.

In April 2019, the Sustainability City pLAn was updated and renamed as *L.A.'s Green New Deal*, which consists of a program of actions designed to create sustainability-based performance targets through 2050 to advance economic, environmental, and equity objectives.[63] The Green New Deal augments, expands, and elaborates on the City's

61 SCAG, *Final 2020–2045 RTP/SCS, Chapter 0: Making Connections*, p. 5, 2020.

62 City of Los Angeles, Sustainable City pLAn, April 2015.

63 City of Los Angeles. LA's Green New Deal, 2019.

vision for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, "Climate Mitigation," or reduction of GHG is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025, 25 percent by 2035, and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square feet for all building types 22 percent by 2025, 34 percent by 2035, and 44 percent by 2050 (from a baseline of 68 thousand British thermal unit (mBTU) per square foot in 2015).
- All new buildings will be net zero carbon by 2030, and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025 and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025 and 75 percent by 2035.
- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025, 39 percent by 2035, and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025, 80 percent by 2035, and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025, 95 percent by 2035, and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 pounds of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025 and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within 0.5 mile of a park or open space is at least 65 percent by 2025, 75 percent by 2035, and 100 percent by 2050.

(b) City of Los Angeles Green Building Code

On December 11, 2019, the Los Angeles City Council approved Ordinance No. 186,488, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as

the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2019 CALGreen Code. Projects filed on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings.

(c) City of Los Angeles All-Electric Buildings

Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

(d) City of Los Angeles Solid Waste Programs and Ordinances

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced as well as disposal energy averted. In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices, such as source reduction, recycling, and environmentally safe land disposal.

The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the Zero Waste Plan, whose goal is to lead the City towards being a “zero waste” City by 2030. These waste reduction plans, policies, and regulations, along with Mayoral and City Council directives, have increased the level of waste diversion for the City to 76 percent as of 2013.[64] In addition, the City adopted the Recovering Energy, Natural Resources, and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan in 2006, which aims to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources not going to disposal and achieving a diversion rate of 90 percent or more by 2025.[65] The City also approved the

64 City of Los Angeles, Department of Public Works, LA Sanitation, Recycling, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=kq9mn3h5a_188. Accessed August 16, 2023.

65 City of Los Angeles, *RENEW LA, Five-Year Milestone Report*, 2011.

Waste Hauler Permit Program (Ordinance No. 181,519, LAMC Chapter VI, Article 6, Section 66.32-66.32.5), which requires private waste haulers to obtain AB 939 Compliance Permits to transport construction and demolition waste to City-certified construction and demolition waste processors. The City's Exclusive Franchise System Ordinance (Ordinance No. 182,986), among other requirements, sets a maximum annual disposal level and diversion requirements for franchised waste haulers to promote waste diversion from landfills and support the City's zero waste goals. These programs reduce the number of trips to haul solid waste and, therefore, reduce the amount of petroleum-based fuels and energy used to process solid waste.

(e) City of Los Angeles General Plan

The City does not have a General Plan Element specific to climate change and GHG emissions, but several goals, objectives, or policies in the Air Quality Element, and Housing Element, and Mobility Plan 2035 encourage the reduction of emissions. However, the following five goals from the City's General Plan Air Quality Element would also lead to GHG emission reductions:[66]

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implement of conservation measures, including passive measures, such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

(f) Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.[67] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the

66 City of Los Angeles, Air Quality Element, June 1991, pages IV-1 to IV-4.

67 Los Angeles Department of City Planning, Mobility Plan 2035: An Element of the General Plan, approved by City Planning Commission on June 23, 2016, and adopted by City Council on September 7, 2016.

Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

(g) Traffic Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) has developed the City Transportation Assessment Guidelines (TAG) (July 2019, updated July 2020 and August 2022) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and, thus, is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 375.

d) Existing Conditions

(1) Existing Statewide Greenhouse Gas Emissions

CARB compiles GHG inventories for the State of California. The most updated inventory reports the State's GHG emissions inventory from calendar year 2020. Based on the 2020 GHG inventory data (i.e., the latest year for which data are available from CARB), California emitted 369.2 $MMTCO_2e$ including emissions resulting from imported electrical power.[68] Between April 2010 and July 2020, the population of California grew by an annualized rate of 0.64 percent to a total of 39.78 million.[69] In addition, the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product (GDP)) is declining. The California economy, measured as gross state product, grew from $773 billion in 1990 to $3.4 trillion in 2021 representing an increase of over three times the 1990 gross state product.[70] California's economy, as with most of the country, experienced a decline in gross state product in 2020 ($3.0 trillion) due to the COVID-19 pandemic. Despite the population and economic growth experienced in 2021, California's net GHG emissions were reduced to below 1990 levels in 2020.[71] According to CARB, as of 2016, statewide GHG emissions dropped below the 2020 GHG Limit (431 $MMTCO_2e$) and have remained below the limit since that time, due

68 CARB, California Greenhouse Gas Emissions for 2000–2020 – by Category as Defined in the 2008 Scoping Plan, October 26, 2022. https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/ghg_inventory_scopingplan_sum_2000-20.pdf. Accessed October 2022.

69 California Department of Finance, "E-6. Population estimates and components of change by county 2010–2020," 2020, December. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-6/. Accessed October 2022.

70 California Department of Finance, Gross State Product, 2021, https://dof.ca.gov/Forecasting/Economics/economic-indicators/gross-state-product/. Accessed December2022. Amounts are based on current dollars as of May 2022.

71 California Department of Finance, Gross State Product, 2021, https://dof.ca.gov/Forecasting/Economics/economic-indicators/gross-state-product/. Accessed January 2023. Amounts are based on current dollars as of May 2022.

in part to the state's GHG reduction programs (such as the RPS, LFCS, vehicle efficiency standards, and declining caps under the Cap and Trade Program). **Table IV.F-5**, *State of California Greenhouse Gas Emissions,* identifies and quantifies Statewide anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2020 (i.e., the most recent year in which data are available from CARB). As shown in Table IV.F-5, the transportation sector is the largest contributor to Statewide GHG emissions at approximately 37 percent in 2020.

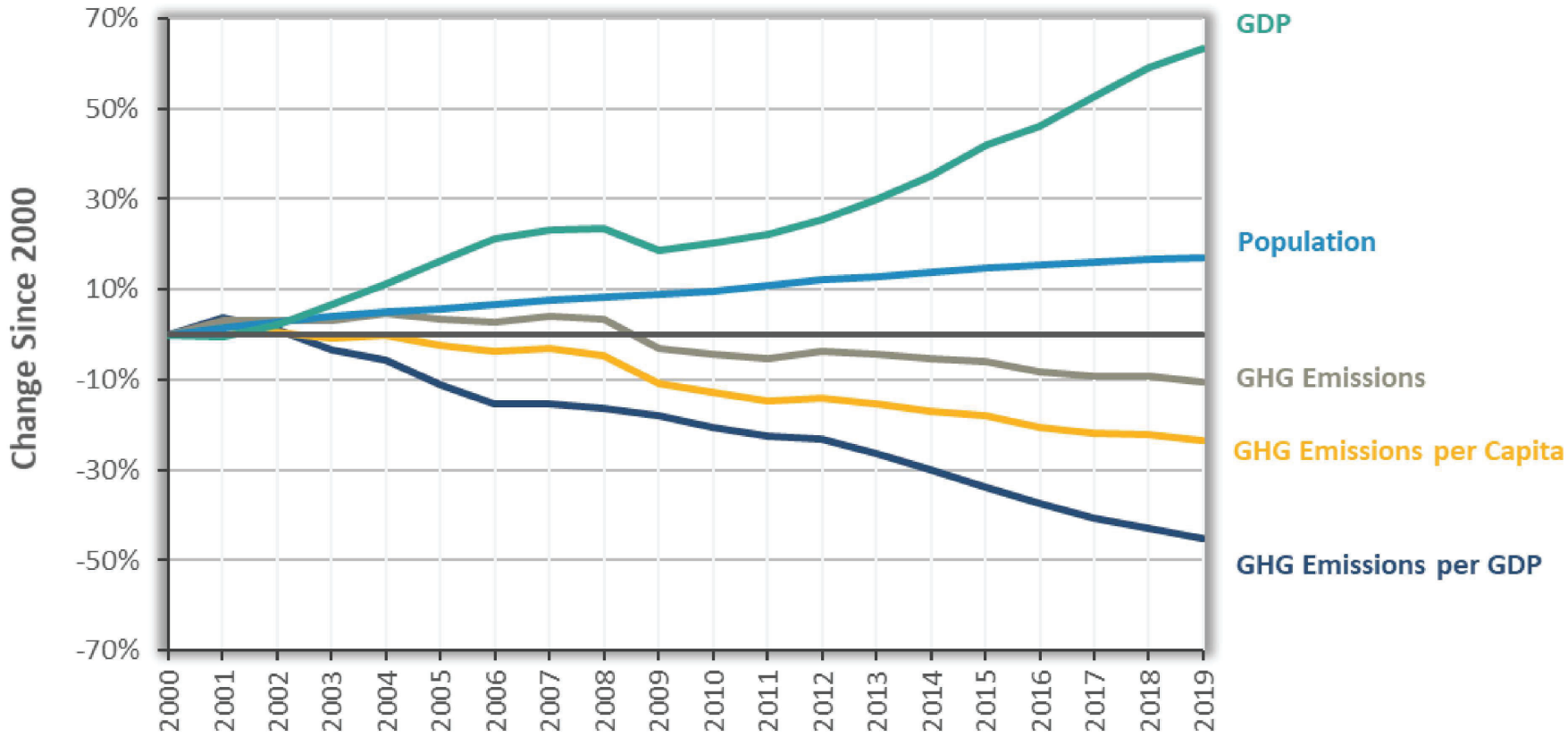
TABLE IV.F-5
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS

Category	Total 1990 Emissions using IPCC SAR ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2020 Emissions using IPCC AR4 ($MMTCO_2e$)	Percent of Total 2020 Emissions
Transportation	150.7	35%	135.8	36.8%
Electric Power	110.6	26%	59.5	16.1%
Commercial	14.4	3%	11.6	3.6%
Residential	29.7	7%	25.3	6.8%
Industrial	103.0	24%	73.3	19.9%
Recycling and Waste [a]	–	–	8.9	2.4%
High-GWP/Non-Specified [b]	1.3	<1%	21.3	5.8%
Agriculture/Forestry	23.6	6%	31.6	8.6%
Forestry Sinks [c]	-6.7		--	--
Net Total (IPCC AR4) [d]	**431**	**100%**	**369.2**	**100%**

[a] Included in other categories for the 1990 emissions inventory.
[b] High-GWP gases are not specifically called out in the 1990 emissions inventory.
[c] Revised methodology under development (not reported for 2019).
[d] CARB revised the State's 1990 level GHG emissions using GWPs from the IPCC AR4.

SOURCES: California Air Resources Board, California Greenhouse Gas Emissions for 2000 to 2020. Trends of Emissions and Other Indicators. October 26, 2022. https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf. Accessed January 2023.

California's decreasing GHG emissions trend (total and per capita) and increasing population and gross State product trends are shown graphically in **Figure IV.F-1**, *Change in California GDP, Population, and GHG Emissions Since 2000*.



Metric	Associated 2019 Value
GDP	2.7 Trillion (2012 $)
Population	39.8 Million
GHG Emissions	418.1 Million Tonnes CO_2e
GHG Emissions per Capita	10.5 Tonnes CO_2e per Capita
GHG Emissions per GDP	150 Tonnes CO_2e per Million $

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SOURCE: CARB, 2020. 2020 Edition, California Greenhouse Gas Emission Inventory: 2000 – 2018

Hilton Universal City Project

Figure IV.F-1
Change in California GDP, Population, and GHG Emissions Since 2000

(2) Existing Project Site Greenhouse Gas Emissions

The Project Site is developed with the Universal City Hotel (Hotel), which is comprised of a 24-story hotel building containing 495 guestrooms (Existing Hotel Building), an attached ancillary hotel building providing meeting/banquet rooms and ancillary hotel uses (Ancillary Hotel Building), a three-level parking garage, vehicular circulation facilities (i.e., internal driveway and service road), an outdoor pool area (Existing Outdoor Pool Area), and pedestrian walkways and landscaped areas in both the north and south plazas on the main hotel entry level. Overall, the Project Site currently has 652 vehicle parking spaces. The Existing Outdoor Pool Area is the southernmost improvement on the Property, and consists of a pool, pool deck, spa, pool bar and grill, and ornamental landscaping. GHG emissions are currently associated with vehicle trips to and from the Project Site, on-site combustion of natural gas for heating and cooking, on-site combustion emissions from landscaping equipment, off-site combustion of fossil fuels for electricity, and off-site emissions from solid waste decomposition and wastewater treatment.

The Project would expand the existing Hotel; thus, the emissions associated with the existing Hotel would remain. However, the existing Hotel components that would be demolished (i.e., Existing Outdoor Pool Area on the southern portion of the Project Site, hardscape, and walls) or reconfigured (i.e., existing North and South Plazas) to accommodate the proposed development do not emit operational emissions as these uses do not contain any operational emission sources. Therefore, existing operational GHG emissions would continue and are not required to be calculated. Accordingly, the Project's GHG emissions are considered new emissions.

3. Project Impacts

a) Threshold of Significance

(1) CEQA Guidelines Appendix G

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to GHG emissions if it would:

a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the

project exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). CEQA Guidelines Section 15064.4 does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence per CEQA Guidelines Section 15064.7(c). Although GHG emissions can be quantified as discussed below, CARB, SCAQMD, and the City have not adopted quantitative project-level significance thresholds for GHG emissions that would be applicable to the Project.

The California Natural Resources Agency (CNRA) has also clarified that the CEQA Guidelines focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15064(h)).[72]

OPR released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment."[73] Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project."[74]

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[75] To qualify, such a plan or program 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

72 See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action, December 2009, pages 11-13, 14, and 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009.

73 See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action, December 2009, pages 11-13, 14, and 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009.

74 Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review.

75 CCR, Title 14, Section 15064(h)(3).

public agency.[76] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."[77]

Thus, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions.

The City has not adopted a numeric threshold for the analysis of GHG impacts. As noted above, CEQA Guidelines Section 15064.4(b)(2) allows the City to determine a threshold of significance that applies to the Project, and, accordingly, the threshold of significance applied in the analysis below is whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The 2022 Scoping Plan Update, SCAG's 2020-2045 RTP/SCS, City's Green New Deal, and the Los Angeles Green Building Code all apply to the Project and are all intended to reduce GHG emissions to meet the Statewide targets set forth in AB 32 and amended by SB 32.. If the Project is not in conflict with the applicable regulatory plans and policies to reduce GHG emissions, then the Project would result in a less than significant impact with respect to GHG emissions.

(2) SCAQMD Thresholds

As discussed above, SCAQMD has an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where SCAQMD is the lead agency. However, this SCAQMD interim GHG significance threshold is not applicable to the Project because it is a hotel expansion project, and the City is the Lead Agency that relies on the thresholds described below under subsection IV.F.3.a)(3), *Greenhouse Gas Emissions – City Thresholds*.

(3) City Thresholds

The L.A. CEQA Thresholds Guide does not identify criteria to evaluate GHG emissions impacts. Thus, the potential for the Project to result in impacts from GHG emissions is based on the CEQA Guidelines Appendix G thresholds above. To answer both of those threshold questions, the City considers whether the Project is consistent with the following plans:

- 2022 Climate Change Scoping Plan Update
- SCAG's 2020–2045 RTP/SCS consistent with SB 375

76 CCR, Title 14, Section 15064(h)(3).

77 CCR, Title 14, Section 15064(h)(3).

- L.A.'s Green New Deal

As discussed above, OPR has noted that lead agencies "should make a good-faith effort to calculate or estimate GHG emissions" from a project.[78] Therefore, GHG emissions for the Project are quantified below, consistent with OPR guidelines.

b) Methodology

(1) Project Conflict with Applicable Plans and Policies

The Project's GHG emission impacts are evaluated by assessing whether the Project conflicts with applicable GHG reduction strategies and local actions approved or adopted by CARB, SCAG, and the City. As there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on whether the Project is not in conflict with, and therefore is consistent with, Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment consistent with CEQA Guidelines Section 15064.4 and CEQA Guidelines Appendix G. Based on CEQA case law, when no guidance exists, the lead agency may look to and assess general compliance with comparable regulatory schemes.[79]

A consistency analysis is provided and describes the Project's compliance with performance-based standards included in the regulations outlined in the applicable portions of CARB's 2022 Scoping Plan Update, SCAG's 2020-2045 RTP/SCS, City's Green New Deal, and the Los Angeles Green Building Code.

Appendix D, Local Actions, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA)."[80]

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building

78 OPR Technical Advisory, p. 5.

79 See Protect Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal. App. 4th 1099, 1107 ["'[A] lead agency's use of existing environmental standards in determining the significance of a project's environmental impacts is an effective means of promoting consistency in significance determinations and integrating CEQA environmental review activities with other environmental program planning and resolution.'"]. Lead agencies can, and often do, use regulatory agencies' performance standards. A project's compliance with these standards usually is presumed to provide an adequate level of protection for environmental resources. See, e.g., Cadiz Land Co. v. Rail Cycle (2000) 83 Cal.App.4th 74, 99 (upholding use of regulatory agency performance standard).

80 CARB, Final 2022 Climate Change Scoping Plan – Appendix D: Local Actions, November 2022.

decarbonization). However, as not all jurisdictions have sufficient resources (e.g., technical expertise, staffing, funding) to do so, jurisdictions that wish to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas when developing local climate plans, measures, policies, and actions. "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction."[81]

The State also recognizes in Appendix D, Local Actions, of the 2022 Scoping Plan Update that each community or local area has distinctive situations and local jurisdictions must balance the need for housing while demonstrating that a Project is in alignment with the State's Climate Goals. Jurisdictions should avoid creating targets that are impossible to meet as a basis to determine significance. Ultimately, targets that make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development, low-income housing or solar arrays, are not consistent with the State's goals. The State also recognizes the lead agencies' discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

(2) Quantification of Emissions

In addition to the evaluation of the Project's consistency with plans adopted for the purpose of reducing and/or mitigating GHG emissions, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which requires a good-faith effort by the lead agency to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. The significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project, and is evaluated solely on the basis of consistency with GHG reduction plans, policies, and regulations.

The California Climate Action Registry (Climate Registry) has prepared the General Reporting Protocol for calculating and reporting GHG emissions from a number of general and industry-specific activities.[82] The GHG emissions provided in this report are consistent with the Climate Registry's General Reporting Protocol framework (General Reporting Protocol). The General Reporting Protocol recommends separating GHG

81 CARB, Final 2022 Climate Change Scoping Plan – Appendix D: Local Actions, November 2022.

82 The Climate Registry, General Reporting Protocol Version 2.1, 2016.

emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

- Scope 1: Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).
- Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.
- Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy.[83]

CARB recommends consideration of indirect emissions to provide a more complete picture of the GHG footprint of a facility: "As facilities consider changes that would affect their emissions – addition of a cogeneration unit to boost overall efficiency even as it increases direct emissions, for example – the relative impact on total (direct plus indirect) emissions by the facility should be monitored. Annually reported indirect energy usage also aids the conservation awareness of the facility and provides information" to CARB to be considered for future strategies by the industrial sector.[84] For these reasons, CARB has proposed requiring the calculation of direct and indirect GHG emissions as part of the AB 32 reporting requirements. Additionally, OPR directs lead agencies to "make a good-faith effort, based on available information, to calculate, model, or estimate…GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities."[85] Therefore, direct and indirect emissions have been calculated for the Project.

A fundamental challenge in the analysis of GHG emissions is the global nature of the existing and cumulative future conditions. Changes in GHG emissions can be difficult to attribute to a particular project because the project may cause a shift in the locale for some type of GHG emissions, rather than simply causing "new" GHG emissions. As a result, there is a lack of clarity as to whether a project's GHG emissions represent a net global increase, reduction, or no change in GHGs that would exist if the project were not implemented. Therefore, the analysis of the Project's GHG emissions is conservative in that it assumes all of the GHG emissions are new additions to the atmosphere.

It is considered reasonable and consistent with criteria pollutant calculations to consider those GHG emissions resulting from Project-related incremental (net) increases from emissions sources mentioned in the scope categories above, such as emissions from the

83 Embodied energy includes energy required for water pumping and treatment for end-uses. Third-party vehicles include vehicles used by residents, visitors, and employees traveling to and from the Project Site.

84 California Air Resources Board, Staff Report: Initial Statement of Reasons for Rulemaking, Revisions to the Regulation for Mandatory Reporting of Greenhouse Gas Emissions Pursuant to the California Global Warming Solutions Act of 2006 (AB 32), 2010, page 27.

85 Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, 2008, page 5.

use of on-road mobile vehicles, electricity, and natural gas, compared to existing conditions. This includes Project construction activities, such as demolition, hauling, and construction worker trips. This analysis also considers indirect GHG emissions from water conveyance, wastewater generation, and solid waste handling. Since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions are calculated on an annual basis.

GHG emissions are estimated using the California Emissions Estimator Model (CalEEMod, version 2020.4.0), which is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.[86]

(a) Construction Emissions

GHG emissions associated with construction of the Project were calculated for each year of construction activity using CalEEMod and EMFAC 2021. Construction emissions are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date). Project construction is estimated to start in 2024 but may commence at a later date. If the onset of construction is delayed to a later date than assumed in the modeling analysis, construction GHG emissions would be similar to or less than those analyzed because a more energy-efficient and cleaner burning construction equipment and vehicle fleet mix would be expected in the future. This is because State regulations require construction equipment fleet operators to phase-in less polluting heavy-duty equipment and trucks over time. As a result, should the Project commence construction on a later date than modeled in this GHG impact analysis, GHG emissions would be less than the emissions disclosed herein.

The input values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the same construction phasing assumptions used in the criteria pollutant analysis (see Section IV.A, *Air Quality*, of this Draft EIR) to generate GHG emissions values for each construction year. The emissions have been estimated using the CalEEMod software, an emissions inventory software program recommended by SCAQMD, and the CARB EMFAC2021 model. The SCAQMD guidance, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, recognizes that construction-related

86 See: http://www.aqmd.gov/caleemod/.

GHG emissions from projects "occur over a relatively short-term period of time" and that "they contribute a relatively small portion of the overall lifetime project GHG emissions."[87]

In accordance with SCAQMD guidance, GHG emissions from construction have been amortized (i.e., averaged annually) over the lifetime of the Project. The SCAQMD defines the lifetime of a project as 30 years. [88] Therefore, the Project's total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate comparable to operational emissions. A more detailed discussion of the methodology for projecting the Project's construction emissions and descriptions of the Project's construction phasing and equipment list are available in the *Air Quality and Greenhouse Gas Technical Documentation* for the Project, which is provided in **Appendix B** of this Draft EIR.

(b) Operational Emissions

Similar to construction, operational GHG emissions are also estimated using CalEEMod, along with CARB's EMFAC2021 model. CalEEMod was used to estimate GHG emissions from electricity, natural gas, solid waste, water and wastewater, commercial fireplaces (i.e., for lounge areas), and landscaping equipment.

The GHG emissions calculations for the Project include credits or reductions for implementation of relevant project design features set forth in this Draft EIR (see *Project Design Features*, for additional details). The analysis of Project GHG emissions at buildout also takes into account actions and mandates already approved and expected to be in force by Project buildout (e.g., Pavley I and II Standards and implementation of California's Statewide RPS beyond current levels of renewable energy). Emissions reductions regarding Cap-and-Trade were not included in this analysis.

Operational GHG emissions were calculated for the Project while taking into account the sustainability features and GHG reduction measures described in *Project Design Features*, below. The operational GHG emissions calculations (as provided in **Appendix F**) represent emission factors for the Project buildout year of 2027, consistent with the RPS (SB 100).

Mobile emissions were estimated based on emission factors from EMFAC2021, along with VMT values taken from the Project's 2023 Updated Transportation Analysis Addendum (2023 Updated TA Addendum) and used to estimate on-road mobile source GHG emissions.[89] The Project includes characteristics that would reduce vehicle trips and VMT when compared to a standard project within the Air Basin as measured by

87 South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

88 SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, December 5, 2008, page 5.

89 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

CalEEMod such as proximity to transit and given its mix of complementary hotel, recreational and restaurant uses, and location at an urban infill location, adjacent to major tourist and entertainment destinations such as Universal Studios Hollywood and Universal Citywalk. These relative reductions in vehicle trips and VMT from a standard project within the Air Basin help quantify the criteria air pollutant emissions reductions achieved by locating the Project in an infill, HQTA and TPA area that promotes alternative modes of transportation. Previously, trip generation for land uses was calculated based on survey data collected by the ITE. However, these ITE trip generation rates were based on data collected at suburban, single-use, free standing sites, which may not be representative of urban mixed-use environments. Beginning in 2019, the USEPA has sponsored a study to collect travel survey data from mixed-use developments in order provide a more representative trip generation rate for multi-use sites. Results of the USEPA survey indicate that trip generation and VMT are affected by factors such as resident and job density, availability of transit, and accessibility of biking and walking paths. Based on these factors, the USEPA has developed equations known as the EPA Mixed-Use Development (MXD) model to calculate trip reductions for multi-use developments.[90] The LADOT VMT Calculator incorporates the USEPA MXD model and accounts for project features such as increased density and proximity to transit, which would reduce VMT and associated fuel usage in comparison to free-standing sites. As shown in Appendix B, *Air Quality and Greenhouse Gas Emissions Appendix*, and the Project's 2023 Updated TA Addendum, included as **Appendix K** of this Draft EIR, [91] incorporation of USEPA MXD VMT reduction features applicable to the Project results in a 19.5 percent reduction in overall VMT for the Project and resultant pollutant emissions. Refer to VMT data in Appendix B and Appendix K of this Draft EIR.

The Project's emissions were calculated for Project buildout in 2027. In addition, the operational mobile source GHG emissions estimates are based on GHG emission factors for the mobile sources and the GWP values for the GHGs emitted. Emissions of GHGs from motor vehicles are dependent on specific vehicle types and models that would travel to and from the Project Site. The national policy for fuel efficiency and emissions standards for the United States auto industry requires that new passenger cars and light-duty trucks achieve an average fuel economy standard of 35.5 mpg and 250 grams of CO_2 per mile by model year 2016 (Phase I standards) based on USEPA calculation methods. In August 2012, more stringent phased-in standards were adopted for new model year 2017 through 2025 passenger cars and light-duty trucks. New model year 2020 vehicles are projected to achieve 41.7 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 213 grams of CO_2 per mile (Phase II standards). By 2025, new vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per

90 United States Environmental Protection Agency. Mixed Use Trip Generation Model. Updated September 2022. https://www.epa.gov/smartgrowth/mixed-use-trip-generation-model. Accessed July 5, 2023.

91 Linscott Law & Greenspan Engineers, 2023 Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

mile (Phase II standards).[92] Additionally, as mentioned above, in February 2022, the USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.[93] This final rule revises current GHG standards beginning for vehicles in model year 2023 and through model year 2026 and establish the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles.[94]

All vehicle types could visit the Project Site. Therefore, this assessment uses the Air Basin's motor vehicle fleet mix and the fleet average calendar year emissions factors from EMFAC to estimate mobile source GHG emissions.

Project energy demand and the consumption of fossil fuels to generate electricity and to provide space heating and cooling and hot water generates GHG emissions. Emissions of GHGs associated with energy usage under the Project's proposed land uses are calculated using the CalEEMod tool software version 2022.1.1, which is based on the 2019 Title 24 standards. CalEEMod has not been updated to include correction factors for the 2022 Title 24 standards, which includes additional building energy reductions and associated GHG emissions reductions as compared to the 2019 Title 24 standards. The Project would be required to comply with applicable Title 24 Building Energy Efficiency Standards. Thus, to provide a more conservative analysis, the analysis of building energy-related GHG emissions for the Project is based on the 2019 Title 24 standards and does not reflect additional building energy reductions and associated GHG emissions reductions from 2022 Title 24 compliance. Future fuel consumption rates are estimated based on specific square footage of the Project's hotel, recreational and restaurant, and vehicular parking land uses, as well as predicted water supply needs of the Project.

Emission factors for GHGs due to electrical generation to serve the demands of the existing uses on the Project Site were obtained from the LADWP 2021 Power Content Label, which accounts for the generation mix using renewable and non-renewable sources.[95] Approximately 35.2 percent of LADWP's 2021 electricity purchases were from renewable sources, which is greater than the 33.1 percent Statewide percentage of

92 U.S. Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012.

93 U.S. Environmental Protection Agency, *Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards*, https://www.govinfo.gov/content/pkg/FR-2021-12-30/pdf/2021-27854.pdf, accessed April 2023.

94 U.S. Environmental Protection Agency, *Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Regulatory Update*, https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1013NR8.pdf, accessed April 2023.

95 Los Angeles Department of Water and Power, 2021 Power Content Label, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-powercontentlabel;jsessionid=XL84kDyS74VcfJ9q2vZFVJHGgcpHjlHGl1C4Qy8sW6QTxrCTc46n!-1508772228?_afrLoop=234955472766070&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D234955472766070%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dkw55f6s9t_4.

electricity purchases from renewable sources.[96] LADWP would provide an increasing electricity percentage from renewable sources in compliance with the RPS with 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. Based on data from LADWP, the CO_2 intensity factor for electricity sales as of year 2021 was 609 pounds per megawatt-hour (lbs/MWh). With the passage of SB 100, LADWP would be required to update plans to provide an increasing percentage of renewable electricity pursuant to the regulation (i.e., 60 percent by December 31, 2030 and 100 percent by December 31, 2045). As described above, based on LADWP future projections of energy supply resources for the Project opening year of 2027, an estimated CO_2 intensity factor of 451.11 lbs CO_2/MWh for electricity was calculated using LADWP projections from existing plans for compliance with the RPS (i.e., SB 100).[97,98]

Emissions of GHGs associated with solid waste disposal under the Project's proposed land uses are calculated using the CalEEMod tool. The emissions are based on the size of the Project's hotel, recreational and restaurant uses, the waste disposal rate for the land uses was estimated based on client provided estimates. The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the City's Zero Waste Plan, whose goal is to lead the City towards being a "zero waste" City by 2030. These waste reduction plans, policies, and regulations, along with Mayoral and City Council directives, have increased the level of waste diversion (e.g., recycling) for the City to 76 percent as of 2013.[99]

The emissions of GHGs associated with water demand and wastewater generation from the Project are calculated using CalEEMod. The emissions are based on the size of the Project land uses, the water demand factors, the electrical intensity factors for water supply, treatment, and distribution for wastewater treatment, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted.[100] Refer to Section IV.M.2, *Utilities and Service Systems – Water Supply*, and Section IV.M.1, *Utilities and Service Systems – Wastewater,* of this Draft EIR for the estimated water usage rate for the Project.

The emissions of GHGs associated with operational area sources under the Project are calculated using the CalEEMod tool. The emissions for landscaping equipment are based

96 Los Angeles Department of Water and Power, 2021 Power Content Label, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-powercontentlabel;jsessionid=XL84kDyS74VcfJ9q2vZFVJHGgcpHjlHGl1C4Qy8sW6QTxrCTc46n!-1508772228?_afrLoop=234955472766070&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D234955472766070%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dkw55f6s9t_4.

97 SB-100 California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180, accessed April 2023.

98 Los Angeles Department of Water and Power, 2017 Power Strategic Long-Term Resource Plan, December 2017.

99 City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, 2013.

100 CAPCOA, California Emissions Estimator Model, User's Guide For CalEEMod Version 2020.4.0.

on the size of the open space based on the Project's hotel, recreational, and restaurant land uses, the GHG emission factors for fuel combustion, and the GWP values for the GHGs emitted.

Stationary sources would also include an emergency generator with one emergency rated at approximately 450 kilowatts (603 horsepower), which would provide emergency power primarily for lighting and other emergency building systems. The emergency generator would result in emissions during maintenance and testing operations. Emergency generators are permitted by the SCAQMD and regulated under SCAQMD Rule 1470. Maintenance and testing would not occur daily, but rather periodically, up to 50 hours per year per Rule 1470. For the purposes of estimating maximum daily emissions, it is estimated that the emergency generators would operate for up to two hours in a day for maintenance and testing purposes.

For informational purposes, in order to evaluate the efficacy of the GHG reduction characteristics, features, and measures that would be implemented as part of the Project, this analysis compares the Project's GHG emissions to the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. This approach mirrors the concepts used in CARB's 2017 Climate Change Scoping Plan, which demonstrates GHG reductions compared to a Project without implementation of GHG reduction characteristics, features, and measures where operational GHG emissions were calculated based on a scenario without Project Design Features and consistent with CARB's Climate Change Scoping Plan Statewide BAU forecast for the AB 32 target year of 2020 and continued reductions through SB 32 through 2030, with a CO_2 intensity factor of 572.66 lbs/MWh for year 2027, which represents the RPS law and growth in electricity demand, but does not include SB 100 that was signed into law after CARB's 2017 Climate Change Scoping Plan.[101] In addition, the Project Without GHG Reduction Characteristics, Features, and Measures scenario does not account for land use characteristics of the Project that reduce VMT given its mix of complementary hotel, recreational and restaurant uses, and location at an urban infill location, adjacent to major tourist and entertainment destinations such as Universal Studios Hollywood and Universal Citywalk, with nearby access to public transportation and would not incorporate certain VMT reductions from the Project's 2023 Updated TA Addendum and the Transportation Demand Management (TDM) trip reductions (refer to Project Design Feature TRAF-PDF-1 (TDM Program) in Section IV.K, *Transportation*, of this Draft EIR, for additional details). In 2019, the USEPA sponsored a study to collect travel survey data from mixed-use developments in order provide a more representative trip generation rate for multi-use sites. Results of the USEPA survey indicate that trip

[101] The CARB's 2022 Climate Change Scoping Plan also demonstrates GHG reductions compared to a Project without implementation of GHG reduction characteristics, features, and measures. In the 2022 Scoping Plan's reference scenario, SB 100 is considered in the Statewide BAU forecast as well as continued reductions through SB 32 through 2030. However, as shown in the 2022 Climate Change Scoping Plan's Appendix J, there is uncertainty of how quickly and the exact timing on when the RPS will be achieved as required by SB 100 by 2030, therefore the 2017 Scoping Plan reference scenario assumptions were used.

generation and VMT are affected by factors, such as resident and job density, availability of transit, and accessibility of biking and walking paths. Based on these factors, the USEPA has developed equations known as the EPA Mixed-Use Development (MXD) model to calculate trip reductions for multi-use developments.[102] The LADOT VMT Calculator incorporates the USEPA MXD model and accounts for project land use characteristics, such as increased density and proximity to transit, which would reduce VMT and associated fuel usage in comparison to free-standing sites. As shown in Appendix B, *Air Quality and Greenhouse Gas Technical Documentation*, and the Project's 2023 Updated TA Addendum, included as Appendix K of this Draft EIR, [103] incorporation of USEPA MXD VMT reduction features applicable to the Project, as well as Project Design Feature TRAF-PDF-1 (TDM Program) in Section IV.K, *Transportation*, of this Draft EIR, results in a 19.5 percent reduction in overall VMT for the Project and resultant pollutant emissions.

There are challenges in determining consumption-based GHG emissions for embodied GHG emissions, such as the production of construction materials and consumer goods and services, as many require elongated supply chains. Therefore, the data necessary to accurately quantify embodied emissions may not be readily available due to the fact that other jurisdictions (particularly outside California or outside the United States) may not track GHG emissions in sufficient detail. Furthermore, as discussed in the Draft Association of Environmental Professionals (AEP) White Paper: Production, Consumption and Lifecycle Greenhouse Gas Inventories: Implications for CEQA and Climate Action Plans, "CEQA admonishes lead agencies to avoid speculation in completing their analyses and making conclusions. Moreover, CEQA does not require a lead agency to complete every study possible but, rather, to fully disclose impacts based on reasonably available data. Developing project-specific estimates of embedded GHG emissions for all construction materials, or future consumed goods and services that are related to complex supply chains, would require extensive research and may not be able to accurately identify GHG emissions for many consumed items without substantial uncertainty."[104]

In addition, the State addressed embodied (lifecycle) GHG emissions in the Final Statement of Reasons for Regulatory Action, prepared for the amendment to Appendix F of the CEQA Guidelines pursuant to SB 97:

> *The amendments to Appendix F remove the term —lifecycle. No existing regulatory definition of —lifecycle exists. In fact, comments received during OPR's public workshop process indicate a wide variety of interpretations of*

[102] USEPA, Mixed-Use Trip Generation Model, www.epa.gov/smartgrowth/mixed-use-trip-generation-model, accessed on August 2022.

[103] Linscott Law & Greenspan Engineers, Updated Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

[104] Association of Environmental Professionals, Draft AEP White Paper - Production, Consumption and Lifecycle Greenhouse Gas Inventories: Implications for CEQA and Climate Action Plans, 2017, page 5-3.

> *that term. (Letter from Terry Rivasplata et al. to OPR, February 2, 2009, at pp. 5, 12 and Attachment; Letter from Center for Biological Diversity et al. to OPR, February 2, 2009, at pp. 17.) Thus, retention of the term —lifecycle in Appendix F could create confusion among lead agencies regarding what Appendix F requires. Moreover, even if a standard definition of the term —lifecycle existed, requiring such an analysis may not be consistent with CEQA. As a general matter, the term could refer to emissions beyond those that could be considered —indirect effects of a project as that term is defined in section 15358 of the State CEQA Guidelines. Depending on the circumstances of a particular project, an example of such emissions could be those resulting from the manufacture of building materials. (CAPCOA White Paper, pp. 50-51.) CEQA only requires analysis of impacts that are directly or indirectly attributable to the project under consideration. (State CEQA Guidelines, § 15064(d).) In some instances, materials may be manufactured for many different projects as a result of general market demand, regardless of whether one particular project proceeds. Thus, such emissions may not be caused by the project under consideration. Similarly, in this scenario, a lead agency may not be able to require mitigation for emissions that result from the manufacturing process. Mitigation can only be required for emissions that are actually caused by the project. (CEQA Guidelines Section 15126.4(a)(4).)*[105]

Therefore, embodied GHG emissions were not considered in this analysis as they are not consistent with generally recommended GHG emissions analysis methodology under CEQA.

c) Project Design Features

The following Project Design Feature related to GHG emissions will be implemented as part of the Project:

GHG-PDF-1: Green Building Features. The Project will include the following green building features:

- The Project's buildings will be designed to achieve the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification or equivalent and will be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code.[106]

[105] California Natural Resources Agency, Final Statement of Reasons for Regulatory Action – Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 397, page 71.

[106] For the purposes of this analysis, no quantitative energy efficiency credits were applied to the Project's energy use beyond regulatory requirements within CalEEMod since the specific number of LEED points that the Project would achieve in the Energy and Atmosphere category is not yet known.

In addition, refer to Project Design Feature WS-PDF-1 (Water Conservation Features) in Section IV.M.2, *Utilities and Service Systems – Water Supply*, of this Draft EIR. Project Design Feature WS-PDF-1 includes water conservation features that reduce operational GHG emissions. Also, refer to Project Design Feature TRAF-PDF-1 (TDM Program) in Section IV.K, *Transportation*, of this Draft EIR. Project Design Feature TRAF-PDF-1 would require implementation of a TDM Program to reduce Project VMT that reduce operational GHG emissions and strategies related to Transit Subsidies and Promotions and Marketing.

d) Analysis of Project Impacts

Threshold a) Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold b) Would the Project conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

(1) Impact Analysis

(a) Project Conflict with Applicable Plans and Policies

As mentioned above, in subsection IV.F.3.a)(1), *Greenhouse Gas Emissions – CEQA Guidelines Appendix G,* in the absence of any adopted quantitative threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project conflicts with applicable plans, policies, regulations and requirements adopted for the purpose of reducing the emissions of GHGs.

As described above, projects that do not conflict with a GHG emissions reduction plan would have a less-than-significant impact. The analyses below demonstrates that the Project would not conflict with the applicable GHG emission reduction plans and policies included within CARB's 2022 Scoping Plan Update, the 2020-2045 RTP/SCS, City's Green New Deal, and the Los Angeles Green Building Code, and therefore, the Project would not conflict with the applicable GHG reduction plans and policies.

(b) CARB's 2022 Scoping Plan Update for Achieving Carbon Neutrality

As discussed above, in subsection IV.F.2.c)(2)(d)(iii), *Greenhouse Gas Emissions – 2022 Scoping Plan Update for Achieving Carbon Neutrality*, jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas. To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (transportation

electrification, VMT reduction, and building decarbonization).[107] A detailed assessment of goals, plans, and policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the 2022 Scoping Plan Update (Actions for the Scoping Plan Scenario).

- **Transportation Electrification**

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the 2022 Scoping Plan Update action to have 100-percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the 2022 Scoping Plan Update).

- **Convert local government fleets to zero-emission vehicles (ZEV)**

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100-percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's eVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by 2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the 2022 Scoping Plan Update goals of transitioning to EVs. Although this measure mainly applies to City fleets, the Project would not conflict with these goals by providing EV charging stations in both the underground and at-grade parking facilities for public visitors. The Project would provide approximately 464 parking spaces and the Project design would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations for a minimum of 30 percent of the Code-required parking spaces

[107] CARB, Final 2022 Scoping Plan for Achieving Carbon Neutrality – Appendix D: Local Actions, November 2022. *Table 1*

(approximately 140 spaces), with 10 percent of the Code-required spaces (approximately 47 spaces) further improved with electric vehicle charging stations.

- **Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)**

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. Section IX of the LAMC also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs such as the City of Los Angeles EV Master Plan to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.[108]

The City's goals of installing EV chargers throughout the City would be consistent with the 2022 Scoping Plan Update goals of transitioning to EVs. In addition, the Project would support this GHG reduction strategy, even as a private development project, by providing EV charging stations in both the parking garage and at-grade parking facilities for Project-related and public visitors. The Project would provide approximately 464 parking spaces and the Project design would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations for a minimum of 30 percent of the LAMC-required parking spaces (approximately 140 spaces), with 10 percent of the LAMC-required spaces (approximately 47 spaces) further improved with electric vehicle charging stations. Additionally, the Project would designate a minimum of eight percent of on-site parking for carpool and/or alternative-fueled vehicles further supporting transportation-related GHG reduction strategies.

VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the 2022 Scoping Plan Update action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- **Reduce or eliminate minimum parking standards in new developments**

[108] LADWP, City of Los Angeles EV Master Plan Updates, September 15, 2022, https://clkrep.lacity.org/onlinedocs/2021/21-0890_rpt_DWP_09-13-22.pdf.

- **Implement parking pricing or transportation demand management pricing strategies**

The City's Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips.

The Project would implement a comprehensive TDM Program to reduce the Project's single-occupant vehicle trips and associated emissions, and increase the trips arriving via alternative modes of transportation (e.g., walking, bicycle, carpool, vanpool, and transit). The TDM Program may include, but is not limited to, transit subsidies; promotions and marketing for transportation alternatives, secured, long-term bicycle parking, and access to showers for employees. The Project's TDM components are included as Project Design Feature TRAF-PDF-1 (refer to Section IV.K, *Transportation*, of this Draft EIR, for a discussion of the transportation demand management features).

The Project would provide 464 parking stalls and to meet the LAMC vehicle parking requirements, and would expand the existing three-level parking garage to the north creating one contiguous parking garage; incorporate mechanical parking; provide overflow surface parking for Hotel workers and service vehicles only along the existing service road that runs generally along the eastern boundary of the Project Site; and add new parking spaces along the internal roadway and within the North Plaza. The Project would provide approximately 65 surface parking spaces along the internal roadway, approximately 51 surface spaces along the service road. While the Project would include parking in excess of the LAMC minimum requirements, the Project includes features to encourage walking and bicycling. Pursuant to the LAMC, the Project is required to 108 bicycle parking spaces. The Project would exceed LAMC requirements and provide 118 bicycle parking spaces. Therefore, while the Project's parking would exceed the minimum requirements, the Project would still be consistent with the overall intent of this GHG reduction policy through the Project's implementation of the comprehensive TDM Program and provision of excess bicycle parking.

- **Implement Complete Streets policies and investments, consistent with general plan circulation element requirements**

The Mobility Plan 2035 established a "Complete Streets" planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015 consistent with California's Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established

BlueLA, which is a car sharing network consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses.

This reduction strategy mainly applies to City traffic circulation. However, the Project would implement complete street policies by complying with general plan circulation element requirements by including features to encourage public transit use, walking and bicycling. The Project would occupy a location within an identified TPA that is highly accessible by existing transit options as further discussed below, including regional and local bus service and regional rail service with connections to public transportation hubs. Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to the adjacent Universal Studios Hollywood and Universal CityWalk, and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. In addition, a pedestrian bridge over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B Line (Red Line) Universal City/Studio City Station and the Universal Studios Tram Stop. Pedestrian access would also continue to be provided from the parking garage with elevator access. Walkways would be provided around the building perimeters to provide safe pedestrian access through the Project Site to the building entrances (see Chapter II, *Project Description*, of the Draft EIR for additional details). In addition, the Project would include approximately 118 bicycle parking spaces, which is in excess of the requirements of the LAMC Section 12.21 A.16(a)(2). The Project's bicycle parking spaces and facilities would be provided at various locations throughout the Project Site in accordance with LAMC Section 91.6307, including access to showers for employees available within the Existing Hotel Building. Therefore, the Project complies with complete street policies and furthers their goals and the Project would not conflict with implementation of Complete Streets policies.

- **Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.**
- **Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking**
- **Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)**
- **Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).**

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit

corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred to as Connect SoCal. The 2020–2045 RTP/SCS' "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2020-2045 RTP/SCS and a detailed consistency table is provided as Table 2, *Comparison of Project Characteristics with Applicable SCAG 2020-2045 RTP/SCS Actions and Strategies,* of Appendix B to the Draft EIR, the Project would not conflict with the 2020-2045 RTP/SCS goals.

On a local level, the City has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses.

The Project is a hotel expansion project and represents an infill development at a location adjacent to major tourist and entertainment destinations such as Universal Studios Hollywood and Universal Citywalk. The Project Site is located in an TPA and HQTA that is well served by public transit options, including the Metro B Line (Red Line) provides direct linkages to Downtown Los Angeles, as well as other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour). Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Specifically, bus stops for Metro Local 155, Local 222, and Local 224 are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank, Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station. The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the BurbankBus Pink Route, also stop off-street at the Universal/Studio City Station. As previously mentioned, Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. In addition, a pedestrian bridge over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B Line (Red Line) Universal City/Studio City Station and the Universal Studios Tram Stop. As previously mentioned, Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to Universal Studios Hollywood and

Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. Furthermore, the Project will include approximately 118 bicycle parking spaces, in excess of the bicycle parking spaces required by LAMC Section 12.21 A.16(a)(2).

The development proposed by the Project is located within the C2-1 and PB-1 zoned areas of the Project Site. The southern section of the Project Site, an approximately 11,000 square-foot parcel within the steep, south portion of the Project Site, and a thin strip of land along Universal Hollywood Drive, are located within the RE-15 zone, a single-family residential zone. Neither of these RE15 zoned parcels could be developed with residential uses since neither meets the minimum lot size of 15,000 square feet. Therefore, the Project's proposed zone change would not reduce the development potential of the Project Site. In addition, PB zoning is not required to ensure the use of the Project Site to provide on-site parking consistent with the requirements of the LAMC. Therefore, the Project's proposed zone change from PB and RE15 to C2 would create uniform zoning for the hotel use, including the existing three-level parking garage, of the entire Project Site. The Project's proposed change in the underlying zoning would not result in any significant environmental effects with respect to the purposes of existing zoning and the Regional Center Commercial designation of the Project Site. As discussed in Section IV.H, *Land Use and Planning*, of the Draft EIR, although the existing Height District 1, allows unlimited building heights, it establishes a maximum FAR of 1.5:1. The Hotel Expansion Building and Meeting Room Addition would add approximately 299,088 square feet of additional floor area on the Project Site. Implementation of the Project would result in a total 696,609 square feet of floor area, and a resulting FAR of approximately 2.20:1 for the Project Site. Pursuant to LAMC Section 12.32-F, the Applicant is seeking a Height District Change for the Property from Height District No. 1 to Height District No. 2, which would allow the proposed FAR of 2.20:1. Refer to Draft EIR, Section IV.H, *Land Use and Planning*, for additional details regarding requested zoning actions for the Project.

The Project would not convert any natural and working lands to urban uses. The Project is an infill project that provides increased opportunities to use alternative transportation modes by co-locating complementary hotel, recreational, and restaurant land uses within 0.25 mile of employment, retail, and entertainment uses, including major tourist and entertainment destinations such as Universal Studios Hollywood and Universal Citywalk, and is within an identified TPA and HQTA in a walkable area served by transit for employees and visitors, and would include 118 bicycle spaces and access to shower facilities for employees, which would facilitate a reduction in VMT and vehicle trips.

Therefore, the Project would be consistent with these reduction strategies. While these reduction strategies mainly apply traffic circulation infrastructure within the City, the Project would support these reduction strategies.

Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the 2022 Scoping Plan Update actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in2029 for commercial land uses (see Table 2-1 of the 2022 Scoping Plan Update).

- **Adopt all-electric new construction reach codes for residential and commercial uses**

California's transition away from fossil fuel–based energy sources will bring the Project's GHG emissions associated with building energy use down to zero as the State's electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

As discussed in Section IV.A.2.c)(4)(a) above, the City has updated the LAMC with requirements for all new buildings, with certain exceptions, to be all-electric, which would reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy would serve to reduce GHG emissions from sources traditionally powered by natural gas for buildings subject to these requirements. Although this GHG reduction measure is aimed primarily at jurisdictions and not individual projects, as discussed in Section II, *Project Description*, of this Draft EIR and below, the Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. These standards would reduce energy, water usage, and waste and, thereby, reduce associated GHG emissions and help minimize the impact on natural resources and infrastructure. The Project would include energy-saving measures, such as Project Design Feature GHG-PDF-1 (Green Building Features), which involve the Project achieving the USGBC LEED Gold Certification level for the new buildings. The Project would demonstrate compliance with the LEED Gold Certification or equivalent green building standards by providing architectural and engineering documentation, building energy modeling simulations, and other supporting evidence consistent with USGBC-accepted documentation standards. As part of the Project's LEED Gold Certification or equivalent green building standards,

the Project would optimize building energy performance with a reduction from the LEED baseline consistent with LEED requirements.[109]

Additional project design features that would contribute to energy efficiencies may include, but are not limited to, the use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); the installation of HVAC systems that utilize ozone-friendly refrigerants; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The parking garage expansion would provide infrastructure for vehicular charging stations per LAMC requirements.[110] The Project would also utilize the recycling program and facilities that are currently located in the Existing Hotel Building (see Section II, *Project Description*, for additional details). In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters (refer to Section II, *Project Description*, of this Draft EIR, for additional details). The Project's water conservation features are included as Project Design Feature WS-PDF-1 (refer to Project Design Feature WS-PDF-1 (Water Conservation Features) in Section IV.M.2, *Utilities and Service Systems – Water Supply*, of this Draft EIR). Therefore, based on the above, the Project would not conflict with energy strategies in the 2020-2045 RTP/SCS.

- **Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)**

The City and Los Angeles Department of Water and Power (LADWP) have established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, HVAC upgrades, pool pumps and insulation upgrades. Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions. In addition, the Project would use electricity provided by LADWP, which is required to meet the renewables energy performance standard of SB 100 through 2045.

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109 *For the purposes of this analysis, no quantitative energy efficiency credits were applied to the Project's energy use beyond regulatory requirements within CalEEMod since the specific number of LEED points that the Project would achieve in the Energy and Atmosphere category is not yet known.*

110 *The Project would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into a minimum of 30 percent of the parking spaces (approximately 140 spaces), with 10 percent of the LAMC-required spaces further improved with electric vehicle charging stations (approximately 47 spaces).*

The Project would support this measure by meeting or exceeding electricity requirements in the applicable Building Efficiency Standards. Thus, to provide a more conservative analysis, the analysis of building energy-related GHG emissions for the Project is based on the 2019 Title 24 standards and does not reflect additional building energy reductions and associated GHG emissions reductions from 2022 Title 24 compliance. As described above, the Project would include energy-saving measures, such as Project Design Feature GHG-PDF-1 (Green Building Features), which involve the Project achieving the USGBC LEED Gold Certification level for the new buildings. The Project would demonstrate compliance with the LEED Gold Certification or equivalent green building standards by providing architectural and engineering documentation, building energy modeling simulations, and other supporting evidence consistent with USGBC-accepted documentation standards. As part of the Project's LEED Gold Certification or equivalent green building standards, the Project would optimize building energy performance with a reduction from the LEED baseline consistent with LEED requirements.[111] Additional project design features that would contribute to energy efficiencies may include, but are not limited to, the installation of HVAC systems that utilize ozone-friendly refrigerants and the installation of high-efficiency appliances.

As a result, the Project would not conflict with applicable 2022 Scoping Plan Update strategies and regulations to reduce GHG emissions.

(i) Post-2030 Analysis

The 2022 Scoping Plan Update also outlines strategies to reduce GHG emissions to achieve the 2030 target from sectors that are not directly controlled or influenced by the Project but, nonetheless, contribute to Project-related GHG emissions. For instance, the Project itself is not subject to the Cap-and-Trade regulation; however, Project-related emissions would decline pursuant to the regulation as utility providers and transportation fuel producers are subject to renewable energy standards, the Cap-and-Trade Program, and the LCFS. While CARB is in the process of expanding the regulatory framework to meet the 2030 reduction target based on the existing laws and strategies in the 2022 Scoping Plan Update, the Project would support and not impede implementation of these potential GHG reduction strategies identified by CARB for all the reasons summarized above.

In June 2018, an updated report was published on the California PATHWAYS model, which was used in the preparation of both the 2022 Scoping Plan Update and 2017 Scoping Plan. This updated report determined that "[m]eeting the state's 2030 climate goals requires scaling up and using technologies already in the market such as energy efficiency and renewables, while pursing aggressive market transformation of new technologies that have not yet been utilized at scale in California (for example, zero-

[111] *For the purposes of this analysis, no quantitative energy efficiency credits were applied to the Project's energy use beyond regulatory requirements within CalEEMod since the specific number of LEED points that the Project would achieve in the Energy and Atmosphere category is not yet known.*

emission vehicles and electric heat pumps)."[112] Priority GHG reduction strategies include energy efficiency in buildings, renewable energy, and smart growth through increased use of public transit, walking, biking, telepresence, and denser, mixed-use community design. The Project would not conflict with these strategies since it would locate hotel, retail, and restaurant uses on an infill Project Site located within a walkable distance to public transit and employment opportunities, restaurants, and entertainment, including adjacent to major tourist and entertainment destinations such as Universal Studios Hollywood and Universal Citywalk. The Project Site is served by a variety of transit options, including the Metro B Line (Red Line) provides direct linkages to downtown Los Angeles, as well as other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour). Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Specifically, bus stops for Metro Local 155, Local 222, and Local 224 are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank, Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station. The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the BurbankBus Pink Route, also stop off-street at the Universal/Studio City Station. As previously mentioned, Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. In addition, a pedestrian bridge over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B Line (Red Line) Universal City/Studio City Station and the Universal Studios Tram Stop.

With Statewide efforts underway to facilitate the State's achievement of those Statewide goals, it is reasonable to expect the Project's GHG emissions to decline from their opening year levels as reported in Table IV.F-7, below, as the regulatory initiatives identified by CARB in the 2022 Scoping Plan Update are implemented, and other technological innovations occur. Stated differently, the Project's emissions at buildout likely represents the maximum emissions for the Project as anticipated regulatory developments and technology advances are expected to reduce emissions associated with the Project, such as emissions related to electricity use and vehicle use.

[112] California Energy Commission, Energy Research and Development Division, Final Project Report, Deep Decarbonization in a High Renewables Future Updated Results from the California PATHWAYS Model, June 2018, p.3.

Even though the 2022 Scoping Plan Update and supporting documentation do not provide an exact regulatory and technological roadmap to achieve carbon neutrality by 2045 as established by AB 1279, they demonstrate that various combinations of policies could allow the Statewide emissions level to remain very low through 2045, suggesting that the combination of new technologies and other regulations not currently feasible at the time the 2022 Scoping Plan Update was adopted could enable the State to meet the 2045 targets.[113] For example, the 2022 Scoping Plan Update states some policies are not feasible at this time, such as ZEV technology for off-road equipment and for propulsion, such as commercial aircraft or ocean-going vessels, but that this type of policy would be necessary to meet the 2050 target.

Based on the above, the Project would not conflict with CARB's 2022 Scoping Plan Update, and there would be an anticipated decline in Project emissions once fully constructed and operational. As such, the Project would not conflict with the State's GHG reduction targets for 2030 and 2045. Therefore, impacts would be less than significant.

(c) SCAG's 2020-2045 RTP/SCS

Transportation-related GHG emissions would be the largest source of emissions from the Project. This finding is consistent with the findings in regional plans, including the 2020-2045 RTP/SCS, which recognizes that the transportation sector is the largest contributor to the State's GHG emissions. At the regional level, the 2020-2045 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs.

The purpose of the 2020-2045 RTP/SCS is to achieve the regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. To accomplish this goal, the 2020-2045 RTP/SCS identifies various strategies to reduce per capita VMT. The 2020-2045 RTP/SCS is expected to help SCAG reach its GHG reduction goals, as identified by CARB, with reductions in per capita passenger vehicle GHG emissions for specified target years.

In addition to demonstrating the region's ability to attain and exceed the GHG emissions reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the Project, strategies and policies set forth in the 2020-2045 RTP/SCS can be grouped into the following three categories: (1) reduction of vehicle trips and VMT, (2) increased use of alternative fuel vehicles, and (3) improved energy efficiency. These strategies and policies are addressed below.

[113] California Air Resources Board. 2022. 2022 Scoping Plan For Achieving Carbon Neutrality, November 16. 2022 Scoping Plan Update (ca.gov). Accessed December 19, 2022.

In order to assess the Project's potential to conflict with the 2020-2045 RTP/SCS, this section analyzes the Project's land use characteristics for consistency with the strategies and policies set forth in the 2020-2045 RTP/SCS to meet GHG emission-reduction targets set by CARB.[114] Generally, projects are considered to not conflict with applicable land use plans and regulations, such as the 2020-2045 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. As shown in Table 2, Comparison of Project Characteristics with Applicable SCAG 2020-2045 RTP/SCS Actions and Strategies, of Appendix B to the Draft EIR, the Project would not conflict with the 2020-2045 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use.

(i) Integrated Growth Forecast

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The Project would expand commercial uses, business operations, and employment opportunities. Based on the 2020-2045 RTP/SCS growth projections, the Project would result in an increase in the number of employees on the Project Site of approximately 321 new full-time equivalent (FTE) employees, which would comprise approximately 0.3 percent of SCAG's year 2027 estimated increase of 108,800 employees within the City and approximately 0.08 percent of SCAG's 2045 estimated increase of 391,680 employees within the City.[115] The Project's increase in the number of employees would have a small effect on the overall employment projections for the City and is not anticipated to result in new residents or expanded housing within the City. The Project's contribution to employment would be consistent with SCAG employment projections for the City and would be consistent with SCAG's RTP/SCS goals and with the growth projections contained in the 2020-2045 RTP/SCS. Accordingly, the Project's generation of employees would not conflict with employment generation projections contained in the 2020-2045 RTP/SCS.

(ii) VMT Reduction Strategies and Policies

The Project represents an infill development at a location adjacent to major tourist and entertainment destinations such as Universal Studios Hollywood and Universal Citywalk, and that is served by several local and regional bus lines. The Project Site is located in an

[114] As discussed in the 2020-2045 RTP/SCS, the actions and strategies included in the 2020-2045 RTP/SCS remain unchanged from those adopted in the 2012-2035 and 2016-2040 RTP/SCS.

[115] Southern California Association of Governments, *Final 2020-2045 RTP/SCS,* Demographics and Growth Forecast, May 7, 2020.

TPA and HQTA. The 2020–2045 RTP/SCS encourages development within TPAs and HQTAs since such areas have convenient access to public transportation options that reduced VMT from automobiles. The Project Site is served by a variety of transit options, including regional and local bus service and regional rail service with connections to public transportation hubs. As previously mentioned, Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. In addition, a pedestrian bridge over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B Line (Red Line) Universal City/Studio City Station and the Universal Studios Tram Stop. Furthermore, the Project will include approximately 118 bicycle parking spaces, in excess of the bicycle parking spaces required by LAMC Section 12.21 A.16(a)(2). The Project's bicycle parking spaces and facilities would be provided at various locations throughout the Project Site in accordance with LAMC Section 91.6307, and would 67ncluding showers for employees available within the Existing Hotel Building. In addition, as with the existing Hotel, a TDM Program would be implemented to reduce the Project's single-occupant vehicle trips and associated GHG emissions, and increase the trips arriving via alternative modes of transportation (e.g., walking, bicycle, carpool, vanpool, and transit). The TDM Program would TDM strategies such as transit subsidies; promotions and marketing; bicycle parking per LAMC; and secure bicycle parking and access to shower facilities. The Project's TDM components are included as Project Design Feature TRAF-PDF-1 in Section IV.K, *Transportation*, of this Draft EIR. The Project would provide visitors and employees with the ability to access nearby public transit and opportunities for walking and biking, which would facilitate a reduction in VMT and related vehicular GHG emissions and would not conflict with the VMT Reduction Strategies and Policies of the 2020-2045 RTP/SCS.

The Project would also not be in conflict with the following key GHG reduction strategies in the 2020-2045 RTP/SCS as substantiated below, which are based on changing the region's land use and travel patterns in the following key areas[116]:

- Compact growth in areas accessible to transit;
- Locate jobs in proximity to transit;
- Locate job growth focused in Priority Growth Areas (PGAs); and
- Biking and walking infrastructure to improve active transportation options and transit access.

As discussed previously, the Project represents an infill development well served by public transportation. As described under the discussion of *CARB's 2022 Scoping Plan Update for Achieving Carbon Neutrality* regarding mobile sources, above, several transit providers operate service within the immediate vicinity of the Project Site. The 2020-2045

[116] Southern California Association of Governments, 2020-2045 RTP/SCS, May 2020, pp. 3, 21, 26, 50, 52, 69, and 144.

RTP/SCS focuses on orienting job growth in PGAs served by high quality transit and into other infill areas where urban infrastructure already exists. The Project supports this by expanding hotel, recreational, and restaurant uses at an urban infill location with an existing street grid and in proximity to existing public transit options and in proximity to off-site uses (i.e., commercial, shopping, and entertainment uses) and would allow people in the neighborhood and community to utilize the nearby Project Site land uses. Furthermore, the Project would include approximately 118 bicycle parking spaces, in excess of the bicycle parking spaces required by LAMC Section 12.21 A.16(a)(2). The Project's bicycle parking spaces and facilities would be provided at various locations throughout the Project Site, which would facilitate a reduction in VMT and related vehicular GHG emissions, which would not conflict with the goals of the 2020-2045 RTP/SCS.

By expanding hotel, recreational, and restaurant uses within an area that has existing high quality public transit (with access to existing local and regional bus service) and employment opportunities within walking distance, and by including features that support and encourage pedestrian activity and other non-vehicular transportation and increased transit use in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area of the City of Los Angeles, the Project would reduce vehicle trips and VMT, which would, in turn, result in air pollution and GHG emissions reduction. Therefore, by facilitating a land use pattern that promotes sustainability, the Project's characteristics developed at its location would not conflict with VMT objectives of the 2020-2045 RTP/SCS.

A detailed conflict analysis table that contains a list of the 2020-2045 RTP/SCS actions and strategies GHG-reducing strategies applicable to the Project and describes that the Project would not conflict with the 2020-2045 RTP/SCS is available in the *Air Quality and Greenhouse Gas Technical Documentation* for the Project, which is provided in Appendix B of this Draft EIR.

(iii) Increased Use of Alternative Fueled Vehicles Policy Initiative

A goal of the 2020-2045 RTP/SCS, with regard to individual development projects, such as the Project, is to increase alternative fueled vehicles to reduce per capita GHG emissions. The 2020-2045 RTP/SCS policy initiative focuses on providing charge port infrastructure and accelerating fleet conversion to electric or other near zero-emission technologies. The Project would provide at least 10 percent of the total LAMC-required parking spaces (approximately 47 spaces) with EV charging stations and 30 percent of the total LAMC-required parking spaces (approximately 140 spaces) provided to be capable of supporting future electric vehicle supply equipment (EVSE) as dictated by City requirements. As such, the Project would not conflict with this goal of the 2020-2045 RTP/SCS.

(iv) Energy Efficiency Strategies and Policies

The 2020-2045 RTP/SCS includes strategies for individual developments, such as the Project, to improve energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions. As discussed in Section II, *Project Description*, of this Draft EIR, the Project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen Code. These standards would reduce energy, water usage, and waste and, thereby, reduce associated GHG emissions and help minimize the impact on natural resources and infrastructure. The Project would include energy-saving measures, such as Project Design Feature GHG-PDF-1 (Green Building Features), which involve the Project achieving the USGBC LEED Gold Certification level for the new buildings. The Project would demonstrate compliance with the LEED Gold Certification or equivalent green building standards by providing architectural and engineering documentation, building energy modeling simulations, and other supporting evidence consistent with USGBC-accepted documentation standards. As part of the Project's LEED Gold Certification or equivalent green building standards, the Project would optimize building energy performance with a reduction from the LEED baseline consistent with LEED requirements.[117]

Additional project design features that would contribute to energy efficiencies may include, but are not limited to, the use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); the installation of HVAC systems that utilize ozone-friendly refrigerants; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The parking garage expansion would provide infrastructure for vehicular charging stations per LAMC requirements.[118] The Project would also utilize the recycling program and facilities that are currently located in the Existing Hotel Building (see Section II, *Project Description*, for additional details). In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters (refer to Section II, *Project Description*, of this Draft EIR, for additional details). The Project's water conservation features are included as Project Design Feature WS-PDF-1 (refer to Project Design Feature WS-PDF-1 (Water Conservation Features) in Section IV.M.2, *Utilities and Service Systems – Water Supply*, of this Draft EIR).

[117] For the purposes of this analysis, no quantitative energy efficiency credits were applied to the Project's energy use beyond regulatory requirements within CalEEMod since the specific number of LEED points that the Project would achieve in the Energy and Atmosphere category is not yet known.

[118] The Project would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into a minimum of 30 percent of the parking spaces (approximately 140 spaces), with 10 percent of the LAMC-required spaces further improved with electric vehicle charging stations (approximately 47 spaces).

Therefore, based on the above, the Project would not conflict with energy strategies in the 2020-2045 RTP/SCS.

(v) Land Use Characteristics

In order to assess the Project's consistency with the 2020-2045 RTP/SCS, this Draft EIR also analyzes the Project's land use characteristics, such as density and proximity to job centers and major tourist and entertainment destinations such as Universal Studios Hollywood and Universal Citywalk, for consistency with those utilized by SCAG in its SCS. The Project's consistency with the applicable land use goals and principles set forth in the 2020-2045 RTP/SCS is discussed in Section IV.H, *Land Use and Planning*, of this Draft EIR, and is presented in Table LU-1, *Project Consistency with the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, provided in **Appendix H** of this Draft EIR. As concluded therein, the Project would not conflict with applicable land use strategies of the 2020-2045 RTP/SCS. As stated in Section IV.H, *Land Use and Planning,* of this Draft EIR, according to the 2020-2045 RTP/SCS, the Project Site is located within a PGA and is considered both a TPA and HQTA due to its location within 0.25 mile from the Metro B Line (Red Line) Universal City/Studio City Station.[119,120] The Project, which would intensify development within a TPA and HQTA and walking distance from Universal Studios, would not conflict with strategies of the 2020-2045 RTP/SCS to emphasize land use patterns that facilitate multi-modal access to job centers and other major tourist and entertainment destinations. Because of the proximity to transit, the Project would also not conflict with strategies that plan for growth near transit investments and support implementation of first/last mile strategies. Access between the Project Site and the Metro B Line (Red Line) Universal City/Studio City Station is accommodated by a pedestrian bridge across Lankershim Boulevard and a broad landscaped sidewalk in which pedestrian activity would be encouraged. Access to major nearby destinations is also provided via the existing shuttle from the Project Site to Universal Studios Hollywood and Universal CityWalk. This would be consistent with the 2020-2045 RTP/SCS's first/last mile strategy (a safe route between the Project Site and the transit station) (see Section IV.H, *Land Use and Planning,* of this Draft EIR for additional details).

(vi) Conclusion

As discussed in the above analysis, the Project would not conflict with and would support the goals and benefits of the 2020-2045 RTP/SCS that are potentially applicable to the Project to reduce GHG emissions. As stated above, a detailed conflict analysis table that

[119] SCAG. 2022. Priority Growth Areas. SCAG Region. Priority Growth Areas (PGA) - SCAG Region | Regional Data Platform (RDP) Home Southern California Association of Governments Accessed September 19, 2022.

[120] Transit Priority Areas (TPAs) are defined by SCAG as an area within one-half mile of a major transit stop that is existing or planned. High Quality Transit Areas (HQTAs) are defined by SCAG as generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is 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.

contains a list of the 2020-2045 RTP/SCS actions and strategies GHG-reducing strategies applicable to the Project and describes that the Project would not conflict with the 2020-2045 RTP/SCS is available in the *Air Quality and Greenhouse Gas Technical Documentation* for the Project, which is provided in Appendix B of this Draft EIR. Accordingly, the Project is the type of land use development that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and support multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with State regulatory requirements.

(d) City of Los Angeles Green New Deal

The City's Green New Deal includes both short-term and long-term aspirations through the year 2050 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.

While not a plan adopted solely to reduce GHG emissions, within the City's Green New Deal, mitigation to address climate change is one of eight explicit benefits that help define its strategies and goals. Although the Green New Deal mainly targets GHG emissions related to City-owned buildings and operations, certain reductions associated with the Project would promote the Green New Deal's goals. Such measures include increasing renewable energy usage; reduction of per capita water usage; promotion of walking and biking; promotion of hotel, recreational, and restaurant uses close to major tourist and entertainment destinations and transit; and various recycling and trash diversion goals. In addition, a detailed consistency table that contains a list of the Green New Deal actions and strategies GHG-reducing strategies applicable to the Project and describes that the Project would not conflict with the Green New Deal is available in the *Air Quality and Greenhouse Gas Technical Documentation* appendix for the Project, which is provided in Table 3, *Comparison of Project Characteristics to Applicable City of Los Angeles Green New Deal GHG Emissions Goals and Actions,* of Appendix B to the Draft EIR.

Although the City's Green New Deal is not an adopted plan or directly applicable to private development projects, the Project would not conflict with these aspirations as it is an infill development consisting of hotel, recreational, and restaurant uses on a Project Site in proximity to major tourist and entertainment destinations and transit. In addition, the Project would comply with Title 24 Standards and would implement measures to reduce overall energy usage compared to baseline conditions. The Project would comply with the City of Los Angeles Solid Waste management Policy Plan and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the aspirations included in the Green New Deal with regard to energy-efficient buildings and waste and landfills. The Project would also provide bicycle parking and facilities, which include showers for employees, in furtherance of reducing VMT and decreasing GHG. Therefore, as the Project's GHG emissions would be generated in connection with a development located and designed to be consistent with the applicable City plan goals and actions for

reducing GHG emissions, the Project would not conflict with these City plans adopted for the purpose of reducing GHG emissions, and the Project's GHG emissions would result in less-than-significant impacts.

(e) City of Los Angeles Green Building Code

The Project would be required to comply with applicable Title 24 Building Energy Efficiency Standards at the time of the building permit application, as codified with amendments by the City. The Project would also meet the mandatory measures of the CALGreen Code and the City's Green Building Code by incorporating strategies, such as the use of materials and finishes that emit low quantities of VOCs; the installation of HVAC systems that utilize ozone-friendly refrigerants; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. In addition, as stated in Section IV.M.2, *Utilities and Service Systems – Water Supply*, of this Draft EIR, the Project would be compliant with water conservation requirements of the Los Angeles Green Building Code. Further, the Project would incorporate a variety of additional water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters (refer to Section II, *Project Description*, of this Draft EIR, for additional details). The Project's water conservation features are included as Project Design Feature WS-PDF-1 (refer to Project Design Feature WS-PDF-1 (Water Conservation Features) in Section IV.M.2, *Utilities and Service Systems – Water Supply*, of this Draft EIR). Therefore, the Project would not conflict with the Los Angeles Green Building Code.

(f) Conclusion

In conclusion, the Project's consistency with applicable GHG reduction plans and policies demonstrate that the Project does not conflict with regulations and policies and complies with or exceeds the regulations and reduction actions/strategies outlined in the 2022 Scoping Plan Update, 2025–2045 RTP/SCS, the City's Green New Deal, and the Los Angeles Green Building Code. **Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and Project-specific impacts with regard to GHG emissions would be less than significant.**

(g) Quantification and Comparison of GHG Emissions
Calculation of Greenhouse Gas Emissions

As described above, compliance with a GHG emissions reduction plan renders a project less than significant. In support of the consistency analysis which describes the Project's compliance with or exceedance of performance-based standards included in the regulations and policies outlined in the applicable portions of the 2022 Scoping Plan Update, the 2020–2045 RTP/SCS, the City's Green New Deal, and the Los Angeles Green Building Code, quantitative calculations are provided below. The Project would generate an incremental contribution to and a cumulative increase in GHG emissions. A

specific discussion regarding potential GHG emissions associated with the construction and operational phases of the Project is provided below.

(i) Construction Emissions

Results of the GHG emissions calculations are presented in **Table IV.F-6**, *Estimated Construction Greenhouse Gas Emissions*. It Is estimated that the Project would require 87,850 cubic yards of cut and use 850 cubic yards of the cut soil as on-site fill with a net of export of 87,000 cubic yards of soil during the grading phase. Approximately 10,000 cubic yards of demolition debris and 100 cubic yards of site preparation debris (asphalt, earthwork, and general construction debris).. Emissions from haul trucks and continuous pour concrete trucks were estimated outside of CalEEMod using EMFAC emission factors for heavy-duty trucks. It should be noted that the GHG emissions shown in Table IV.F-6 are based on construction equipment operating continuously throughout the work day. In reality, construction equipment tends to operate periodically or cyclically throughout the work day. Therefore, the GHG emissions shown reflect a conservative estimate.

TABLE IV.F-6
ESTIMATED CONSTRUCTION GREENHOUSE GAS EMISSIONS

Emission Source	CO_2e (Metric Tons) [a,b]
Construction Year 1	2,563
Construction Year 2	1,655
Construction Year 3	431
Total	4,649
Amortized Over 30 Years	155

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix B of this Draft EIR.

[b] CO_2e emissions are calculated using the global warming potential values from the IPCC AR4.

SOURCE: ESA, 2022.

(ii) Operational Emissions

The Project must comply with the portions of the City's Green Building Code and State's CALGreen Code/California Title 24 Building Energy Efficiency requirements applicable to the Project, and meeting these requirements are assumed in the quantitative analysis below. The Project would implement energy and water efficiency measures in listed in Project Design Features GHG-PDF-1 and WS-PDF-1 in Section IV.K, *Transportation*, and Section IV.M.2, Utilities and Service Systems – Water Supply, of this Draft EIR, respectively, and from energy saving measures from the LEED Gold Certification or equivalent green building standards that will optimize building energy performance with a reduction from the LEED baseline consistent with LEED requirements (currently, at this stage of the Project design process, it is unknown how many LEED points the Project

would obtain from this category; therefore, the Project's operational GHG emissions were conservatively modeled to account of GHG emissions reductions in compliance with 2019 Title 24 Standards).

Maximum unmitigated, annual GHG emissions resulting from on-road mobile sources, area sources (e.g., landscape maintenance equipment and natural gas heaters), energy (e.g., electricity, natural gas), water conveyance and wastewater treatment, and solid waste were calculated for the Project buildout year (2027). The Project's GHG emissions from operation of the Project are shown in **Table IV.F-7,** *Estimated Operational Greenhouse Gas Emissions – Project*, below.

TABLE IV.F-7
ESTIMATED OPERATIONAL GREENHOUSE GAS EMISSIONS – PROJECT

	CO_2e at Buildout Year (2027) (Metric Tons per Year) [a]	
Emissions Sources	**Proposed Project without Reduction Features**	**Proposed Project – With PDFs**
Mobile Sources	4,964	3,998
Emergency Generators	12	12
Area	67	67
Electricity	1,269	1,001
Natural Gas	456	456
Water and Wastewater Treatment	106	91
Solid Waste	103	103
Construction (Amortized)	155	155
Proposed Project Total	**7,127**	**5,883**

[a] Totals may not add up exactly due to rounding in the modeling calculations.

SOURCE: ESA, 2023.

(h) Comparison of Project GHG emissions to Project Without Implementation of GHG Reduction Characteristics, Features, and Measures

When considering only the Project's emissions, Table IV.F-7 shows that the Project's operational emissions of 5,883 $MTCO_2e$ would be generated primarily by mobile sources and secondarily by energy (electricity and natural gas) and in 2027 would be approximately 17.5 percent below the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures (i.e., based on the quantitative reduction). The Project without implementation of GHG reduction characteristics, features, and measures does not account for land use

characteristics of the Project that reduce VMT given its mix of complementary hotel, recreational and restaurant uses, and location at an urban infill location with nearby access to public transportation, and does not include VMT reductions from the Project's 2023 Updated TA Addendum and land use characteristics, such as trip reductions from internal capture, existing public transportation options, and pass-by trips, as well as Project Design Feature TRAF-PDF-1, the Project's TDM Program, (refer to Section IV.K, *Transportation*, of this Draft EIR, for a discussion of the transportation demand management features). [121] The TDM Program includes strategies that would minimize VMT related to transit subsidies; promotions and marketing; bicycle parking per LAMC; and secure bicycle parking and shower facilities. Thus, this analysis quantitatively demonstrates the efficiency of the Project GHG reduction measures as set forth in the applicable GHG reduction plans and policies and that the Project would result in a GHG-efficient development. The approximately 17.5-percent reduction in emissions (i.e., Project scenario and Project without implementation of GHG reduction characteristics, features, and measures) is due to the following primary factors:

- **Optimize Building Energy Performance and Lower the Carbon Intensity (CI) of electricity.** Under the RPS, LADWP is required to reduce the CI of their electricity. The CI of LADWP electricity would be anticipated to be 572.66 lbs/MWh, which is consistent with CARB's 2017 Climate Change Scoping Plan Statewide BAU forecast for the AB 32 target year of 2020 and continued reductions through SB 32 through 2030 but does not account for newer RPS requirements, such as SB 100 that was signed into law after the 2017 Scoping Plan. As discussed above, the future year electricity CO_2 emission factor of 451.11 lbs/MWh for year 2027 was scaled proportionately based on the future year renewable energy targets of 52 percent by 2027 consistent with SB 100 (refer to Appendix B for additional details).[122,123] For the Project, these features account for an approximately 21.1-percent reduction in electricity emissions and a 3.8-percent reduction in total GHG emissions in the first operational year of 2027. Thus, the reduction in GHG emissions from optimizing building energy performance and lowering the CI of electricity would be 6.0 percent of the total GHG emissions (detailed emissions calculations are provided in Appendix B of this Draft EIR).
- **Water conservation features.** As discussed in Section IV.M.2 *Utilities and Service Systems – Water Supply*, the Project would further reduce water consumption through the additional water conservation features (Project Design

[121] Linscott Law & Greenspan Engineers, Updated Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

[122] LADWP, 2016 Briefing Book, 2016.

[123] The CARB's 2022 Climate Change Scoping Plan also demonstrates GHG reductions compared to a Project without implementation of GHG reduction characteristics, features, and measures. In the 2022 Scoping Plan Update's reference scenario, SB 100 is considered in the Statewide BAU forecast as well as continued reductions through SB 32 through 2030. However, as shown in the 2022 Climate Change Scoping Plan's Appendix J, there is uncertainty of how quickly and the exact timing on when the RPS will be achieved as required by SB 100 by 2030, therefore the 2017 Scoping Plan reference scenario assumptions were used.

Feature WS-PDF-1) of the Project[124] and potential strategies that include the installation of water efficient fixtures that exceed applicable standards and water efficient landscaping (refer to Section IV.M.2, *Utilities and Service Systems – Water Supply*, of this Draft EIR). In addition, the lower CI of electricity described above also accounts for reduction in emissions associated with Project water supply, treatment, and distribution and for wastewater treatment. The additional water conservation features from Project Design Feature WS-PDF-1 and the lower CI of electricity would account for an approximately 14.1-percent reduction in water conveyance and wastewater treatment source emissions, and an approximately 0.2-percent reduction in total GHG emissions in the first operational year of 2027.

- **Reduction in vehicle trips and VMT associated with the Project's land use characteristics.** As discussed above, based on the Project's land use characteristics, VMT reductions are expected due to the Project's infill nature, location, and design. In addition, VMT reductions are expected due to Project Design Feature TRAF-PDF-1, the Project's TDM Program, (refer to Section IV.K, *Transportation*, of this Draft EIR, for a discussion of the transportation demand management features). [125] The TDM Program includes strategies that would minimize VMT related to transit subsidies; promotions and marketing; bicycle parking per LAMC; and secure bicycle parking and shower facilities. These land use characteristics and TDM Program account for an 8.4 and 11.1-percent reduction, respectively, for a total of a 19.5-percent reduction in VMT and a 13.5-percent reduction in total GHG emissions in the first operational year of 2027.

It is important to note that the total Project emissions in Table IV.F-7 do not account for declining GHG emissions in future years as emissions reduction plans, policies, and regulations at the State, local, and regional level (including the RTP/SCS and 2017 Climate Change Scoping Plan and 2022 Scoping Plan Update, discussed above) are achieved and as the State's Cap-and-Trade Program continues to be implemented. Emissions related to electricity would decline as utility providers, including LADWP, meet their RPS obligations to provide renewable electricity sources to meet the future RPS obligations 100 percent by December 31, 2045. Emissions from mobile sources would also decline in future years as older vehicles are replaced with newer vehicles, resulting in a greater percentage of the vehicle fleet meeting more stringent combustion emissions standards, such as the model year 2017-2025 Pavley Phase II standards and Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.

As stated above, because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on whether the Project conflicts with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the primary basis for

[124] Los Angeles Department of Water and Power (LADWP), Water Supply Assessment (WSA) for the Hilton Universal City Project, October 1, 2020. Provided in Appendix M-2 of this Draft EIR.

[125] Linscott Law & Greenspan Engineers, Updated Transportation Analysis Addendum for the Hilton Universal City Project, April 2023. Appendix K of this Draft EIR.

determining the significance of the Project's GHG-related impacts on the environment. Accordingly, as shown above for Threshold (a), since the Project would not conflict with applicable plans, regulations or goals, the Project would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment.

(i) Post Buildout Emissions

Executive Orders S-3-05 and B-30-25 establish a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050. This goal has not been codified by the Legislature, and CARB has not adopted a strategy or regulations to meet the 2050 goal. However, studies have shown that, in order to meet the 2050 goal, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, would be required. In its original 2008 Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 goal are too far in the future to define in detail."[126] In the 2014 Scoping Plan, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately."[127] The 2017 Scoping Plan recognized that additional work is needed to achieve the more stringent 2050 target and stated that "[w]hile the Scoping Plan charts the path to achieving the 2030 GHG emissions reduction target, we also need momentum to propel us to the 2050 Statewide GHG target (80 percent below 1990 levels). In developing this Scoping Plan, we considered what policies are needed to meet our mid-term and long-term goals."[128]

Similarly, as the 2022 Scoping Plan Update is designed to chart a path to achieving an even stricter GHG goal of carbon neutrality by year 2045, the 2022 Scoping Plan Update recognizes additional work will be required to fully design and implement any policies and actions identified in this plan to achieve the more stringent 2045 goal.[129] For example, the 2022 Scoping Plan Update acknowledges that ZEV technology for off-road equipment and for propulsion, such as commercial aircraft or ocean-going vessels, but that this type

[126] California Air Resources Board, Climate Change Scoping Plan, December 2008, page 117.

[127] California Air Resources Board, First Update to the AB 32 Scoping Plan, May 2014, page 32.

[128] California Air Resources Board, 2017 Scoping Plan, November 2017.

[129] California Air Resources Board, 2022 Scoping Plan For Achieving Carbon Neutrality, November 16, 2022.

of research, technological development and policy would be necessary to meet the 2045 target.[130]

- **Energy Sector:** Technological improvements such as increased decarbonization of the electricity sector and additions to California's renewable resource portfolio would favorably influence the Project's emissions level.[131]
- **Transportation Sector:** Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all would serve to reduce the Project's emissions level.[132]

The *Air Quality and Greenhouse Gas Technical Appendix* for the Project, which is provided in Appendix B of this Draft EIR, was prepared after thorough investigation of feasible methodologies to determine the potential GHG impacts associated with the Project. Due to the technological shifts required and the unknown parameters of the regulatory framework in 2045, quantitatively analyzing the Project's impacts relative to the 2045 goal is speculative for purposes of CEQA. Despite the thorough investigation performed, due to the uncertainty regarding specific State and local actions that would be implemented to achieve the state's carbon neutrality goal in 2045, calculating Project emissions levels for 2045 would be highly speculative. Nonetheless, Statewide efforts are underway to facilitate the State's achievement of those goals, and it is reasonable to expect the Project's emissions level to decline as the regulatory initiatives identified by CARB in the 2022 Scoping Plan Update are implemented, and other technological innovations occur.

In addition, the Project would provide the type of development in a TPA/HQTA that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. The Project Site is located within a TPA and High Quality Transit Area (HQTA).[133,134] The Project Site is served by a variety of transit options, including the Metro B Line (Red Line) Universal City/Studio City Station, located at the intersection of Lankershim Boulevard and Universal Hollywood Drive, approximately

[130] California Air Resources Board, 2022 Scoping Plan For Achieving Carbon Neutrality, November 16, 2022, pages 195-206.

[131] California Air Resources Board, 2022 Scoping Plan For Achieving Carbon Neutrality, November 16, 2022, pages 184-194.

[132] California Air Resources Board, First Update to the AB 32 Scoping Plan, May 2014, pages 55–56.

[133] SCAG. 2022. Priority Growth Areas. SCAG Region. Priority Growth Areas (PGA) - SCAG Region | Regional Data Platform (RDP) Home Southern California Association of Governments Accessed September 19, 2022.

[134] Transit Priority Areas (TPAs) are defined by SCAG as an area within one-half mile of a major transit stop that is existing or planned. High Quality Transit Areas (HQTAs) are defined by SCAG as generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is 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.

0.25 mile west of the Project Site. The Metro B Line (Red Line) provides direct linkages to downtown Los Angeles, as well as other rail lines within the Metro Rail system, including a connection with the Metro G Line (Orange Line) in North Hollywood and a connection with the Metro D Line (Purple Line) in Koreatown. The Metro B Line (Red Line) terminates at Union Station, a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. During the AM and PM peak hours, the Metro B Line (Red Line) provides headways of approximately 10 minutes per train (i.e., five trains per hour). Metro also operates bus lines along Lankershim Boulevard in the Project vicinity. Specifically, bus stops for Metro Local 155, Local 222, and Local 224 are maintained at the intersection of Lankershim Boulevard and Universal Hollywood Drive. Metro Local 155 provides local service between Sherman Oaks and Burbank, Metro Local 222 provides service between Hollywood and Sun Valley, and Metro Local 224 provides local service between Sylmar and the Metro B Line (Red Line) Universal City/Studio City Station. The Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines. Metro Local 240, as well as the BurbankBus Pink Route, also stop off-street at the Universal/Studio City Station. As previously mentioned, Universal Studios Hollywood also provides a complimentary shuttle service from the Hotel to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B Line (Red Line) Universal City/Studio City Station to the theme park entrances. In addition, a pedestrian bridge over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B Line (Red Line) Universal City/Studio City Station and the Universal Studios Tram Stop. In addition, the Project will include approximately 118 bicycle parking spaces, as required by LAMC Section 12.21 A.16(a)(2). The Project's bicycle parking spaces and facilities would be provided at various locations throughout the Project Site in accordance with LAMC Section 91.6307, including showers for employees available within the Existing Hotel Building.

These Project characteristics are related to key GHG reduction strategies in the 2020-2045 RTP/SCS, which include expanding uses in areas accessible to job centers, major tourist and entertainment destinations, and transit and providing biking infrastructure to improve active transportation options and transit access. Additional details regarding the Project's furtherance of key GHG reduction strategies in the 2020-2045 RTP/SCS are discussed in Threshold (b) as well as in Appendix B of this Draft EIR. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions and would not conflict with State climate targets for 2030 and beyond.

Stated differently, the Project's total emissions at buildout represent the maximum emissions inventory for the Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project would not conflict with the 2030 and 2050 Statewide targets and Executive Orders S-3-05 and B-30-15.

(j) Carbon Neutrality

As discussed above, Executive Order B-55-18 establishes a Statewide goal to achieve carbon neutrality no later than 2045, with a goal to achieve and maintain net negative emissions from then on. CARB and relevant State agencies are working together to develop a framework to achieve carbon neutrality, with an accounting system to track progress and ensure future scoping plans identify and recommend measures toward this goal. CARB has also released a study that evaluates three scenarios with proposed reduction strategies across various sectors for achieving carbon neutrality by 2045. The three scenarios include a High Carbon Dioxide Removal (CDR) scenario, Zero Carbon Energy scenario, and a Balanced scenario. **Table IV.F-8**, *Project Conflicts with Applicable 2045 Carbon Neutrality Goals*, below provides a summary of key emission reduction strategies required to achieve carbon neutrality by 2045, consistent with Executive Order B-55-18. In addition, Table IV.F-8 identifies how the Project would be consistent or not conflict with these reduction strategies.

CARB has not yet developed specific details for the GHG reduction strategies identified for these three scenarios; however, implementation of these strategies would be enforced by State regulations. Therefore, the Project would be required to comply with any applicable State regulations in support of the goal of carbon neutrality by 2045 and would therefore be consistent with Executive Order B-55-18.

TABLE IV.F-8
PROJECT CONFLICTS WITH APPLICABLE 2045 CARBON NEUTRALITY GOALS

Sector	Description	Conflict Analysis
Low Carbon Fuels	The State would use advanced biofuels for ground transportation, renewable aviation fuel and biomethane for electricity generation. Hydrogen may also be blended into pipeline gas demand as well as hydrogen for fuel cell transportation.	**No Conflict.** This action primarily applies to transportation fuel providers. The Project would source transportation fuel from providers that would comply with these reduction measures. Therefore, the Project would not conflict with this goal.
Buildings	The State would require 100 percent of sales of electric appliances by 2030 through 2040.	**No Conflict.** Although the Project is anticipated to include natural gas appliances, purchases of appliances after 2030 would be consistent with State requirements. The Project would also be compliant with policies that address the conversion of natural gas appliances to electric appliances. Therefore, the Project would not conflict with this goal.

TABLE IV.F-8
PROJECT CONFLICTS WITH APPLICABLE 2045 CARBON NEUTRALITY GOALS

Sector	Description	Conflict Analysis
Transportation	The State would require 100 percent Battery Electric Vehicle (BEV) sales for Light Duty Vehicles (LDV) and Medium Duty Vehicles (MDV) as early as 2030. Sales of Heavy Duty Vehicles (HDV) would achieve at least 45% BEV or CNG as early as 2035. At least 50% of rail within the State would be electrified and 50% of in-state aviation be electrified.	**No Conflict.** Employees and visitors of the Project purchasing vehicles within the State would comply with BEV or CNG vehicle sales requirements. In addition, the Project would provide at least 10 percent of the total LAMC-required parking spaces (approximately 47 spaces) with EV charging stations and 30 percent of the total LAMC-required parking spaces (approximately 140 spaces) provided to be capable of supporting future EVSE as dictated by City requirements, which would support State requirements for BEV vehicles. Therefore, the Project would not conflict with this goal.
Electricity	Electricity generation within the state is fueled with natural gas, biomethane or hydrogen. At least 95 percent of electricity generation would be zero carbon.	**No Conflict.** This action primarily applies to the local power utility company (LADWP). The Project would source electricity from the LADWP, which would comply with this State requirement for electricity generation sources. Therefore, the Project would not conflict with this goal.
High GWP and Non-Combustion	Landfill and wastewater methane would be reduced by 23 percent. Pipeline fugitive emissions would be reduced by 72 percent, agricultural methane would be reduced by 41 percent and refrigerants would be reduced by 75 percent. Percent reductions are relative to Year 2020.	**No Conflict.** This action applies to the local wastewater and solid waste utility (City of Los Angeles Bureau of Sanitation [LASAN]). However, the Project would discharge all wastewater to LASAN and generate solid waste within the City, where LASAN and City landfills would be required to comply with these reduction measures. Therefore, the Project would not conflict with this goal.
Carbon Dioxide Removal	At least 33 million metric tons/year of carbon dioxide removal needed in 2045.	**No Conflict.** While this action primarily applies to the State, the Project would comply with this policy as required by current or future regulations. Therefore, the Project would not conflict with this goal.

SOURCE: CARB. 2020. Achieving Carbon Neutrality in California, Table 1. ESA, 2022.

(k) Conclusion

As set forth above, the Project would generate increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. Moreover, as discussed above, the Project would not conflict with the 2022 Scoping Plan Update, the 2020-2045 RTP/SCS, the City's Green New Deal, and the Los Angeles Green Building Code. The Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions would reduce the Project's GHG emissions by 16.8 percent compared to the Project without implementation of GHG reduction characteristics, features, and measures. In summary, the plan consistency analysis demonstrates that the Project's design features would not conflict with regulations and policies and would comply with or exceed the regulations and reduction actions/strategies outlined in the 2022 Scoping Plan Update, the 2020-2045 RTP/SCS, City's Green New Deal, and the Los Angeles Green Building Code. **The Project's evaluation of consistency with the above plans is the primary basis for determining the significance of the Project's GHG-related impacts on the environment. Accordingly, since the Project would not conflict with applicable plans, regulations or goals adopted for the purpose of reducing GHG emissions, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Thus, Project impacts related to GHG emissions would be less than significant.**

(2) Mitigation Measures

Impacts related to the Project's generation of GHG emissions were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts related to the Project's generation of GHG emissions were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

e) Cumulative Impacts

(1) Impact Analysis

As described above, the analysis of the Project's GHG emissions is inherently a cumulative impact analysis, as climate change occurs on a global scale and emissions from a single project alone would be negligible. Consistent with CEQA Guidelines Section

15064h(3),[135] the City, as Lead Agency, has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project would not conflict with the applicable regulatory plans and policies to reduce GHG emissions: CARB's 2022 Scoping Plan Update, the 2020-2045 RTP/SCS, City's Green New Deal, and the Los Angeles Green Building Code.

As discussed under Threshold (a), CARB's 2022 Scoping Plan Update*,* illustrates that the Project's compliance with regulatory requirements, including State mandates, and implementation of project design features, would contribute to GHG reductions. The Project is consistent with the approach outlined in CARB's 2022 Scoping Plan Update, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, as recommended by CARB's 2022 Scoping Plan Update, the Project would use "green building" features as a framework for achieving GHG emissions reductions as new buildings would be designed to comply with the City's Green Building Code requirements and the CALGreen Code.

As part of the 2020-2045 RTP/SCS, a reduction in VMT within the region is a key component to achieving the 2035 GHG emission reduction targets established by CARB. As discussed previously, the Project is also consistent and not in conflict with the 2020-2045 RTP/SCS' requirements to reduce regional GHG emissions as a result of reducing VMT. The Project is also consistent and not in conflict with regional growth projections that provide the basis of the AQMP. As discussed in Section IV.A, *Air Quality*, and in Section IV.H, *Land Use and Planning*, of this Draft EIR, the Project would not conflict with applicable land use policies of the City of Los Angeles and SCAG pertaining to air quality, including reducing GHG emissions.

The Project would comply with the City's Green New Deal, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce automobile dependence. The Project would also comply with the Los Angeles Green Building Code, which emphasizes improving energy conservation and energy efficiency, and increasing renewable energy generation. The Project's regulatory requirements and project design features provided above and throughout this Draft EIR would advance these objectives. Furthermore, the

[135] As indicated above, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program 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. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."

related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives (e.g., Los Angeles Green Building Code).

Given the Project's consistency with statewide, regional, and local plans adopted for the reduction of GHG emissions, the Project's incremental contribution to GHG emissions would not result in cumulatively considerable impact related to climate change.

Thus, based on the above, the Project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment and would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, the Project's impacts would not be cumulatively considerable, and, therefore, the Project's cumulative GHG emissions impacts would be less than significant.

(2) Mitigation Measures

Cumulative impacts regarding GHG emissions were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative impacts regarding GHG emissions were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

G. Hydrology and Water Quality

1. Introduction

This section analyzes the Project's potential impacts with regard to hydrology and water quality, including water quality standards, drainage flow and associated erosion and/or flooding, and stormwater runoff. The analysis is, in large part, based on a Hydrology and Water Quality Report prepared for the Project by KPFF Consulting Engineers, included as **Appendix G** of this Draft EIR.[1] The analysis also is partly based on information from the Updated Geotechnical Engineering Investigation (Geotechnical Report) prepared by Geotechnologies Inc., provided in **Appendix E** of this Draft EIR.[2]

2. Environmental Setting

a) Regulatory Framework

There are several plans, policies, and programs regarding Hydrology and Water Quality at the federal, state, regional, and local levels that apply to the Project. Described below, these include:

- Clean Water Act
- Federal Antidegradation Policy
- Safe Drinking Water Act
- National Flood Insurance Program
- Porter-Cologne Water Quality Act (California Water Code)
- California Antidegradation Policy
- California Toxics Rule
- Sustainable Groundwater Management Act of 2014
- Water Replenishment District of Southern California
- County of Los Angeles Hydrology Manual

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1 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023. Provided in Appendix G of the Draft EIR.

2 Geotechnologies, Inc., Geotechnical Engineering Investigation, Proposed Hilton Universal City Expansion Project, 555 Universal Hollywood Drive, Los Angeles, September 2022. Provided in Appendix E of this Draft EIR.

- NPDES Permit Program
- Los Angeles Municipal Code Section 62.105, Construction "Class B" Permit
- Los Angeles Municipal Code Sections 12.40 through 12.43, Landscape Ordinance
- Los Angeles Municipal Code Section 64.70, Stormwater and Urban Runoff Pollution Control Ordinance
- Los Angeles Municipal Code Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities
- Low Impact Development Ordinance
- Water Quality Compliance Master Plan for Urban Runoff
- Stormwater Program – Los Angeles County MS4 Permit Citywide Implementation

(1) Federal

(a) Clean Water Act

The Clean Water Act (CWA), formerly known as the Federal Water Pollution Control Act, was first introduced in 1948, with major amendments in the 1960s, 1970s and 1980s.[3] The CWA authorizes Federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. Amendments to the CWA in 1972 established the National Pollutant Discharge Elimination System (NPDES) permit program, which prohibits discharge of pollutants into the nation's waters without procurement of a NPDES permit from the United States Environmental Protection Agency (USEPA). The purpose of the permit is to translate general requirements of the Clean Water Act into specific provisions tailored to the operations of each organization that is discharging pollutants. Although federally mandated, the NPDES permit program is generally administered at the State and Regional levels.

The USEPA NPDES Program requires NPDES permits for: (1) Municipal Separate Storm Sewer Systems (MS4) Permit generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. As of March 2003, Phase II of the NPDES Program extended the requirements for NPDES permits to numerous small municipal separate storm sewer systems, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, which were previously exempted from permitting.

3 United States Environmental Protection Agency, Clean Water Act, 2002.

(b) Federal Antidegradation Policy

The Federal Antidegradation Policy has been incorporated within the Clean Water Act and requires states to develop state-wide antidegradation policies and identify methods for implementing them.[4] Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods must, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

(c) Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of the Nation's drinking water.[5] The SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply and its sources: rivers, lakes, reservoirs, springs, and groundwater wells. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers that implement those standards. The SDWA regulates contaminants of concern in domestic water supply, including MCLs, and that the USEPA has delegated the Cal Dept. of Public Health the responsible agency for administering California's drinking water program. MCLs are established under CCR Title 22, Div. 4, Ch. 15, Article 4 (Title 22 Standards).

(d) National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards.[6] FEMA provides flood insurance rate maps (FIRMs) for local and regional planners to promote sound land use and development practices, by identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as flood insurance studies (FIS). Using information gathered in these studies, FEMA engineers and cartographers delineate special flood hazard areas (SFHA) on FIRMs.

The Flood Disaster Protection Act requires owners of all structures within identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally-related financial assistance, such as mortgage loans from federally-insured

4 United States Environmental Protection Agency, Water Quality Standards Handbook - Chapter 4: Antidegradation, 2010.

5 United States Code, Title 42 – The Public Health and Welfare- Chapter 6A Public Health and Service, Safe Drinking Water Act. 2006 Edition, Supplement 4, 2006.

6 The National Flood Insurance Act of 1968, as amended, and The Flood Disaster Protection Act of 1973, 42 U.S.C. 4001 et. seq.

lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA.

(2) State

(a) Porter-Cologne Water Quality Act (California Water Code)

The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control.[7] The California Water Code (CWC) authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants. In California, the NPDES stormwater permitting program is administered by the SWRCB.

Under the CWC, the State of California is divided into nine Regional Water Quality Control Boards (RWQCBs), which govern the implementation and enforcement of the CWC and the CWA. The Project Site is located within Region 4, also known as the Los Angeles Region (LARWQCB). The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. Each RWQCB is required to formulate and adopt a Water Quality Control Plan or Basin Plan for its region. The Basin Plan establishes beneficial use definitions for the various types of water bodies, and serves as the basis for establishing water quality objectives, discharge conditions and prohibitions, and must adhere to the policies set forth in the CWC and established by the SWRCB. In this regard, the LARWQCB issued the Los Angeles Basin Plan on August 29, 2014, for the Coastal Watersheds of Los Angeles and Ventura Counties, with subsequent amendments. The RWQCB is also given authority to issue waste discharge requirements, enforce actions against stormwater discharge violators, and monitor water quality.[8]

(b) California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB in 1968.[9] Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the State, not just surface waters. The policy states that, whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of the water resource.

7 State Water Resources Control Board, Porter-Cologne Water Quality Control Act, 2018.

8 United States Environmental Protection Agency, Clean Water Act, 2016.

9 California State Water Resources Control Board, State Board Resolution No. 68-16, 1968.

(c) California Toxics Rule

In 2000, the California Environmental Protection Agency (Cal-EPA) promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State.[10] Cal-EPA promulgated this rule based on Cal-EPA's determination that the numeric criteria of specific concentrations of regulated substances are necessary for the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

(d) Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act of 2014 (SGMA) requires the designation of groundwater sustainability agencies (GSAs) by one or more local agencies and the adoption of groundwater sustainability plans (GSPs) for basins designated as medium- or high-priority by the California Department of Water Resources (DWR). SGMA grants new powers to GSAs, including the power to adopt rules, regulations, ordinances, and resolutions; regulate groundwater extractions; and to impose fees and assessments. SGMA also allows the State Water Resources Control Board (SWRCB) to intervene if local agencies will not or do not meet the SGMA requirements, in addition to mandating that critically overdrafted basins be sustainable by 2040, and medium- or high-priority by 2042.

(3) Regional

(a) Water Replenishment District of Southern California

The City of Los Angeles is included within the Water Replenishment District of Southern California (WRD). The WRD service area is categorized as a High Priority basin and pursuant to the SGMA must either: (a) form a groundwater sustainability agency (GSA) to prepare and submit a groundwater sustainability plan; or directly submit an Alternative Analysis in lieu of forming a GSA. The WRD, in conjunction with key stakeholders including the Los Angeles Department of Water and Power (LADWP), has prepared and submitted an Alternative Analysis that satisfies the requirements of the SGMA.[11] The Alternative Analysis demonstrates compliance with applicable portions of the CWC and provides adequate information to show that the applicable, underlying Central Subbasin has operated within its sustainable yield over a period of at least 10 years; and that the Alternative Analysis satisfies SGMA's objectives by promoting sustainable management of the groundwater in the Central Subbasin.

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10 United States Environmental Protection Agency, Water Quality Standards, Establishment of Numeric Criteria for Priority Toxic Pollutants for the State of California, 2001.

11 Board of Directors of the Water Replenishment District of Southern California, Resolution No. 16-1048, 2016.

(b) County of Los Angeles Hydrology Manual

Drainage and flood control in the City of Los Angeles (City) are subject to review and approval by the Department of Public Works, Bureau of Engineering (Bureau of Engineering). Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (County Flood Control). The County Flood Control constructs and has jurisdiction over regional facilities such as major storm drains and open flood control channels, while the City constructs and is responsible for local interconnecting tributary drains.

Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works' Hydrology Manual as its basis of design for storm drainage facilities.[12] The Department of Public Works' Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event. The County also limits the allowable discharge into existing storm drain (MS4) facilities based on the County's MS4 Permit, which is enforced on all new developments that discharge directly into the County's MS4 system.

Drainage and flood control structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. The Department of Public Works reviews and approves MS4 plans prior to construction. Any proposed increases in discharge directly into County facilities, or proposed improvements of County-owned MS4 facilities, such as catch basins and drainage lines, require approval from County Flood Control to ensure compliance with the County's Municipal NPDES Permit requirements.

(c) NPDES Permit Program

As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. This NPDES permit, referred to as General Permit for Stormwater Discharges from Construction Activities by the SWRCB, establishes a risk-based approach to stormwater control requirements for construction projects.

(i) Construction: Stormwater Pollution Prevention Plan

For all construction activities disturbing one acre of land or more, California mandates the development and implementation of Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of best management practices

[12] Los Angeles County Department of Public Works, Hydrology Manual, 2006.

(BMPs) to prevent discharges of water pollutants to surface or groundwater. The SWPPP also charges owners with stormwater quality management responsibilities. The developer or contractor for a construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.[13] The purpose of an SWPPP is to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public stormwater system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.

A site-specific SWPPP could include, but not be limited to the following BMPs:

- Erosion Control BMPs – to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels. Such BMPs may include, but would not be limited to, use of geotextiles and mats, earth dikes, drainage swales, and slope drains.
- Sediment Control BMPs – are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries. Such BMPs may include, but would not be limited, to use of silt fences, sediment traps, and sandbag barriers, street sweeping and vacuuming, and storm drain inlet protection.
- Wind Erosion Control BMPs – consist of applying water to prevent or minimize dust nuisance.
- Tracking Control BMPs – consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. Project sites are required to maintain a stabilized construction entrance to prevent off-site tracking of sediment and debris.
- Non-Stormwater Management BMPs – also referred to as “good housekeeping practices,” involve keeping a clean, orderly construction site.
- Waste Management and Materials Pollution Control BMPs – consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

[13] Construction Stormwater Program, State Water Resources Control Board. Updated September 7, 2022. https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html. Accessed September 2022.

The SWRCB adopted a General Permit for Stormwater Discharges from Construction Activities on September 2, 2009 and most recently amended the permit on July 17, 2012 (Order No. 2012-0006-DWQ, General NPDES Permit No. CAS000002). The Construction General Permit regulates construction activity, including clearing, grading, and excavation of areas one acre or more in size, and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges.

To obtain coverage under the Construction General Permit, a developer is required to file a Notice of Intent (NOI) with the appropriate RWQCB and provide proof of the NOI prior to applying for a grading or building permit from the local jurisdiction, and must prepare a State SWPPP that incorporates the minimum BMPs required under the permit as well as appropriate project-specific BMPs. The SWPPP must be completed and certified by the developer and BMPs must be implemented prior to the commencement of construction, and may require modification during the course of construction as conditions warrant. When project construction is complete, the developer is required to file a Notice of Termination with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

(ii) NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

Dewatering operations are practices that discharge non-stormwater, such as ground water, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. A NPDES Permit for dewatering discharges was adopted by the LARWQCB on September 13, 2018 (Order No. R4-2018-0125, General NPDES Permit No. CAG994004. Similar to the Construction General Permit, to be authorized to discharge under this Permit; the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit and shall continue in full force until it expires November 13, 2023.[14] In accordance with the NOI, among other requirements and actions, the discharger must demonstrate that the discharges shall not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The discharger must obtain and analyze (using appropriate methods) a representative sample of the groundwater to be treated and discharged under the Order. The analytical method used shall be capable of achieving a detection limit at

[14] Los Angeles Regional Water Quality Control Board, Order No. R4-2018-0125, General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, 2018.

or below the minimum level. The discharger must also provide a feasibility study on conservation, reuse, and/or alternative disposal methods of the wastewater and provide a flow diagram of the influent to the discharge point.[15]

(iii) Operation: Los Angeles County Municipal Stormwater NPDES Program

The County of Los Angeles and the City are two of the Co-Permittees under the Los Angeles County MS4 Permit (Order No. R4-2012-0175, NPDES Permit No. CAS004001). The Los Angeles County MS4 Permit has been determined by the State Water Resources Control Board to be consistent with the requirements of the Clean Water Act and the Porter-Cologne Act for discharges through the public storm drains in Los Angeles County to statutorily-defined waters of the United States (33 United States Code [USC] §1342(p); 33 CFR Part 328.11). On September 8, 2016, the LARWQCB amended the Los Angeles County MS4 Permit to incorporate modifications consistent with the revised Ballona Creek Watershed Trash Total Maximum Daily Load (TMDL) and the revised Los Angeles River Watershed Trash TMDL, among other TMDLs incorporated into the Los Angeles County MS4 Permit and the Basin Plan for the Coastal Waters of Los Angeles and Ventura Counties.

Under the amended Los Angeles County MS4 Permit, the County and City are both required to implement development planning guidance and control measures that control and mitigate stormwater quality and runoff volume impacts to receiving waters as a result of new development and redevelopment. The County and the City also are required to implement other municipal source detection and elimination programs, as well as maintenance measures.

Under the Los Angeles County MS4 Permit, permittees are required to implement a development planning program to address stormwater pollution. This program requires project applicants for certain types of projects to implement a Low Impact Development (LID) Plan, except where the Standard Urban Stormwater Mitigation Plan (SUSMP) is proven applicable. The purpose of the LID Plan is to reduce the discharge of pollutants in stormwater by outlining BMPs, which must be incorporated into the design of new development and redevelopment. These treatment control BMPs must be sufficiently designed and constructed to treat or retain the greater of an 85th percentile rain event or first 0.75 inch of stormwater runoff from a storm event.

The Los Angeles County MS4 Permit (Part VI.D.7.c, New Development/Redevelopment Project Performance Criteria) includes design requirements for new development and substantial redevelopment. These requirements apply to all projects that create or replace more than 5,000 square feet of impervious cover. Where redevelopment results in an

[15] Los Angeles Regional Water Quality Control Board, Order No. R4-2013-0095, General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, 2013.

alteration to more than 50 percent of impervious surfaces of a previously existing development and the existing development was not subject to post-construction stormwater quality control requirements, the entire project would be subject to post-construction stormwater quality control measures.

This Enhanced Watershed Management Program for the Upper Los Angeles River (ULAR EWMP) describes a customized compliance pathway that participating agencies will follow to address the pollutant reduction requirements of the Los Angeles County MS4 Permit.[16] By electing the optional compliance pathway in the MS4 Permit, the Upper Los Angeles River Watershed Management Group (EWMP Group) has leveraged this EWMP to facilitate a robust, comprehensive approach to stormwater planning for the Upper Los Angeles River watershed. The objective of the EWMP Plan is to determine the network of control measures (BMPs) that will achieve required pollutant reductions while also providing multiple benefits to the community and leveraging sustainable green infrastructure practices. The Permit requires the identification of Watershed Control Measures, which are strategies and BMPs that will be implemented through the EWMP, individually or collectively, at watershed-scale to address the Water Quality Priorities. The EWMP Implementation Strategy is used as a recipe for compliance for each jurisdiction to address Water Quality Priorities and comply with the provisions of the MS4 Permit. The EWMP Implementation Strategy includes individual recipes for each of the 18 jurisdictions and each watershed/assessment area – Los Angeles River above Sepulveda Basin, Los Angeles River below Sepulveda Basin, Compton Creek, Rio Hondo, Verdugo Wash, Arroyo Seco, Burbank Western Channel, Tujunga Wash, Bull Creek, Aliso Wash, Bell Creek, McCoy-Dry Canyon, and Browns Canyon Wash. Implementation of the EWMP Implementation Strategy will provide a BMP-based compliance pathway for each jurisdiction under the MS4 Permit. s. The Permit specifies that an adaptive management process will be revisited every two years to evaluate the EWMP and update the program. The EWMP strategy will evolve based on monitoring results by identifying updates to the EWMP Implementation Plan to increase its effectiveness.

The Los Angeles County MS4 Permit contains provisions for implementation and enforcement of the Stormwater Quality Management Program (SQMP). The objective of the SQMP is to reduce pollutants in urban stormwater discharges to the “maximum extent practicable,” to attain water quality objectives and protect the beneficial uses of receiving waters in Los Angeles County. Special provisions are provided in the Los Angeles County MS4 Permit to facilitate implementation of the SQMP. In addition, the Los Angeles County MS4 Permit requires that permittees implement a LID Plan, as discussed above, that designates BMPs that must be used in specified categories of development projects to infiltrate water, filter, or treat stormwater runoff; control peak flow discharge; and reduce the post-project discharge of pollutants into stormwater conveyance systems. In response to the Los Angeles County MS4 Permit requirements, the City adopted Ordinance No.

16 Upper Los Angeles River Watershed Management Group, Enhanced Watershed Management Program, 2016.

173,494 (Stormwater Ordinance), as authorized by Los Angeles Municipal Code (LAMC) Section 64.72.

The City supports the requirements of the Los Angeles County MS4 Permit through the City of Los Angeles' *Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities* (5th edition, May 2016) (LID Handbook)[17], which provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program. The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City's plan review and permitting process.

The City implements the requirement to incorporate stormwater BMPs, including LID BMPs, through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

(4) Local

(a) Los Angeles Municipal Code Section 62.105, Construction "Class B" Permit

Proposed drainage improvements within the street rights-of-way or any other property owned by, to be owned by, or under the control of the City, require the approval of a B-permit (LAMC Section 62.105). Under the B-permit process, storm drain installation plans are subject to review and approval by the Bureau of Engineering. Additionally, connections to the MS4 system from a property line to a catch basin or a storm drain pipe require a storm drain permit from the Bureau of Engineering.

(b) Los Angeles Municipal Code Sections 12.40 through 12.43, Landscape Ordinance

In 1996, Ordinance No. 170,978 amended LAMC Sections 12.40 through 12.43 to establish consistent landscape requirements for new projects within the City. LAMC Section 12.40 contains general requirements, including a point system for specific project features and techniques in order to determine compliance with the Ordinance, and defines exemptions from the Ordinance. LAMC Section 12.41 sets minimum standards for water delivery systems (irrigation) to landscapes. LAMC Section 12.43 defines the

[17] City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed September 2022.

practices addressed by the Ordinance, of which two are applicable to stormwater management. The Heat and Glare Reduction practice states among its purposes the design of vehicular use areas that reduce stormwater runoff and increase groundwater recharge. The Soil and Watershed Conservation practice is intended to encourage the restoration of native areas that are unavoidably disturbed by development; to conserve soil and accumulated organic litter and reduce erosion by utilization of a variety of methods; and to increase the "residence time of precipitation" (i.e., the time between the original evaporation and the returning of water masses to the land surface as precipitation) within a given watershed. Implementation guidelines developed for the Ordinance provide specific features and techniques for incorporation into projects, and include water management guidelines addressing runoff, infiltration, and groundwater recharge. This Ordinance is incorporated into the LID Ordinance discussed below.

(c) Los Angeles Municipal Code Section 64.70, Stormwater and Urban Runoff Pollution Control Ordinance

LAMC Section 64.70, the Stormwater and Urban Runoff Pollution Control Ordinance, was added by Ordinance No. 172,176 in 1998 and prohibits the discharge of unauthorized pollutants in the City. The Watershed Protection Program (Stormwater Program) for the City is managed by the Bureau of Sanitation along with all City Flood Protection and Pollution Abatement (Water Quality) Programs, including but not limited to, regulatory compliance, implementation, operations, reporting and funding. Section 64.70 sets forth uniform requirements and prohibitions for discharges and places of discharge into the storm drain system and receiving waters necessary to adequately enforce and administer all federal and state laws, legal standards, orders and/or special orders that provide for the protection, enhancement and restoration of water quality. Through a program employing watershed-based approaches, the regulation implements the following objectives:

1. To comply with all Federal and State laws, lawful standards and orders applicable to stormwater and urban runoff pollution control;
2. To prohibit any discharge which may interfere with the operation of, or cause any damage to the storm drain system, or impair the beneficial use of the receiving waters;
3. To prohibit illicit discharges to the storm drain system;
4. To reduce stormwater runoff pollution;
5. To reduce non-stormwater discharge to the storm drain system to the maximum extent practicable; and
6. To develop and implement effective educational outreach programs designed to educate the public on issues of stormwater and urban runoff pollution.

The Ordinance applies to all dischargers and places of discharge that discharge stormwater or non-stormwater into any storm drain system or receiving waters. While this practice is prohibited under the County's Municipal NPDES Permit, adoption of the

Ordinance allows enforcement by the Department of Public Works as well as the levy of fines for violations. General Discharge Prohibitions require that no person shall discharge, cause, permit, or contribute to the discharge any hazardous materials and substances (liquids, solids, or gases) into to the storm drain system or receiving waters that constitute a threat and/or impediment to life and the storm drain system, singly or by interaction with other materials. A specific list of prohibited substances can be found under LAMC Section 64.70.

Under LAMC Section 64.70.02.D, Requirement to Prevent, Control, and Reduce Stormwater Pollutants, any owner of a facility engaged in activities or operations as listed in the Critical Sources Categories, Section III of the Board's Rules and Regulations shall be required to implement BMPs as promulgated in the Rules and Regulations. The owner/developer of a property under construction shall be required to implement the stormwater pollution control requirements for construction activities as depicted in the project plans approved by the Department of Building and Safety. In the event a specified BMP proves to be ineffective or infeasible, the additional and/or alternative, site-specific BMPs or conditions deemed appropriate to achieve the objectives of this Ordinance as defined in Subsection B of LAMC Section 64.70.

(d) Los Angeles Municipal Code Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities

LAMC Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities, was added by Ordinance 173,494 (LID Ordinance) in 2000 and sets forth requirements for construction activities and facility operations of development and redevelopment projects to comply with the requirements of the NPDES permit SUSMP requirements. The provisions of this section contain requirements for construction activities and facility operations of development and redevelopment projects to comply with the Land Development requirements of the Los Angeles County MS4 permit through integrating LID practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's Landscape Ordinance and other related requirements in the Development Best Management Practices Handbook. The LID Ordinance (see below) applies first to a project in lieu of SUSMP. If a large project cannot meet the requirements of the LID Ordinance, then SUSMP measures are applied.

(e) Low Impact Development Ordinance (No. 181,899)

In 2011, the City adopted a Citywide Low Impact Development Ordinance (LID Ordinance) that amended the City's existing Stormwater Ordinance (LAMC Section Nos. 64.70 and 64.72, discussed above). The LID Ordinance, effective May 12, 2012, and updated in updated September 2015 (Ordinance No. 183,833), enforces the requirements of the Los Angeles County MS4 Permit. LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to their

source as possible; and that promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

LID is a storm water management strategy with goals to reduce the impacts of increased runoff and storm water pollution as close to its source as possible. LID promotes the use of natural infiltration systems, evapotranspiration, and the reuse of storm water. The goal of LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used.[18]

The intent of LID standards is to:

- Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reduce stormwater/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce off-site runoff and provide increased groundwater recharge;
- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

The Citywide LID strategy addresses land development planning as well as storm drain infrastructure. Toward this end, LID is implemented through BMPs that fall into four categories: site planning BMPs, landscape BMPs, building BMPs, and street and alley BMPs. While the LID Ordinance and the BMPs contained therein comply with Los Angeles County MS4 Permit requirements for stormwater management, the MS4 requirements apply only to proposed new development and redevelopment of a certain size, primarily address stormwater pollution prevention as opposed to groundwater recharge, and vary over time as the permit is reissued every five years. The LID Ordinance provides a consistent set of BMPs that are intended to be inclusive of, and potentially exceed, SUSMP standards, apply to existing as well as new development, and emphasize natural drainage features and groundwater recharge in addition to pollution prevention in receiving waters. The LID Ordinance requires the capture and management of the greater of an 85th percentile rain event or the first 0.75-inch of runoff flow during storm events defined in the City's LID BMPs, through one or more of the City's preferred LID improvements in priority order: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible.

18 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed September 2022.

Per the City's 2016 LID Manual's Figure 3.3 and Section 4.1, the City's preferred LID improvement is on-site infiltration of stormwater, site since it allows for groundwater recharge and reduces the volume of stormwater entering municipal drains.[19] If Project Site conditions are not suitable for infiltration, the City requires on-site retention via stormwater capture and reuse. Should capture and reuse be deemed technically infeasible, high efficiency bio-filtration/ bioretention systems should be utilized. Lastly, under the LID Ordinance (LAMC Section 64.72 (C) 6), as interpreted in the LID Manual, if no single approach listed in the LID Manual is feasible, then a combination of approaches may be used.[20]

The LID Ordinance applies first to a project in lieu of SUSMP. If a large project cannot meet the requirements of the LID Ordinance, then SUSMP applies instead.

(f) Water Quality Compliance Master Plan for Urban Runoff

The Water Quality Compliance Master Plan for Urban Runoff (Water Quality Compliance Master Plan)[21] was developed by the Department of Public Works, Bureau of Sanitation, Watershed Protection Division, and was adopted in April 2009.

The Water Quality Compliance Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. The Water Quality Compliance Master Plan identifies the City's four watersheds; summarizes water quality conditions in the City's receiving waters as well as known sources of pollutants; summarizes regulatory requirements for water quality; describes BMPs required by the City for stormwater quality management; and discusses related plans for water quality that are implemented within the Los Angeles region, particularly TMDL Implementation Plans and Watershed Management Plans in Los Angeles.

19 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed September 2022.

20 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed September 2022.

21 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed September 2022.

(g) Stormwater Program – Los Angeles County MS4 Permit Citywide Implementation

The Watershed Protection Division of the Department of Public Works, Bureau of Sanitation is responsible for stormwater pollution control throughout the City in compliance with the Los Angeles County MS4 Permit. The Watershed Protection Division administers the City's Stormwater Program, which has two major components: Pollution Abatement and Flood Control. The Watershed Protection Division publishes the two-part Development Best Management Practices Handbook that provides guidance to developers for compliance with the Los Angeles County MS4 permit through the incorporation of water quality management into development planning. The Development Best Management Practices Handbook, Part A: Construction Activities, provides specific minimum BMPs for all construction activities.[22] The Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities (5th edition, May 2016) (LID Handbook) provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program.[23] The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City's plan review and permitting process. The LID Handbook addresses the need for frequent and/or regular inspections of infiltration facilities in order to ensure on-site compliance of BMP standards, soil quality, site vegetations, and permeable surfaces. These inspections are required to guarantee that facilities follow all proprietary operation and maintenance requirements.

During the development review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

Operations and maintenance requirements in the LID Handbook include the following:

- Frequent inspections of the infiltration facilities shall occur to ensure that surface ponding infiltrates into the subsurface completely within the design drawdown time following storms. If vector breeding is taking place at a site as a result of contained

22 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed September 2022.

23 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition, May 2016, https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf. Accessed September 2022.

stormwater or inadequately maintained BMPs, the Greater Los Angeles County Vector Control District has the ability to fine site owners for violating the California Health and Safety Code (Section 2060 – 2067).

- Regular inspections shall take place to ensure that the pretreatment sediment removal BMP/forebay is working efficiently. Sediment buildup exceeding 50 percent of the forebay sediment storage capacity shall be removed.
- The infiltration facility shall be maintained to prevent clogging. Maintenance activities include checking for debris/sediment accumulation and removal of such debris.
- Facility soil (if applicable) shall be maintained. Flow entrances, ponding areas, and surface overflow areas shall be inspected for erosion periodically. Soil and/or mulch shall be replaced as necessary to maintain the long-term design infiltration rate for the life of the project.
- Site vegetation shall be maintained as frequently as necessary to maintain the aesthetic appearance of the site as well as the filtration capabilities (where applicable). This includes the removal of fallen, dead, and/or invasive plants, watering as necessary, and the replanting and/or reseeding of vegetation for reestablishment as necessary.
- Pervious pavement areas that are damaged or clogged shall be replaced/repaired per manufacture's recommendation as needed.
- Follow all proprietary operation and maintenance requirements.

The provisions of the LID Handbook are implemented through a Covenant and Agreement (C&A) that must be submitted, along with the design plans showing the project's stormwater measures, during the plan review and approval process. The C&A must include, as an attachment, an Operation and Maintenance (O&M) Plan describing the BMP operation and maintenance procedures, employee training program and duties, operating schedule, maintenance frequency, routine service schedule, and other activities. The O&M Plan requires a maintenance log be kept that can be inspected by the City upon request.

b) Existing Conditions

(1) Surface Water Hydrology (Drainage)

(a) Regional

The Project Site is located within the Los Angeles River Watershed (Watershed). The Watershed encompasses an area of approximately 834 square miles. The Watershed borders the crest of the San Gabriel Mountains on the north and the Ventura-Los Angeles County line on the west and extends south to Long Beach.

The Los Angeles River is a 51-mile-long flood protection channel that drains the San Fernando Valley and portions of the Los Angeles basin, from the San Fernando Valley

on the north through downtown Los Angeles and to the Port of Long Beach. The major tributaries to the Los Angeles River include Bell Creek, Arroyo Calabasas, Tujunga Wash, Arroyo Seco, Rio Hondo, Compton Creek, and numerous storm drains.[24] The Los Angeles River flows generally southeast, ultimately discharging into the Pacific Ocean at the Port of Long Beach. The Los Angeles River is designed to carry approximately 64,773 cubic feet per second from a 50-year frequency storm event adjacent to the Project Site.[25]

(b) Local

The Project vicinity has a network of existing underground storm drainage facilities, owned and maintained by the City of Los Angeles, that receive surface water runoff. Within Lankershim Boulevard, there is an existing 84-inch reinforced concrete pipe (RCP). The entire 7.26-acre Project Site has an approximately 75-percent impervious area and has a combined 50-year storm flow rate of 18.14 cubic feet per second (cfs).[26] The stormwater runoff from the Project Site is discharged into off-site catch basins and underground storm drainage pipes, which convey stormwater through underground pipe networks into the Los Angeles River ultimately discharging into the Port of Long Beach.

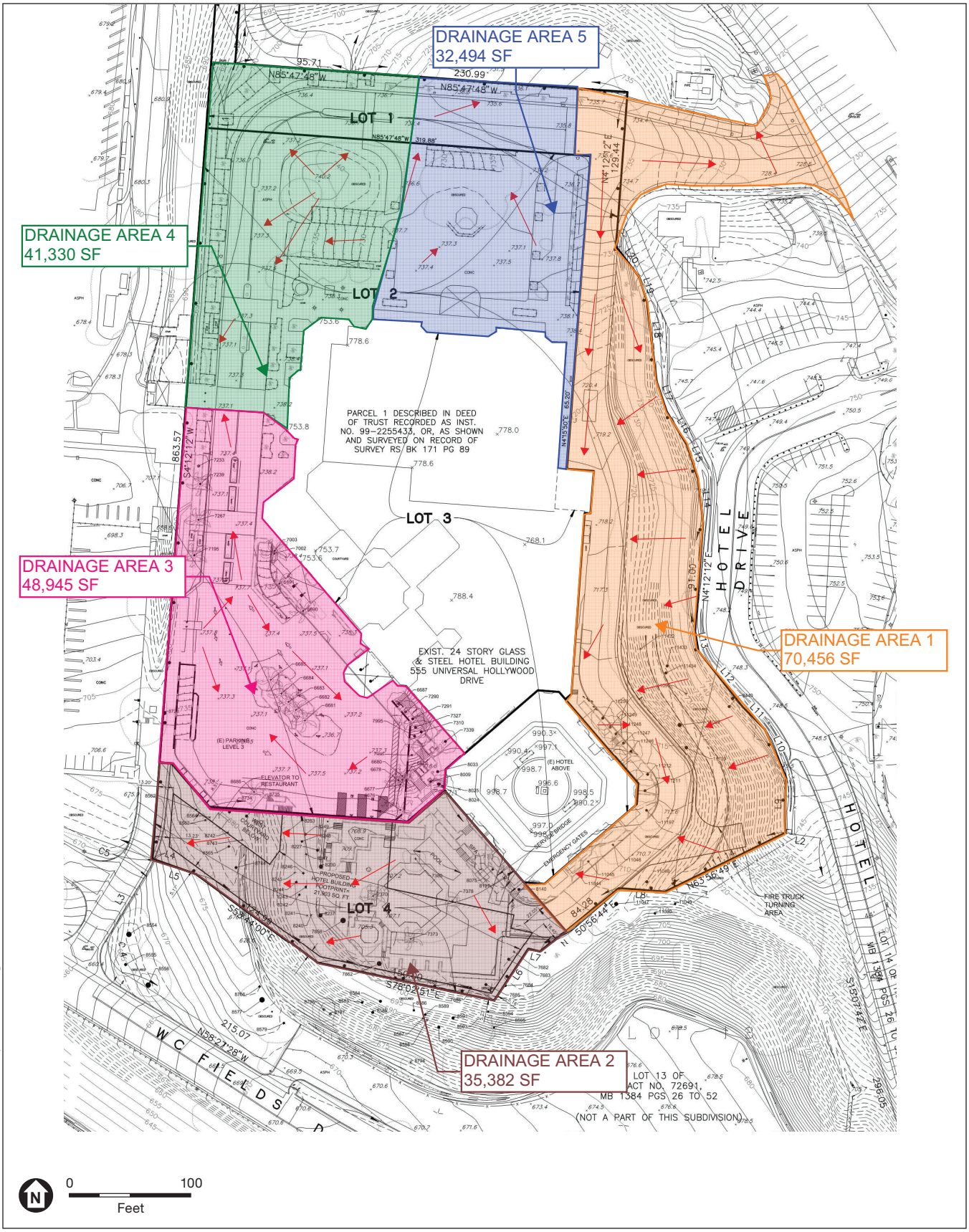
(c) Project Site Overview

For purposes of the Hydrology and Water Quality Report, the Project Site was divided into five drainage areas, which do not include runoff from the Existing Hotel Building and Existing Ancillary Hotel Building as these existing areas would not be redeveloped and drainage from these areas would not change as a result of the Project. Thus, the total acreage of the five drainage areas is reduced to 5.25 acres from the total Project Site area of 7.26 acres. The Project Site is not crossed by any water courses or rivers. The five drainage areas within the Project Site generally consist of an asphalt service road, surface parking areas, planter areas, structures, and the Existing Outdoor Pool Area with surrounding patio and landscaping. As shown in **Figure IV.G-1**, *Existing On-Site Drainage*, stormwater from the Project Site is conveyed by sheet flow toward the south and east. Runoff is collected in a series of private catch basins and storm drain and is then conveyed to the 84-inch RCP in Lankershim Boulevard.

24 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023 p. 11.

25 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023 p. 12.

26 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 13.



SOURCE: KPFF, 2022

Hilton Universal City Project

Figure IV.G-1
Existing On-site Drainage

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All stormwater runoff eventually drains to the City storm drain system. **Table IV.G-1**, *Existing Drainage Conditions*, shows the existing volumetric flow rate (measured in cfs) generated by a 50-year storm event[27] and a summary of existing imperviousness conditions for the five drainage areas within the Project Site. As shown in Table IV.G-1, the five drainage areas within Project Site are currently approximately 66.1 percent impervious, which, as stated above, does not include runoff from the Existing Hotel Building and Existing Ancillary Hotel Building.

TABLE IV.G-1
EXISTING DRAINAGE CONDITIONS[A]

Drainage Area	Area (Acres)	Percent Imperviousness (%)	Q50 (cfs)[b]
1	1.62	48.9	5.27a
2	0.81	49.9	2.87a
3	1.12	92.1	3.97a
4	0.95	66.7	3.37a
5	0.75	81.2	2.66a
Total	**5.25**	**66.1**	**18.14[a]**

[a] The calculations do not include runoff from Existing Hotel Building and Existing Ancillary Hotel Building as these existing areas would not be redeveloped and drainage from these areas would not change as a result of the Project. Therefore, total percent impervious (66.1 percent) is different than 75 percent impervious for the entire Project Site.

[b] Volumetric flow rate is measured in cubic feet per second. Due to the rounding of numbers, the total may be slightly different.

SOURCE: KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 12.

(d) Flooding and Inundation

The Project Site is not located within a Special Flood Hazard Area (a 100-year floodplain) or Moderate Flood Hazard Area (500-year floodplain) identified by the Federal Emergency Management Agency (FEMA) and published in the Flood Insurance Rate Maps (FIRM).[28] The areas of minimal flood hazard, which are the areas outside the Special Flood Hazard Area and higher than the elevation of the 500-year floodplain, are

[27] A 50-year rainfall event has a one in 50 (two percent) chance of occurring in a given year.

[28] FIRMs depict the 100-year floodplain as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. FIRMs depict the 500-year floodplain as Zone B or Zone X. Information based on Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, https://www.fema.gov/flood-insurance-rate-map-firm, accessed May 16, 2020.

labeled Zone C or Zone X. The Project Site is located within Zone X and is, therefore, located outside of the 100- and 500-year floodplain.[29]

(2) Surface Water Quality

(a) Regional

As stated above, the Project Site lies within the Los Angeles River Watershed. Constituents of concern listed for the Los Angeles River under California's Clean Water Act Section 303(d) List include cadmium (dissolved), lead (dissolved), chlordane, dichloroethylene, tetrachloroethylene, trichloroethylene, coliform bacteria, copper (dissolved), total aluminum, total lead, enterococcus, fecal coliform, total coliform, algae, ammonia, oil and grease, and zinc (dissolved).[30]

(b) Local

In general, urban stormwater runoff occurs following precipitation events, with the volume of runoff flowing into the drainage system varying with intensity and duration of the rain event. Contaminants that may be found in stormwater from developed areas include sediments, trash, bacteria, metals, nutrients, organics and pesticides. The source of contaminants includes surface areas where precipitation falls, as well as the air it falls through. Contaminants on surfaces, such as roads, maintenance areas, parking lots, and buildings, which are usually contained in dry weather conditions, may be carried by rainfall runoff into drainage systems. The City has installed catch basins with screens to capture debris before entering the storm drain system. In addition, the City conducts routine street cleaning operations, as well as periodic cleaning and maintenance of catch basins, to reduce stormwater pollution within the City.[31]

(c) Project Site

As stated in the Hydrology and Water Quality Report, while the Project Site currently does not have structural BMPs for the treatment of stormwater runoff from existing impervious surfaces, such as building roof areas and pavements, there is a range of non-structural BMPs that are currently utilized at the Project Site to minimize the impact of pollutant sources. These include general housekeeping practices, such as regular trash collection; spill prevention and response activities; proper storage of hazardous materials and wastes; and substituting environmentally-friendly products for environmentally-hazardous products, such as soaps, solvents, and pesticides. In addition, stormwater runoff from existing pervious surfaces, such as island landscaped areas and planting areas, is naturally treated to some extent by existing vegetation and the absorptive properties of the existing soils. Based on the existing operations within the Project Site, the on-site

29 Based on FIRM Number 0600137, effective on September 26, 2008.

30 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 13.

31 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 14.

runoff likely contains the following pollutants of concern: sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

(3) Groundwater Hydrology

(a) Regional

Groundwater use for domestic water supply is a major beneficial use of groundwater basins in Los Angeles County. The City of Los Angeles overlies the Los Angeles Coastal Plain Groundwater Basin (Basin). The Basin comprises the Hollywood, Santa Monica, Central, and West Coast Subbasins. Groundwater flow in the Basin is generally south-southwesterly and may be restricted by natural geological features. Replenishment of groundwater basins occurs mainly by percolation of precipitation throughout the region via permeable surfaces, spreading grounds, and groundwater migration from adjacent basins, as well as injection wells designed to pump freshwater along specific seawater barriers to prevent the intrusion of salt water.[32]

(b) Local

The Project Site specifically overlies the San Fernando Valley Subbasin (Subbasin), which underlies the northeastern portion of the Basin. The Subbasin is bounded on the north by the Santa Monica Mountains and the Hollywood Fault, on the east by the Elysian Hills, on the west by the Inglewood Fault Zone, and on the south by the La Brea High, formed by an anticline that brings impermeable rocks close to the surface.

Groundwater in the Subbasin is replenished by percolation of precipitation and stream flow from the Santa Monica Mountains to the north. Urbanization in this area has decreased the amount of pervious surface area allowing direct percolation. Therefore, natural recharge is somewhat limited. The natural safe yield of the Subbasin is estimated to be approximately 3,000 acre-feet per year.[33]

The primary producer from the Subbasin is the City of Beverly Hills, which currently owns and operates 4 groundwater production wells in the Subbasin. These wells have a combined capacity of 2,083 gallons per minute. Groundwater flow within the Subbasin generally flows east to west.[34]

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32 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 14.

33 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 14.

34 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 14.

(c) Project Site

The Project Site slopes generally to the southwest at varying gradients with an elevation of approximately 740 feet above mean sea level (amsl) on the northwestern corner of the Project Site to approximately 675 feet amsl on the southwestern corner.

Based on on-site explorations conducted as part of the geotechnical investigation for the Project Site and reported in the Geotechnical Report, encountered fill materials range from approximately 3 to 25 feet in thickness.[35] The fill thickens from east to west on the south side of the existing parking structure. Deeper fill may be encountered to the west. Fill materials consisted of silty sand and sand, which are dark brown, moist, and medium dense. The bedrock underlying the fills on-site consists of interbedded siltstone and sandstone with beds of coarse grained conglomerate of the Upper Topanga Formation. The shallower depth weathered rock is generally dark and yellowish brown, greenish gray, and grayish brown in color. With increasing depth, the rock is generally gray to dark gray in color. The rock is moderately hard to hard, moist, and moderately to poorly bedded.[36]

According to the Geotechnical Report, the bedrock that underlines the Project Site is well bedded and moderately fractured. Water generally follows bedding planes and fractures with the bedrock.

As described in the Geotechnical Report, the historically highest groundwater levels are not shown within 0.3 mile of the Project Site. A depth of “0” is provided which indicates the groundwater level is at the surface and suggests the underlying soils are not of sufficient permeability to transmit water. However, groundwater seepage is anticipated at the bedrock contacts, from fractures, and from coarse sandstone beds. As described in the Geotechnical Report, groundwater was encountered at depths ranging between 14 to 36 feet below grade.

(4) Groundwater Quality

(a) Regional

As stated above, the Basin falls under the jurisdiction of the LARWQCB. As described above, the LARWQCB’s Basin Plan identifies numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy. Objectives from the LARWQCB’s Basin Plan that apply to all ground

35 Geotechnologies, Inc., Geotechnical Engineering Investigation, Proposed Hilton Universal City Expansion Project, 555 Universal Hollywood Drive, Los Angeles, September 2022, pgs. 11-13. Provided in Appendix E of this Draft EIR.

36 Bedded refers to layering that occurs in rock formation, layers of sediment or rock may be bound above or below by more of less well-defined layers or “bedding” surfaces.

waters of the region include bacteria, chemical constituents and radioactivity, mineral quality, nitrogen (nitrate, nitrite), and taste and odor.[37]

(b) Local

As stated above, the Project Site specifically overlies the San Fernando Valley Subbasin. Based upon LARWQCB's Basin Plan, constituents of concern listed for the Hollywood Subbasin include boron, chloride, sulfate, Total Dissolved Solids (TDS), and nitrate.[38]

(c) Project Site

Since the Project Site is primarily fill material overlying bedrock, no appreciable infiltration of potential contaminants described above is expected to occur. Additionally, the combination of good housekeeping practices described above and compliance with all existing hazardous waste regulations, ensures groundwater quality is not significantly impacted by existing activities at the Project Site.[39] Other types of risk, such as underground storage tanks, have a greater potential to impact groundwater. As discussed in the Initial Study (**Appendix A** of this Draft EIR), a Phase I Environmental Site Assessment (ESA) was prepared for the Project (Geosyntec, 2020), which identified two underground storage tanks formerly containing diesel fuel were removed from the Project Site. With this removal, no underground storage tanks currently exist on the Project Site.

(5) Inundation, Tsunami, and Seiche Hazard Areas

According to the City of Los Angeles General Plan Safety Element, Exhibit G: Inundation & Tsunami Hazard Areas, the Project Site is not located in a potential dam inundation area.[40] With respect to seiche and tsunami hazards, the Project Site is located approximately 12 miles inland (northeast) from the Pacific Ocean, is not located in a City-designated tsunami hazard area,[41] and, as described above, is at an elevation of approximately 740 feet amsl. The Hollywood Reservoir, the nearest standing body of water, is located approximately 1.6 miles southeast, and is located downstream from the Project Site.[42] Additionally, there is intervening development in all directions around the Project Site. Therefore, the Project Site is not at risk of tsunami inundation or seiche

37 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 15.

38 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 15.

39 KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 16.

40 City of Los Angeles Department of City Planning, General Plan Safety Element, adopted November 26, 1996, p. 59.

41 City of Los Angeles Department of City Planning, General Plan Safety Element, adopted November 26, 1996, p. 59.

42 California Department of Water Resources, Division of Safety of Dams (DSOD), California Dam Breach Inundation Map Viewer, https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2. Accessed September 15, 2022.

based on its proximity to the Pacific Ocean and being outside of an inundation, tsunami, or seiche hazard area.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to hydrology and water quality if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;

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

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

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

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

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

iv. Impede or redirect flood flows

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

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

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions. The factors to evaluate hydrology and water quality impacts include whether the Project would:

- Surface Water Hydrology
  - Cause flooding during the projected 50-year developed storm event which would have the potential to harm people or damage property or sensitive biological resources;

  - Substantially reduce or increase the amount of surface water in a water body; or
  - 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.
- Surface Water Quality
  - Result in discharges that would create pollution, contamination or nuisance as defined in Section 13050 of the CWC or would cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.
  - Groundwater Quality
  - Affect the rate or change the direction of movement of existing contaminants;
  - Expand the area affected by contaminants;
  - Result in an increased level of groundwater contamination (including that from direct percolation, injection or salt water intrusion); or
  - Cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, and Chapter 15 and in the Safe Drinking Water Act.

b) Methodology

The analysis in this section addresses potential Project impacts on hydrology (drainage) and surface water quality. The analysis is based, in large part, on the Hydrology and Water Quality Report provided in Appendix G of this Draft EIR, and the Geotechnical Investigation provided in Appendix E of this Draft EIR. A summary of the analytical methodology for hydrology and surface water quality is provided below.

(1) Hydrology (Drainage)

The analysis of potential impacts to the existing hydrologic drainage system includes a calculation of existing (pre-Project) and post-Project runoff rates during a 50-year storm event. Potential impacts to the storm drain system for this Project were analyzed by comparing the calculated existing runoff rates to the calculated post-Project runoff rates to determine the Project's effect on drainage flows. The Project's proposed on-site stormwater treatment system is evaluated for consistency with applicable regulatory measures for reducing drainage impacts.

The Project Site's drainage collection, treatment and conveyance are regulated by the City. Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the County's Hydrology Manual as its basis of design for storm drainage facilities. The County's Hydrology Manual requires projects to have drainage facilities that meet the "Urban Flood" level of protection. The Urban Flood is runoff from a 25-year frequency design storm falling on a saturated watershed. A 25-year frequency design storm has a

probability of 1/25 of being equaled or exceeded in any year. The 2006 L.A. CEQA Thresholds Guide, however, establishes the 50-year frequency design storm event as the threshold to analyze potential impacts on surface water hydrology as a result of development. To provide a more conservative analysis, this report analyzes the larger storm event threshold (i.e., the 50-year frequency design storm event).

The Modified Rational Method (MODRAT) was used to calculate stormwater runoff as required by the County's Hydrology Manual. MODRAT uses the design storm and time of concentration to calculate runoff at different times throughout the storm and allows for consideration of attenuation through channel storage, retention basins, etc., to reduce peak flows.

The County's Department of Public Works has developed a time of concentration calculator, Hydrocalc, to automate time of concentration calculations, as well as the peak runoff rates and volumes using the MODRAT design criteria as outlined in the Hydrology Manual. The data input requirements include sub-area size, soil type, land use, flow path length, flow path slope and rainfall isohyet. The Hydrocalc Calculator was used to calculate the storm water peak runoff flow rate for the Project conditions by evaluating an individual sub-area independent of all adjacent subareas.

(2) Water Quality

Water quality impacts were assessed by characterizing the types of pollutants and/or effects on water quality likely to be associated with temporary construction and long-term operation of the Project. Potential impacts to water quality taken into consider project design features that are intended to treat contaminants as well as any expected contaminant flows that would result from Project implementation. Project consistency with relevant regulatory permits/requirements, including BMPs and applicable plans, is evaluated to demonstrate how compliance would reduce potential Project impacts.

Under Section 3.1.3 of the City's LID Manual, post-construction stormwater runoff from a new development must be, in order of desirability, infiltrated, captured and used, and/or treated through high efficiency on-site biofiltration/bioretention systems for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. In accordance with these requirements, the feasibility of the different potential BMPs outlined in the LID is evaluated in the analysis, and the required capacity of the identified preferred feasible BMP is calculated.

(3) Groundwater

Impacts to groundwater quality and groundwater level were assessed by identifying the types of pollutants and/or effects on water quality likely to be associated with construction and operation of the Project. The analysis includes a review of the existing levels, quality, direction of flow, and existing uses for the water within the San Fernando Valley Subbasin.

Analysis of the Project impact on groundwater levels includes assessing the pre- and post-site permeability, construction dewatering, determining the projected reduction in groundwater resources and any existing wells within a one-mile radius of the Project Site, and projecting the change in local or regional groundwater flow patterns.

(4) Water Quality and Sustainable Groundwater Management Plans

The evaluation of Project consistency with applicable water quality and sustainable groundwater management plans is based on a summary of the preceding analyses of Project impacts on water quality and groundwater resources. The analysis below under Threshold (e) identifies applicable plans and regulations and the Project characteristics that conform to those regulatory standards.

c) Project Design Features

No specific Project Design Features are proposed with regard to hydrology and water quality.

d) Analysis of Project Impacts

Threshold a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

(1) Impact Analysis

(a) Construction Impacts

Construction of the Project would require grading and excavation activities down to a depth of approximately 50 feet below existing grade for the parking garage expansion, new structures, hardscape and landscape around the structures. An estimated 87,000 net cubic yards of soil would be excavated and exported off-site. As concluded in the Initial Study (Appendix A of this Draft EIR), impacted soil concentrations from two former underground storage tanks reported were below the San Francisco Bay Regional Water Quality Control Board Environmental Screening Levels (ESLs) for Direct Exposure Human Health Risk Levels, Residential Shallow Soil Exposure.[43] Therefore, contaminated soils would be below screening levels and any contaminated soils captured within that volume of excavated material, would be removed from the Project Site and remediated at an approved disposal facility in accordance with applicable regulatory requirements.

Construction activities for the Project, such as earth moving, maintenance/operation of construction equipment, potential dewatering as described below, and handling/storage/ disposal of materials, could contribute to pollutant loading in stormwater runoff. However,

[43] The ESLs, which are published by the SF-RWQCB, are the most commonly referenced screening levels for petroleum hydrocarbons throughout California, including within the LARWQCB area.

the Project would be required to obtain coverage under the NPDES Construction General Permit (Order No. 2009-0009-SWQ). In accordance with the requirements of the permit, the Project would be required to prepare and implement a site-specific SWPPP that adheres to the California Stormwater Quality Association BMP Handbook. The SWPPP would specify BMPs to be used during construction. BMPs would include, but not be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs.

Dewatering operations are practices that discharge groundwater that must be removed from a work location into the storm drain system to proceed with construction. Discharges from dewatering operations can contain high levels of fine sediments, which, if not properly treated, could lead to exceedance of the NPDES requirements. If groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with the NPDES permit. The temporary system would comply with all relevant NPDES requirements related to construction and discharges from dewatering operations. If dewatering is required, the treatment and disposal of the dewatered water would occur in accordance with the requirements of LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watershed of Los Angeles and Ventura Counties. Additional details regarding requirements associated with dewatering are provided under Threshold (c) below. Therefore, as the Project would comply with the NDPES' and LARWPCB's dewatering requirements, the Project construction related impacts on groundwater quality would be less than significant.

With the implementation of site-specific BMPs included as part of the SWPPP, the Project would reduce or eliminate the discharge of potential pollutants from the stormwater runoff. In addition, the Applicant would be required to comply with the City's grading permit regulations set forth in LAMC, Chapter IX, Article 1, which include standard erosion control measures and inspections to reduce sedimentation and erosion (such measures would also be included in the construction SWPPP). Also, if construction should occur during the rainy season (October 1 to April 14), a wet weather erosion control plan (WWECP) would be prepared. As discussed above, BMPs for non-stormwater discharge management and materials management would be incorporated into the SWPPP.

Therefore, with compliance with NPDES requirements and City grading regulations, construction of the Project would not result in discharge that would violate any water quality standard or waste discharge requirements, or otherwise substantially degrade water quality. Furthermore, construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River.

During on-site grading and building construction activities associated with the Project, hazardous materials, such as fuels, paints, solvents, and concrete additives, could be used and would, therefore, require proper management and, in some cases, disposal. The management of any resultant hazardous wastes could increase the opportunity for hazardous materials releases into groundwater, should an accidental spill occur. Compliance with all applicable federal, state, and local requirements concerning the

handling, storage and disposal of hazardous waste, would reduce the potential for the construction of the Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Implementation of the BMPs in the SWPPP in accordance with LARWQCB's discharge requirements would further ensure that any discharge of groundwater during construction would not impact groundwater quality.

As such, construction of the Project would not violate any water quality standards or waste discharge requirements. Therefore, surface water quality and groundwater quality impacts resulting from Project construction would be less than significant.

(b) Operational Impacts

Stormwater discharge is generated by rainfall that runs off the land and impervious surfaces, such as paved streets, parking lots, and rooftops. Stormwater discharge may include pollutants of concern, which are expected to be generated by the Project that could affect stormwater quality. During Project operation, pollutants of concern within runoff may include, but are not limited to, pollutants, such as sediment, nutrients, pesticides, metals, pathogens, and oil and grease. This runoff can flow directly into storm drains and continue untreated. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats.

The Project Site was developed prior to the enforcement of storm water quality BMP design, implementation, and maintenance. The Project Site currently does not implement structural BMPs for treatment of stormwater runoff. However, as discussed under Subsection IV.G.2.b) *Existing Conditions* above, there is a range of non-structural BMPs that are currently utilized at the Project Site to minimize the impact of pollutant sources, which would continue under the Project. Source control measures under the City's LID, including good housekeeping, removal of trash and maintenance of driveways and parking areas, proper use and storage of pesticides, and substituting environmentally-friendly products for environmentally-hazardous products, such as soaps, solvents, and pesticides would continue on the Project Site to reduce surface water quality impacts and prevent pollutants from entering the local groundwater supply by percolation into landscaped areas with permeable surfaces. In addition, similar to existing conditions, Project landscaping would naturally treat stormwater runoff from impervious surfaces. Any on-site use of hazardous materials to be used in association with continued operation of the Project, such as small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance, as well as fuel storage associated with an on-site generator, would be continue to be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations such that no hazardous materials be exposed to or otherwise would adversely impact groundwater quality.

Under Section 3.1. of the City's LID Manual, post-construction stormwater runoff from a new development must be infiltrated, evapotranspirated, captured and used, and/or treated through high efficiency BMPs on-site for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. As stated in the Geotechnical Report and the Hydrology and Water Quality Report, infiltration is infeasible due to the slope and the shallow occurrences of bedrock within the Project Site. Therefore, the Project would implement capture and reuse for managing stormwater runoff in accordance with current LID requirements. However, if the capture and reuse system is subsequently determined not feasible due to other site constraints, then different LID BMPs would be implemented upon LASAN's approval. The temporary storage of stormwater runoff would also reduce the runoff volume from the Project Site and would reduce the peak runoff velocity for small storms that flows into the stormwater conveyance systems. As a result, because there are no existing structural BMPs in place at the Project Site, upon Project buildout, less pollutants would be transported through the conveyance systems into local watersheds and the ocean.

The proposed water quality capture and reuse system would be constructed pursuant to the standards established by LASAN's Watershed Protection Division to ensure the treatment of contaminants without allowing seepage into the underlying soil, as required. The final drainage and treatment system design would be finalized as part of the grading and building permit process. Proper functioning of the system would require regular inspection and maintenance, performed pursuant to the recommended procedures established by LASAN, to ensure that it is not clogged or otherwise defective and is performing as expected.

With implementation of the capture and reuse system, along with compliance to applicable LID requirements, the Project would reduce or eliminate the discharge of potential pollutants from stormwater runoff. Operation of the Project would result in a net reduction of pollutants compared to existing conditions as the Project Site currently has no structural BMPs for treatment of stormwater runoff. Operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree that unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the Waters of the State by waste to a degree that creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; or occurs during or as a result of the treatment or disposal of wastes. The Project would be required to comply with the LARWQCB's water quality standards as implemented through the City's LID regulations.

Based on the above, operation of the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, impacts with respect to surface water quality and groundwater quality resulting from the Project operation would be less than significant.

(2) Mitigation Measures

Impacts regarding water quality were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding water quality were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

As discussed in Section VI, *Other CEQA Considerations*, and in the Initial Study (**Appendix A**) of this Draft EIR, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. As described above, while dewatering has the potential to occur, should it occur, it would be temporary and only during Project construction activities. Further, as described above, the existing soils have low infiltration potential and, thus, the Project Site has not been identified as a groundwater recharge site. Accordingly, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. **Therefore, the Project would result in a less-than-significant impact with respect to Threshold (b), and no further analysis is required.**

Threshold c) Would the Project substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- ***i. Result in substantial erosion or siltation on- or off-site?***
- ***ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?***
- ***iii. Create or contribute runoff water which would exceed the capacity of the existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***
- ***iv. Impede or redirect flood flows?***

(1) Impact Analysis

(a) Construction Impacts

(i) Erosion or Siltation On- or Off-Site

The Project would include excavation activities to a maximum depth of approximately 50 feet bgs. The Project would also result in a net export of an estimated 87,000 cubic yards of existing soil material, which would be temporarily exposed to potential erosion.

These activities could temporarily alter existing drainage patterns and flows on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff.

Since the construction site would be greater than one acre, the Project would be required to obtain coverage under the NPDES Construction General Permit. In accordance with the requirements of this permit, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. BMPs would be designed to reduce runoff and pollutant levels in runoff during construction. The NPDES and SWPPP measures are designed to contain and treat, as necessary, stormwater or construction watering on the Project Site so runoff does not impact off-site drainage facilities or receiving waters. Further, if the Project requires grading activities during the rainy season (October 1 through April 14), a WWECP would be prepared that would include BMPs to address potential erosion effects. Construction activities would be temporary, and flow directions and runoff volumes during construction would be controlled.

In addition, the Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, through compliance with all NPDES Construction General Permit requirements, including preparation of a SWPPP, implementation of BMPs, and compliance with applicable City grading regulations, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site. **Therefore, construction of the Project would not result in alteration of drainage patterns resulting in substantial erosion or siltation and impacts would be less than significant.**

(ii) Increase Rate or Amount of Surface Runoff

Erosion control measures required under the Project's mandated SWPPP and BMPs would control surface runoff and prevent uncontrolled storm water runoff from the Project Site during Project construction. In addition, water used for dust control would not be applied in quantities that would form surface runoff. No other Project construction

activities would require an increase in the use of water that would result in increased surface runoff. **Therefore, the Project would not result in the alteration of drainage patterns increasing the rate and amount of surface runoff resulting in flooding and impacts would be less than significant.**

(iii) Exceed Capacity of Existing or Planned Stormwater Drainage Systems

During construction-related ground disturbing activities, the pervious area on the Project Site would temporarily increase due to demolition of existing impervious surfaces (i.e., structures, hardscape), which would temporarily reduce off-site runoff from the Project Site, but not eliminate it entirely. As the construction site would be greater than one acre, the Project would be required to obtain coverage under the NPDES Construction General stormwater permit. In accordance with the requirements of this permit, the Project would implement a SWPPP that specifies BMPs to be implemented during construction to manage runoff flows and would prohibit pollutants from being discharged from the construction site into the City's storm drain system. In addition, the Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to control runoff from the construction site and avoid on- and off-site flooding during the construction period. Lastly, construction activities and any associated hydrology (drainage) impacts would be temporary.

If required, dewatering would require the discharge of removed groundwater to the City's storm drain system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. Thus, a NPDES Permit for Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, General NPDES Permit No. CAG994004) would be required. In accordance with the requirements of this permit, the Project would need to demonstrate that the discharges would not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters from any receiving storm drains, perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged, and provide a feasibility study on conservation, reuse, and/or alternative disposal methods of the wastewater.[44] Further, the Permit would confirm that the capacity of any receiving storms would not be exceeded due to dewatering activities.

The Project would comply with all applicable requirements (compliance with NPDES permits, implementation of a SWPPP, adherence to City grading requirements, etc.) during construction which would limit polluted stormwater discharges into the City's

44 LARWQCB, Order No. R4-2018-0125, General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, September 13, 2018.

storm drain system from the construction site during Project construction. **Therefore, Project construction would not create or contribute runoff water which would exceed the capacity of existing stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant.**

(iv) Impede or Redirect Flood Flows

The Project Site is located within Zone X and is, therefore, located outside of the 100- and 500-year floodplain.[45] As such, flood flows across the Project Site are not anticipated. In addition, the Project Site is currently developed with structures, which do not allow the free flow of water from off-site sources across the Project Site. Further, construction BMPs would prevent any water from off-site sources from freely flowing into or across the Project Site. **As such, construction of the Project's would not change the direction of flow of, or impede, any floodwater from off-site sources. Therefore, Project construction impacts with respect to impediment or redirection of flood flows would be less than significant.**

(b) Operational Impacts

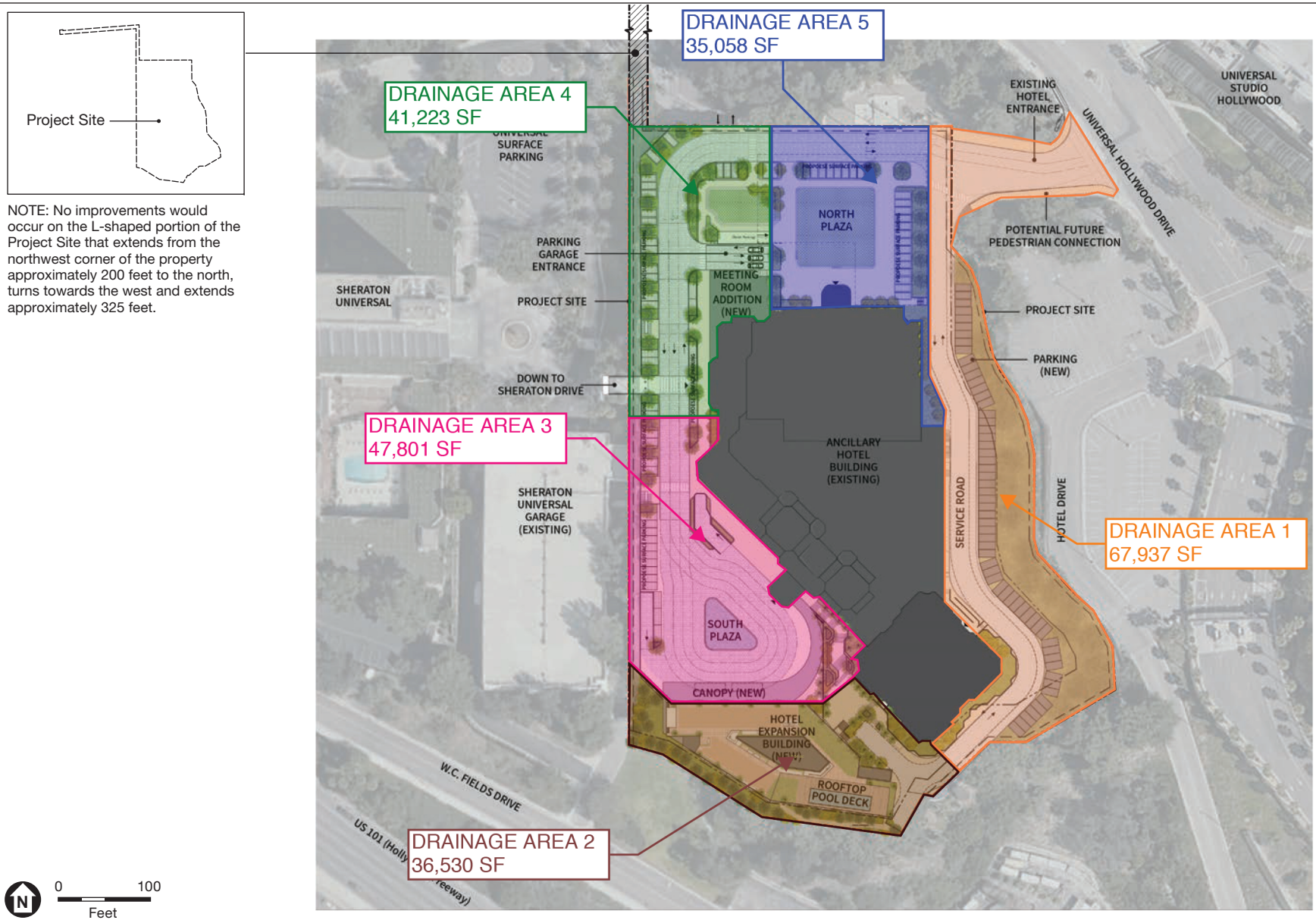
(i) Erosion or Siltation On- or Off-Site

As shown in Figure IV.G-1, above, the Project Site is divided into five drainage areas that include impervious surfaces, including an asphalt service road, surface parking areas, planter areas, structures, and the Existing Outdoor Pool Area with surrounding patio and landscaping.

As described above in Subsection IV.G.2.b, *Existing Conditions*, runoff is collected in a series of private catch basins and storm drain and is then conveyed to the 84-inch RCP in Lankershim Boulevard and eventually drains to the City's storm drain system.

Figure IV.G-2, *Proposed Site Drainage*, shows the proposed drainage conditions that would occur with implementation of the Project.

[45] Based on FIRM Number 0600137, effective on September 26, 2008.



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SOURCE: KPFF, 2022

Hilton Universal City Project

Figure IV.G-2
Proposed Site Drainage

While the Project would add new structures on the Project Site, the drainage areas[46] would largely remain the same. Each drainage area would include a dedicated stormwater system that would comply with LID requirements and would include the installation of catch basins, planter drains, and building roof drain downspouts to collect runoff and direct stormwater away from structures through a series of underground storm drain pipes that would serve to prevent on-site flooding and nuisance water on the Project Site. In addition, the Project would implement a combination of pre-treatment and capture and reuse systems to collect and store the first flush of stormwater runoff in tanks, and reuse the water for various purposes on-site, which would be implemented upon LASAN's approval and provide a slight reduction in stormwater runoff. These proposed BMPs for bioretention such as catch basins and planter drains are consistent with the LID BMPs identified under Section 3.2 of the City's LID Manual.[47] Implementation of these measures would serve to minimize the potential for both on- and off-site erosion or siltation.

As discussed below, with the overall increase in impervious surface area on the Project Site, the volume of stormwater runoff would be increased by 0.054% compared to existing conditions with implementation of the Project. However, the proposed LID BMPs would improve the quality of stormwater runoff leaving the Project Site. **As such, Project operation would not 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 that would result in substantial erosion or siltation, and the impact would be less than significant.**

(i) Increase Rate or Amount of Surface Runoff

As discussed above, as part of the LID requirements of the Project, to manage post-construction stormwater runoff, the Project would include the installation of catch basins, planter drains, and building roof drain downspouts to collect runoff and direct stormwater away from structures through a series of underground storm drain pipes. This on-site stormwater conveyance system, together with the LID BMPs that would capture and treat the first flush of rainfall, would serve to prevent an increase in the rate or amount of surface runoff which would result in on-site and off-site flooding on the Project Site.

The Project would include development of new buildings, paved areas, and landscaped areas. With implementation of the Project, the amount of impervious area would increase. The proposed flow rate during a 50-year flood event (Q50) for the 5.25-acre overall drainage area that would be impacted by the Project (same overall area as evaluated for

46 The drainage areas are determined by the drainage patterns and flow paths of stormwater that are tributary to a common point or area.

47 City of Los Angeles. 2016. Planning and Land Development Handbook for Low Impact Development (LID). TABLE OF CONTENTS (lacitysan.org) Accessed September 23, 2022.

existing conditions), is shown in **Table IV.G-2**, *Proposed Drainage Conditions*.[48] As shown therein, the proposed Q50 (18.15 cfs) for the 5.25-acre drainage area is 0.054-percent higher than the existing Q50 (18.14 cfs) presented in Table IV.G-1 above.

TABLE IV.G-2
PROPOSED DRAINAGE CONDITIONS[1]

Drainage Area	Area (acres)	Pre-development Q50 (cfs) (volumetric flow rate measured in cubic feet per second)	Post-development Q50 (cfs) (volumetric flow rate measured in cubic feet per second)	Incremental Increase from Existing to Proposed Condition
Total	5.25	18.14	18.15	0.054%

[1] The calculations do not include runoff from Existing Hotel Building and Existing Ancillary Hotel Building as no changes would occur to these uses and no resulting change in drainage would occur in these areas.

[2] Due to the rounding of numbers, the total may be slightly different than shown in Hydrology and Water Quality Report.

SOURCE: KPFF Consulting Engineers, Hilton Universal City Hydrology and Water Quality Report, June 2023, p. 28.

As discussed above, the Q50 from the Project Site upon buildout would increase under the Project by less than one percent. In addition, as part of LID compliance for the Project to manage post-construction stormwater runoff, the Project would include the installation of catch basins, planter drains, and building roof drain downspouts throughout the Project Site to collect roof and site runoff and direct stormwater away from structures through a series of underground storm drain pipes. This on-site stormwater conveyance system would serve to prevent onsite flooding and nuisance water on the Project Site. In addition, with implementation of the proposed BMPs, the Project would implement a combination of pre-treatment and capture and use systems to collect and store the first flush of stormwater runoff in tanks, and re-use the water for various purposes onsite implemented upon LA Sanitation's approval. As shown in Figure IV.G-2, the proposed drainage pattern associated with the Project would not substantially change the direction of any surface flow from off-site sources or cause a new significant impediment to any runoff from off-site sources. Given these factors, the volume of stormwater runoff from the Project Site would decrease under the Project.

Therefore, Project operation would not 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

[48] As noted in Subsection IV.G.2.b) Existing Conditions above, the Existing Hotel Building and Existing Ancillary Building are excluded from the drainage area calculations as no construction activities or operational changes would occur in these areas resulting in alterations to the surface areas or drainage patterns. The analysis herein reflects only the changes that would occur as a result of the Project.

that would result in flooding on- or off-site, and impacts would be less than significant.

(ii) Exceed capacity of existing or planned stormwater drainage systems/Polluted runoff

As discussed above under Threshold (c)(ii) and shown in Figure IV.G-2, Project Site runoff patterns would be slightly altered as the result of Project implementation (including BMPs), as the required first flush runoff would be captured and reused on-site, and the Q50 from the Project Site upon buildout would slightly increase under the Project.

Runoff in excess of the volume captured and re-used by the LID BMP system would be discharged off-site and would continue to be directed into the municipal storm drain system, as discussed under Threshold (a). Required on-site drainage infrastructure would be designed in accordance with the California Building Code requiring grading and drainage away from buildings, and the City's Mechanical Plan Check requirements for on-site utilities, and would safely convey stormwater from the Project Site to the municipal storm drain system upon approval by the City's Department of Public Works. In addition, with implementation of the proposed LID BMPs, the increase in volume of water leaving the Project Site would be minimized and the Project would result in a minor increase in runoff (0.054%) compared to existing conditions.

The on-site stormwater conveyance system, together with LID BMPs that would capture and treat the first flush of rainfall, would serve to ensure runoff discharged from the Project Site would not exceed the capacity of the municipal stormwater infrastructure during a larger storm event. Therefore, no new off-site storm drainage infrastructure is required or proposed. As the first flush typically holds most of the pollutants and would be retained and infiltrated on-site, no substantial additional sources of polluted runoff would contribute to the runoff water.

Based on the above, Project operation would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, 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, and impacts would be less than significant.

(iii) Impede or Redirect Flood Flows

The Project Site is located within Zone X, and is, therefore, located outside of the 100- and 500-year floodplain.[49] The Project would not substantially change the direction of surface flow from off-site sources or cause a new impediment to flood flow from off-site sources compared to existing conditions. As such, the Project is not anticipated to change the direction of flow or impede any floodwater from off-site sources. Impacts with respect

49 Based on FIRM Number 0600137, effective on September 26, 2008.

to impediment or redirection of flood flow would be less than significant. **Therefore, Project operation would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows, and impacts would be less than significant.**

(2) Mitigation Measures

Impacts related to erosion and siltation were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts related to erosion and siltation were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold d) Would the Project risk release of pollutants due to project inundation by flooding, tsunami, or seiche?

As discussed in Section VI, *Other CEQA Considerations*, and in the Initial Study (Appendix A) of this Draft EIR, the Project would not be subject to significant hazards associated with inundation by flooding, tsunami, or seiche, and, as such, there would be minimal, if any, risk of release of pollutants due to Project inundation. **Therefore, a less-than-significant impact would occur with respect to Threshold (d), and no further analysis is required.**

Threshold e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

(1) Impact Analysis

The Project Site is in the San Fernando Valley Subbasin of the Los Angeles Coastal Plain Groundwater Basin, which is classified as a very low priority and therefore is not required to develop a specific subbasin groundwater sustainability plan.[50] Thus, the Project would not obstruct or conflict with a sustainable groundwater management plan.

As discussed in Subsection IV.G.2.a, *Regulatory Framework*, and elaborated upon in the subsequent impact analyses, the Project falls within the jurisdiction of water quality plans with related regulations and permitting requirements that assure that development projects are in compliance with clean water policies. Most notably, the Project falls under the jurisdiction of the LARWQCB (Region 4) Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties and the Upper Los Angeles River Watershed EWMP,

50 California Department of Water Resources. 2022. Basin Prioritization. Basin Prioritization (ca.gov) Accessed September 23, 2022.

and the RWQCB is also given authority to issue waste discharge requirements, enforce actions against stormwater discharge violators, and monitor water quality. In California, the NPDES stormwater permitting program is administered by the SWRCB, and the County of Los Angeles and the City are two of the Co-Permittees under the Los Angeles County NPDES MS4 Permit and, as such, are required to implement development planning guidance and control measures regarding water quality impacts from new development.

The Los Angeles County MS4 Permit contains provisions for implementation and enforcement of the SQMP and includes a LID Plan that designates BMPs that must be used by projects to address water infiltration, filtering, treatment and peak-flow discharge. The City supports the requirements of the Los Angeles County MS4 Permit through the City's LID Handbook, which provides guidance to developers of newly developed projects for compliance with regulatory standards. The Project is also within the jurisdiction of the Water Quality Compliance Master Plan for Urban Runoff, which was developed by the City's Department of Public Works and includes within its provisions the description of BMPs required by the City for stormwater quality management.

The Project would incorporate into its design an on-site drainage system that would meet regulatory requirements of the applicable plans for the protection of water resources. The Project would install a capture and reuse system, in compliance with the City's LID requirements. The detention would temporarily store the captured stormwater and reuse the water for various purposes on-site, which would be implemented upon LASAN's approval. The on-site drainage system would also provide BMPs in accordance with the City's LID requirements.

The Project's potential impacts regarding water quality are evaluated under Threshold (a) above. As indicated in that analysis, with the implementation of the Project's on-site drainage system, the Project would have less-than-significant impacts on both surface and groundwater quality during construction and operation phases. As described under Threshold (b), above, the Project's potential impacts regarding groundwater supplies and groundwater recharge are evaluated in the Initial Study (Appendix A) of this Draft EIR and, as described therein, the Project would have a less-than-significant impact. As further indicated in those analyses, with Project implementation, the stormwater runoff quality would be improved as compared to existing conditions.

Therefore, in conjunction with the implementation of necessary BMPs to support the applicable plans, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

(2) Mitigation Measures

Impacts regarding conflicts with or obstructing the implementation of a water quality control plan or sustainable groundwater management plan were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding conflicts with or obstructing the implementation of a water quality control plan or sustainable groundwater management plan were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

e) Cumulative Impacts

(1) Impact Analysis

As noted in the Hydrology and Water Quality Report (Appendix G of this Draft EIR), stormwater runoff enters off-site catch basins and underground storm drainage pipes which convey stormwater through underground pipe networks into the Los Angeles River, which ultimately discharges into the Pacific Ocean at the Port of Long Beach. Therefore, any proposed project within the Los Angeles River Watershed could cumulatively increase stormwater runoff flows and cumulatively increase the amount of pollutants entering the City storm drain system. Furthermore, as identified in Chapter III, *Environmental Setting*, of this Draft EIR, there are fifteen (15) related projects within a 1.15-mile radius of the Project Site, including fourteen in the City of Los Angeles and one in the County of Los Angeles. Related Project 1, the NBC Universal Evolution Plan, is the most proximate of the related projects to the Project Site. While the NBC Universal Evolution Plan is the only related project in close enough proximity to have construction site runoff or pollutants that might reach the Project Site, all of the identified related projects have the potential to cumulatively impact the capacity of the storm drain system and the overall water quality within the Los Angeles River Watershed.

As with the Project, the related projects are located within the highly urbanized area of Los Angeles County, Universal City, and the surrounding vicinity, which include mostly hard-surface project sites. Accordingly, the potential for the related projects to generate a substantial amount of new impermeable surfaces, and subsequently contribute to a substantial change in drainage patterns within the Los Angeles River Watershed is limited. The related projects would also be subject to the same regulatory requirements as the Project, including, where applicable, the NPDES/Waste Discharge Requirements permits discussed above including a site-specific SWPPP with construction BMPs and the City's LID Ordinance, which would require the related projects to capture and manage their stormwater in accordance with City's LID Guidelines. With construction BMPs and erosion control measures outlined in site-specific SWPPPs, construction of the Project and related projects would not substantially alter the drainage patterns resulting in erosion, siltation or flooding. The City of Los Angeles Department of Public Works or the

County of Los Angeles Public Works Department would also review each future development project on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available to accommodate the project's stormwater runoff. Accordingly, the related projects are not anticipated to result in cumulatively considerable impacts with respect to hydrology and drainage quantities/patterns. Moreover, as shown above, while the Project would result in an increase in impervious surface area and an increase in stormwater water flow, this increase in stormwater flow would be less than 1% and the Project would not significantly alter or increase stormwater flows from the Project Site or alter drainage patterns in the area. **As such, the Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts on hydrology and drainage patterns would be less than significant.**

All related projects that anticipate new construction have the potential to contribute to pollutant loading during construction and operation, which could potentially result in cumulative impacts to water quality. However, as with the Project, all new construction would be subject to NPDES Waste Discharge Requirements permits for both construction and, where applicable, dewatering activities. Each related project greater than one acre in size would be required to develop a SWPPP for construction and grading activities. In addition, all new construction plans would be evaluated individually to determine the appropriate BMPs and treatment measures to minimize the related projects impacts to water quality. Operation of the related projects would also be subject to applicable LID requirements, including implementation of operational BMPs to address the quality of water runoff from surfaces, such as driveways, parking lots, and parking structures. Pursuant to the City's LID Ordinance, related projects would be required to implement LID BMPs through one or more of the City's preferred improvements, including on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible. As described above, the Project would implement LID BMPs in addition to source control and treatment control BMPs, consistent with applicable regulatory requirements, that would ensure less-than-significant Project impacts on surface water and groundwater quality. With compliance to existing applicable regulations, such as the City's LID Ordinance requirements, the related projects would also be unlikely to cause or increase surface or groundwater contamination. In cases where the related projects would require dewatering during excavation, groundwater dewatering, treatment and disposal would be conducted in accordance with the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Compliance with these regulations would ensure less-than-significant effects on surface water, as well as groundwater quality. **Therefore, with adherence to applicable regulations, the Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts on water quality would be less than significant.**

Furthermore, as demonstrated above, through compliance with applicable regulatory requirements via site -specific construction BMPs, site-specific drainage systems, and

storm water management, the Project and related projects would not substantially conflict with or obstruct implementation of a water quality control plan. Also, as discussed above, given the urbanized nature of Universal City and surrounding area, the potential for the related projects to generate a substantial amount of new impermeable surfaces and thereby affecting the groundwater table is limited. None of the related projects are known to include significant quantities of permanent, ongoing groundwater withdrawal, but some could include infiltration as a means of LID compliance, where feasible and possible**. Accordingly, with these considerations, the Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts on conflicts with or obstructing implementation of a water quality control plan or sustainable groundwater management plan would be less than significant.**

With regards to pollutant releases during flooding, the Project Site and the areas immediately surrounding the Project Site are not located within a 100-year floodplain and would not increase runoff or change drainage patterns that would result in off-site flooding. **As such, the Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts with respect flooding would be less than significant**

Overall, based on the above, the Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts on hydrology and water quality would be less than significant.

(2) Mitigation Measures

Cumulative impacts regarding hydrology and water quality were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance after Mitigation

Cumulative impacts regarding hydrology and water quality were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

H. Land Use and Planning

1. Introduction

This section analyzes the Project's potential impacts with regard to land use and planning. The analysis in this section evaluates whether the Project would physically divide an established community and whether the Project would conflict with any land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Analyses of consistency and/or potential conflicts with plans that are more directly related to other environmental topics are addressed in other sections of this Draft EIR. For example, refer to Section IV.A, *Air Quality*, for a discussion of the Project's consistency with the South Coast Air Quality Management Plan.

Evaluation of specific policies set forth in the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS) plans and the City of Los Angeles General Plan Framework Element (Framework Element) and Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan (Community Plan) are provided in tables contained in **Appendix H***, Land Use Plans and Policies: Project Consistency Tables*, of this Draft EIR.).

2. Environmental Setting

a) Regulatory Framework

The following describes the primary regulatory requirements regarding land use and planning. Applicable plans and regulatory documents/requirements include the following:

- California Government Code Section 65302
- Senate Bill 375
- Senate Bill 743
- Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles General Plan
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan
- Los Angeles Municipal Code

- Citywide Design Guidelines
- Transit Priority Area in the City of Los Angeles (ZI No. 2427)

(1) State

(a) California Government Code Section 65302

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals." While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety.

(b) Senate Bill 375

On September 30, 2008, Senate Bill (SB) 375 was instituted to help achieve Assembly Bill (AB) 32's greenhouse gas (GHG) emission reduction goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) achievement of greenhouse gas (GHG) emission reduction targets for the transportation sector set forth in AB 32. It establishes a process for the California Air Resource Board (CARB) to develop GHG emission reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations (MPO) to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

(c) *Senate Bill 743*

In September 2013, Governor Edmund G. "Jerry" Brown signed SB 743, which made several changes to CEQA for projects located in areas served by transit. Among other things, SB 743 added Public Resources Code (PRC) Section 21099, 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." PRC Section 21099(a) defines the following:

- "Infill site" means 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.

- "Transit priority area" means an area within 0.5 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.

PRC 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."

(2) Regional

(a) Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

On September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. The 2020-2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system. Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The plans "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive GHG reduction goals, and include but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include but are not limited to a five percent reduction in VMT per capita and vehicle hours traveled by nine percent, increase in work-related transit trips by two percent, create more than 264,500 new jobs, reduce greenfield development by 29 percent, and, building off of the 2016-2040 RTP/SCS, increase the share of new regional household growth occurring in High Quality Transit Areas (HQTA's)[1] by six percent and the share of new job growth in HQTAs by 15 percent.

[1] HQTAs are corridor-focused areas within 0.5 mile of an existing or planned transit stop or a bus transit corridor with a 15-minutes or less service frequency during peak commuting hours.

(3) Local

(a) City of Los Angeles General Plan

The City of Los Angeles General Plan (General Plan)[2], originally adopted in 1974, sets forth goals, objectives, policies, and programs to provide an official guide to the future development of the City, while integrating a range of state-mandated elements,[3] including Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Safety, Noise, and Air Quality Elements. The City's General Plan also includes the Framework Element, the Health and Wellness Element (Plan for a Healthy Los Angeles), the Infrastructure Systems Element, and the Public Facilities & Services Element. Both the City's General Plan land use controls and the goals, objectives, and policies within individual elements of the General Plan include numerous provisions that are intended to avoid or reduce potential adverse effects on the environment. The elements that make up the City's General Plan that apply to the Project are described in more detail below.

(i) Framework Element

The City of Los Angeles General Plan Framework Element (Framework Element) establishes the conceptual basis for the City's General Plan. The Framework Element sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. The Framework Element provides guidelines for future updates of the City's community plans and does not supersede the more detailed community and specific plans.

(a) Land Use Chapter

The Framework Element's Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial districts. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to, reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency and thus greater service levels within the infrastructure systems, availability of open space, compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.

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2 City of Los Angeles, Department of City Planning, City of Los Angeles General Plan, https://planning.lacity.org/plans-policies/general-plan-overview. Accessed September 19, 2022.

3 The term "element" refers to the topics that California law requires to be covered in a general plan (Government Code Section 65302). In addition, State law permits the inclusion of optional elements which address needs, objectives or requirements particular to that city or county (Government Code Section 65303).

(b) Urban Form and Neighborhood Design Chapter

The Framework Element's Urban Form and Neighborhood Design Chapter establishes the goal of creating a city that is attractive to future investment and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and Citywide scales. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the General Plan Framework through proper massing and design of buildings and second, to enhance the physical character of neighborhoods and communities within the City.[4] The General Plan Framework does not directly address the design of individual neighborhoods or communities but embodies general neighborhood design and implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The existing and planned transit system provides the opportunity to concentrate development and conserve the existing character of stable neighborhoods.

(c) Open Space and Conservation Chapter

The Framework Element's Open Space and Conservation Chapter provides guidance for overall City provision of open space and sets forth policies for the protection of the City's natural environment resources. The Open Space and Conservation Chapter's objectives are oriented around the conservation of natural resources, provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. Economic, social, and ecological imperative require the City to take full advantage of all existing open space elements. The ecological dimension is based on the improvement of water quality and supply, the reduction of flood hazards, improved air quality, and the provision of ecological corridors for birds and wildlife.

(d) Economic Development Chapter

The Framework Element's Economic Development Chapter includes goals, policies and objectives that address the appropriate land use locations for development. The chapter also establishes mutual development objectives for land use and economic development. This Chapter set forth policies for the development of an infrastructure investment strategy to support population and employment growth areas. The Chapter also includes goals, objectives, and policies focused on preserving commercial uses within walking distance to residential areas, and promoting opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods. It also focuses on establishing a balance of land uses that provide for commercial and industrial

4 City of Los Angeles General Plan Framework, page 5-1, et. seq.

development which meet the needs of local residents, sustaining economic growth, and assuring maximum feasible environmental quality.

(e) Transportation Chapter

The Framework Element's Transportation Chapter includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. While the focus of the Transportation Chapter is on guidance for transportation investments, the Transportation Chapter also includes goals, policies and objectives that overlap with policies included in other Framework chapters of the General Plan Framework regarding land use patterns and the relationship of the pedestrian system to arrangement of land uses. The Transportation Chapter of the General Plan Framework is implemented through the General Plan's Mobility Plan 2035 (Mobility Plan), which is a comprehensive update of the General Plan Transportation Element.

(f) Infrastructure and Public Services Chapter

The Framework Element's Infrastructure and Public Services Chapter addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forests. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques encompass a variety of conservation programs (e.g., reduced use of natural resources, increased site permeability, watershed management, and others). Strategic public investment is advocated in the Infrastructure and Public Services Chapter as a method to stimulate economic development as well as maintain environmental quality. Attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

(ii) Transportation Element

The Transportation Element (Mobility Plan), adopted on January 20, 2016, and readopted September 7, 2016, is a comprehensive update of the General Plan Transportation Element. The Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets, in compliance with the Complete Streets Act (AB 1358).

The purpose of the Mobility Plan is to present a guide to the future development of a Citywide transportation system for the efficient movement of people and goods. While the Mobility Plan focuses on the City's transportation network, it complements other components of the General Plan that pertain to the arrangement of land uses to reduce VMT and policies to support the provision and use of alternative transportation modalities.

The Mobility Plan includes the following five main goals that define the City's high-level mobility priorities:

- Safety First;
- World Class Infrastructure;
- Access for All Angelenos;
- Collaboration, Communication, and Informed Choices; and
- Clean Environments and Healthy Communities.

(iii) Conservation Element

The City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City's natural resources. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue protecting historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. The Conservation Element refers to the Open Space Element for a discussion of open space aspects of the City, including park sites.

(iv) Health and Wellness Element (Plan for a Healthy Los Angeles)

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, provides high-level policy vision, along with measurable objectives and implementation programs to elevate health as a priority for the City's future growth and development.[5] Through a new focus on public health from the perspective of the built environment and City services, the City seeks to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others. The plan includes Chapter 5 *An Environment Where Life Thrives*, which identifies the following environmental policies:

- Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.
- Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

5 Plan for a Healthy Los Angeles, A Health and Wellness Element of the General Plan, March 2015, https://planning.lacity.org/odocument/7f065983-ff10-4e76-81e5-e166c9b78a9e/Plan_for_a_Healthy_Los_Angeles.pdf. Accessed December 9, 2021.

- Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.
- Explore opportunities to continue to remediate and redevelop brownfield sites.
- Increase the city's resilience to risks (increasing temperatures and heat related effects, wildfires, reduced water supply, poor air quality, and sea level rise) resulting from climate change.
- Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution.

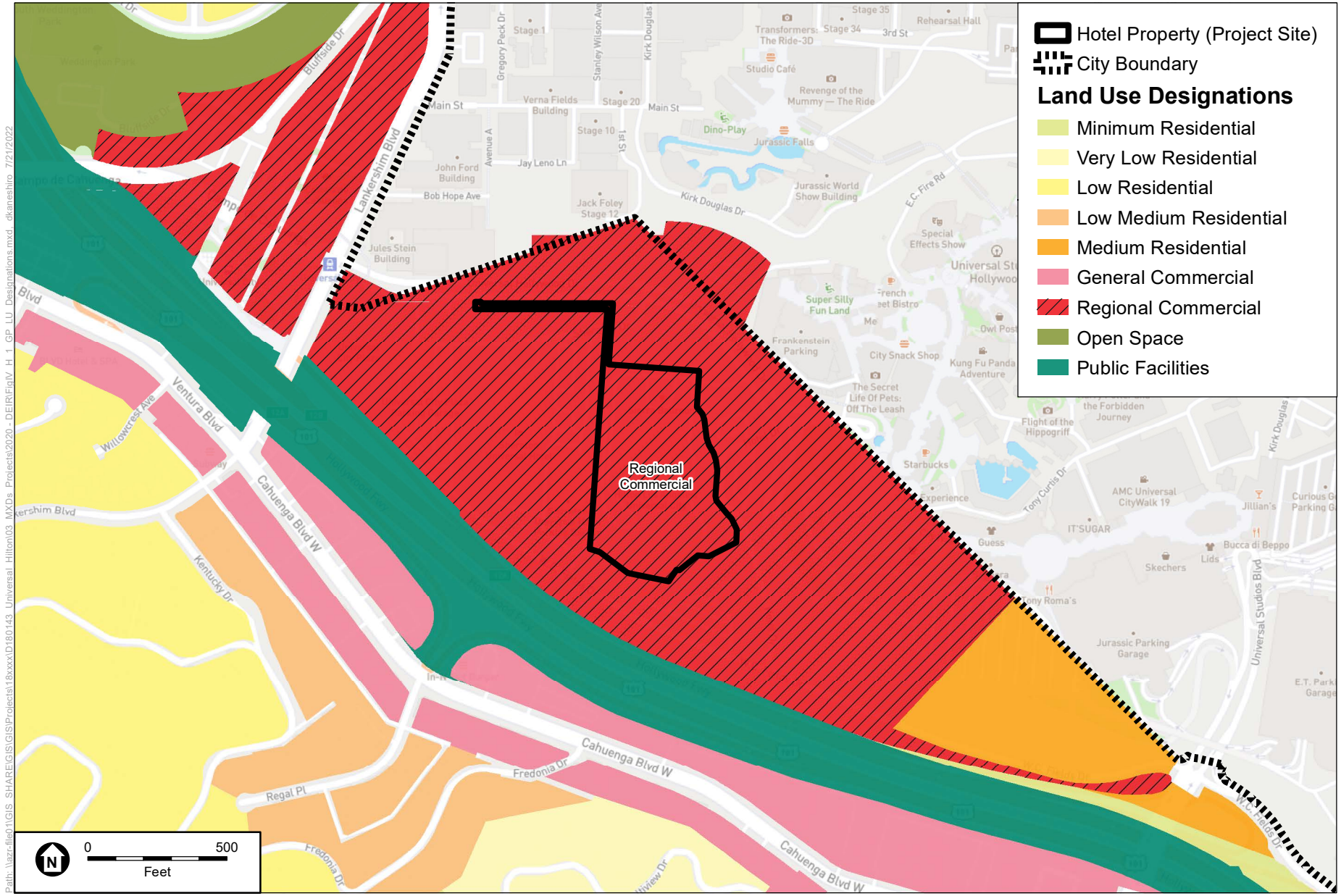
This General Plan Element includes policies pertaining to the arrangement of land uses within the City related to public health hazards, and which reinforce other State, regional, and local policies which call for improvements to air quality, reducing GHGs, protection from hazards and hazardous materials, and reductions in vehicle trips.

(v) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The Project Site is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan (Community Plan) Area . The Community Plan was adopted in 1998, and serves as the land use element of the General Plan applicable to the five community subareas for the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area. The Community Plan implements the Framework Element and includes land use designations, density limits, building heights and other provisions to implement the development that supports the City's policies and development vision for the future.

The land use policies and standards of the Framework Element and the other General Plan elements are implemented at the local level through the community planning process. Community plans are oriented toward specific geographic areas of the City, defining locally the Framework Element's more general policies and programs and are intended to promote an arrangement of land uses, streets, and services that 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. Goals, objectives, policies, and programs are created to meet the existing and future needs of the community. As shown in **Figure IV.H-1**, *General Plan Land Use Designations*, the Project Site is designated Regional Commercial (Pre-Framework). The Regional Commercial designation corresponds to the Regional Center Commercial designation of the Framework Element. The City commenced preparation of an update to the Community Plan in 2018. The update to the Community Plan is still in progress.[6]

6 https://planning.lacity.org/plans-policies/community-plan-update/southeast-valley-community-plan-update, accessed August 26, 2022.



SOURCE: City of Los Angeles, 2015.

Hilton Universal City Expansion Project

Figure IV.H-1
General Plan Land Use Designations

The Community Plan states that commercial land use in the Community Plan Area is considered a vital component of the community. The predominant land use pattern is mainly strip commercial developed on shallow lots with limited on-site parking. The Community Plan encourages mixed-use projects in certain commercially designated areas, such as in pedestrian oriented districts and in transit oriented districts. The policies set forth in the Community Plan support a land use pattern that would reduce requirements for infrastructure expansion and encourage the use of alternative transportation systems and other energy saving measures. Projects that are consistent with the policies of the Community Plan would, thus, result in reduced VMT, GHG, and other environmental effects.

(b) City of Los Angeles Municipal Code

All development activity on the Project Site is subject to the City of Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code. The LAMC defines the range of zoning classifications throughout the City, provides the specific permitted uses applicable to each zoning designation, and applies development regulations to each zoning designation.

As shown in Figure II-3, *Zoning of Project Site and Surrounding Area*, in Chapter II, *Project Description*, of this Draft EIR, the Project Site has three zoning designations. The central portion of the Project Site, where the Existing Hotel Building and Ancillary Hotel Building are located, is zoned C2-1 (Commercial Zone, Height District 1). The C2 Zone permits a range of commercial uses, including hotels and apartment hotels. Within Height District 1, the C2 Zone allows unlimited building heights and establishes a maximum FAR of 1.5:1. In addition, it should be noted that the Community Plan General Plan Land Use Map includes Footnote No. 5 for the Project Site, which denotes the entire Project Site as Height District 2. Within Height District 2, the C2 Zone allows unlimited building heights and establishes a maximum FAR of 6:1.

The portion of the Project Site peripheral to these buildings is assigned a zoning designation of PB-1 (Parking Building, Height District 1). The PB Zone permits surface parking and structured automobile parking, including structures which are attached to or integrated with buildings in other zones provided that certain provisions are met. Within Height District 1, the PB Zone permits a maximum of two stories but does not specify a maximum height. A small trapezoidal area that forms the southern portion of the Project Site, (specifically the landscaped engineered hillside), as well as a thin strip along Universal Hollywood Drive are zoned RE15-1-H (Residential Estate Zones, Height District 1, Hillside Area). The RE15 Zone is primarily intended for the development of single-family homes and parks/playgrounds with a minimum lot area of 15,000 square feet. Within Height District 1, the RE15 restricts development to a maximum height of 36 feet. As noted above, the Community Plan General Plan Land Use Map includes a footnote that denotes the entire Project Site as Height District 2, which applies to the portions zoned PB and RE15 as well.

(c) Citywide Design Guidelines

The Citywide Design Guidelines serve to implement the Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were initially adopted by the City Planning Commission in July 2013 and updated in October 2019, are intended as performance goals and not zoning regulations or development standards and, therefore, do not supersede regulations in the LAMC. The guidelines "carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions" and are organized in relation to Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Citywide Design Guidelines incorporate the goals of the previous Walkability Checklist and interact with other guidelines such as those found in Community Design Overlays.

(d) Transit Priority Area

The Project Site is located within a Transit Priority Area (TPA), under City of Los Angeles ZI 2452. ZI 2452 provides that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or other aesthetic impacts as defined in the City's Threshold Guide shall not be considered an impact for infill projects within a TPA. However, this regulation does not limit the ability of the City to regulate or study aesthetics related to impacts pursuant to other land use regulations found in the LAMC or the City's General Plan or specific plans. As discussed in ZI 2452, the limitation of aesthetic impacts pursuant to PRC Section 21099 does not include impacts to historic or cultural resources, which would be evaluated regardless of project location. The Project Site is mapped as a TPA in the map accompanying ZI 2452 and is further designated as a TPA in the City's ZIMAS data base.[7]

b) Existing Conditions

(1) Project Site

The approximately 7.26-acre Project Site is located west of the intersection of Universal Hollywood Drive and Hotel Drive in Universal City to the north of US-101 (Hollywood Freeway). The Project Site is comprised of one parcel (APN 2424-044-022 with a corresponding address of 555 Universal Hollywood Drive) and is located in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area of the City of Los Angeles.

7 City of Los Angeles, Department of City Planning, Zimas database. Available at: http://zimas.lacity.org/. Accessed May 6, 2020.

The Project Site is situated on a promontory (a point of high land) that descends moderately to the west, south, and east at a grade of approximately 50 percent (2:1 horizontal-to-vertical gradient). The top of the promontory is approximately 707 feet above mean sea level (msl) and the on-site low point is approximately 670 feet above msl, with an overall elevation change of approximately 37 feet across the property. Landscaped slopes define the south and west edges of the property.

The Project Site is developed with the 24-story Existing Hilton Hotel Building, a one- and two-story Existing Ancillary Hotel Building, Existing Outdoor Pool Area, and a three-level parking garage. The Existing Hotel Building contains 495 guestrooms and lobby. The Existing Hotel Building is accessed via a motorcourt and porte cochere entryway, referred to as the South Plaza. The Existing Ancillary Hotel Building, located to the north of the Existing Hotel Building, includes a lobby, gift/sundry shop, Café Sierra Restaurant, the Atrium Lounge, a lobby bar, a small coffee shop, other atrium areas, and meeting and banquet rooms. The Existing Ancillary Hotel Building is accessed via a porte cochere and landscaped parking plaza (the North Plaza). An outdoor patio/meeting/event area is located at the west side of the North Plaza. Total floor area for the Existing Hotel Building and Existing Ancillary Hotel Building is 397,521 square feet.

The North Plaza, the Existing Ancillary Hotel Building, internal driveway, and South Plaza are located atop a three-level parking garage. Overall, the Project Site currently contains a total of 652 vehicle spaces.

An internal driveway connects the North Plaza to the South Plaza. To the south of the Existing Hotel Building is the Existing Outdoor Pool Area, which consists of a pool, pool deck, spa, pool bar and grill, and ornamental landscaping.

(2) Surrounding Uses

As shown on Figure II-2, *Project Vicinity Map*, in Chapter II, *Project Description*, of this Draft EIR, the Project Site and vicinity are urbanized and generally built out. Also, please refer to Figure II-25, *Project Rendering - Northeasterly View*, and Figure II-26, *Project Rendering - Southeasterly View*, in Chapter II, *Project Description*, which show the future Project within the existing, off-site setting. The Project Site is located in an active area that serves as both a commercial center for Studio City and the surrounding communities and as an entertainment center of regional importance. The Project Site is bordered on the north by an undeveloped parcel (periodically used for the temporary storage of trailers) and Universal Hollywood Drive; on the east by a surface parking lot operated by Universal Studios Hollywood, Hotel Drive, an undeveloped hillside parcel, and Universal Studios Hollywood; on the south by an undeveloped parcel and a shuttle parking lot (both owned and maintained by Universal Studios Hollywood); and on the west by the Sheraton Universal Hotel, which consists of a 20-story hotel building at the center of the property, with hotel-related uses surrounding the tower, including a three-level parking structure located adjacent to the Project Site. The 36-story Universal City Plaza Office Building, which fronts on Lankershim Boulevard, is located approximately 0.2 miles to the west, west of the Sheraton Universal Hotel. W.C. Fields Drive is located approximately 130 feet

south of the Project Site and provides vehicle access to the Project Site via Hotel Drive and Universal Hollywood Drive as an alternate arrival and exit. A landscaped roadway shoulder and the travel lanes of the Hollywood Freeway are located south of W.C. Fields Drive, approximately 130 feet south/southwest of the Project Site. South of the Hollywood Freeway is the Cahuenga Boulevard corridor, which consists of one- to three-story commercial uses. Further south, land uses consist of the single-family residential homes of the Cahuenga Pass foothills.

The Universal Hilton Hotel is the closest hotel to Universal Studios Hollywood and Universal CityWalk, both of which are located across Universal Hollywood Drive from the Project Site. Both entertainment venues are part of the larger Universal City, which consists of a number of interrelated entities that have evolved because of their association with the entertainment industry, including Universal Studios Hollywood, Universal CityWalk, and the facilities that comprise Universal Studios, with soundstages, backlot sets, and offices largely occupied by entertainment-related companies. The majority of Universal City is located within unincorporated Los Angeles County. The unincorporated Los Angeles County island is just north and east of the Project Site, which is also generally north and east of Universal Hollywood Drive.

The front admissions gate (Front Gate) to Universal Studios Hollywood is located approximately 650 feet east of the Project Site at its closest point adjacent to Hotel Drive, with pedestrian access provided between the Project Site and the Front Gate via sidewalks and pedestrian crosswalks at the intersection of Universal Hollywood Drive and Hotel Drive. Universal Hollywood Drive also serves as the primary vehicle access to parking facilities for Universal Studios Hollywood and Universal CityWalk, with public travel lanes terminating at the West Gate admission booths on Universal Hollywood Drive approximately 530 feet south of the driveway to the Project Site. General Parking (the Frankenstein Parking Garage) for Universal Studios Hollywood is also located across Universal Hollywood Drive from the Project Sites ’s driveway. Universal Studios Hollywood operates a complimentary shuttle service for hotel guests/visitors to the Universal Studios Hollywood and Universal CityWalk on a 15 to 20-minute cycle to and from both the Sheraton and Hilton hotels as a courtesy for park attendees staying at the hotels. This shuttle reduces traffic on Universal Hollywood Drive, as well as W.C. Fields Drive.

Land uses to the south of the Project Site include single-family residential neighborhoods in the Hollywood Hills and accessed via Barham Boulevard. Land uses to the south and west of the Project Site, to the south of the Hollywood Freeway, include multi-family and commercial uses along Cahuenga Boulevard, between Lankershim Boulevard and Barham Boulevard. Single family residential neighborhoods within the Hollywood Hills are located to the south of Cahuenga Boulevard.

Land uses to the north of the Project Site, north of Lankershim Boulevard, include Campo de Cahuenga Park, the Metro B Line (Red Line) Universal City/Studio City Station, and the park-and-ride lot for the Metro station. Campo de Cahuenga contains

a historical museum, replica of the original adobe ranch house, landscaped courtyard, and tiled outline of the original adobe site, which extends into Lankershim Boulevard. To the north of the park-and-ride lot is S. Weddington Park, which provides a perimeter walking path and ballfield. Residential neighborhoods are located to the north of the park. The east side of Lankershim Boulevard is lined with studio-related commercial uses. This area is generally defined at its north edge by the concrete-lined Los Angeles River channel.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the state CEQA Guidelines, a project would have a significant impact related to land use and planning if it would:

a) Physically divide an established community; or

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

For this analysis, the Appendix G thresholds listed above are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G threshold questions. The factors used to evaluate land use impacts are listed below.

Land Use Consistency

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Land Use Compatibility

- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

b) Methodology

The analysis of potential land use impacts considers consistency of the Project with adopted plans, regulations, and development guidelines, and in some instances advisory guidance, that are applicable to the Project Site and the Project and that have been adopted for the purpose of avoiding or mitigating an environmental effect.

CEQA Guidelines Section 15125(d) requires that in describing the environmental setting, an EIR include a discussion of any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans. Separately, Appendix G recommends that a lead agency consider whether the project would cause a significant environmental impact due to a conflict with land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Importantly, a conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a "significant environmental effect" as defined by CEQA Guidelines Section 15382. As provided in CEQA Guidelines Section 15126.2 "an EIR shall identify and focus on the significant effects of the proposed project on the environment." An excerpt from the legal practice guide, Continuing Education of the Bar, Practice Under the California Environmental Quality Act, Section 12.34 illustrates the point:

> *"An inconsistency between a proposed project and an applicable plan is a legal determination not a physical impact on the environment. …if a project affects a river corridor, one standard for determining whether the impact is significant might be whether the project violates plan policies protecting the corridor; the environmental impact, however, is the physical impact on the river corridor."*

Under state Planning and Zoning law (Government Code Section 65000 et seq.) strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives but need not be in perfect conformity with every plan policy.

Project consistency with applicable policies that have in part been adopted for the purpose of avoiding or mitigating an environmental effect as set forth in SCAG's 2020–2045 RTP/SCS, the Framework Element, and Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan, is evaluated in detail in Appendix H*, Land Use Plans and Policies: Project Consistency Tables*, of this Draft EIR. The results and determination of whether the Project would cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect is provided in the impact analysis below. To the extent

that the Project's potential conflict with a plan, program, or policy is analyzed in another section of the EIR, that plan is not further discussed in this section. For example, consistency with transportation plans is analyzed in Section IV.K, *Transportation*.

c) Project Design Features

There are no Project Design Features that relate to land use.

d) Analysis of Project Impacts

Threshold a) Would the Project physically divide an established community?

As discussed in Section VI.6, *Impacts Found Not to Be Significant,* of this Draft EIR and in the Initial Study (**Appendix A** of this Draft EIR), the Project consists of infill development and would expand the existing hotel uses on the Project Site. The Project would promote the existing commercial character of the surrounding area and would not physically divide an established community and, therefore, a less than significant impact would occur with respect to Threshold (a). **No further analysis is required.**

Threshold b) Would the Project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

(1) Impact Analysis

The development of the Project would be subject to various land use plans, policies, and the development regulations in the LAMC's Planning and Zoning Code. The Project's consistency with the applicable City and regional regulations, plans, and policies are addressed below and include SCAG's 2020-2045 RTP/SCS, the City's Framework Element, the Community Plan, and the LAMC.

The Project's consistency with other elements of the City's General Plan are addressed in other relevant sections of this Draft EIR. Similarly, other plans that address the distribution of land use in the region and that are linked with the SCAG Plans are addressed in other sections of this Draft EIR. Specifically, Project consistency with the AQMP is analyzed in Section IV.A, *Air Quality;* Senate Bill (SB) 375 and SCAG's Sustainable Communities Strategy are discussed in Section IV.F, *Greenhouse Gas Emissions;* and transportation plans are discussed in Section IV.K, *Transportation*, of this Draft EIR.

(a) SCAG's 2020-2045 RTP/SCS

SCAG's 2020–2045 RTP/SCS incorporates several goals that are applicable to the Project and that would avoid or reduce the Project's environmental impacts. Table LU-1, *Project Consistency with the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, provided in Appendix H of this Draft EIR, compares the Project with applicable strategies of the 2020-2045 RTP/SCS.

According to the 2020-2045 RTP/SCS, the Project Site is located within a Priority Growth Area (PGA) and is considered both a TPA and HQTA due to its location within 0.25 miles of the Metro B Line (Red Line) Universal City/Studio City Station.[8,9] The Project, which would intensify development within a TPA/HQTA and walking distance from Universal Studios, would not conflict with strategies of the 2020-2045 RTP/SCS to emphasize land use patterns that facilitate multi-modal access to work, educational and other institutions. Because of the proximity to transit, the Project would also not conflict with strategies that plan for growth near transit investments and support implementation of first/last mile strategies. Access between the Project Site and the Metro B Line (Red Line) Universal City/Studio City Station is accommodated by a pedestrian bridge across Lankershim Boulevard and a broad landscaped sidewalk in which pedestrian activity would be encouraged. This would be consistent with the 2020-2045 RTP/SCS's first/last mile strategy (a safe pedestrian route between the Project Site and the transit station). The Project would not conflict with strategies to prioritize infill and redevelopment of underutilized land to accommodate new growth and to increase amenities and connectivity in existing neighborhoods. Because the Project would represent an infill development and intensification of an existing developed site within a TPA/HQTA, the Project would increase pedestrian activity and connectivity in the existing area.

The Project would not conflict with RTP/SCS strategies that encourage design and transportation options that reduce the reliance on and number of solo car trips. The Project would intensify development in a TPA/HQTA and would provide bicycle parking spaces and bicycle amenities. These facilities would encourage employee cycling to work and the use of bicycle by guests for sight-seeing and other regional trips, thus, reducing the reliance on and number of solo car trips.

The Project would not conflict with strategies that support development of local climate adaptation and hazard mitigation plans, as well as improve community resiliency to climate change and natural hazards. The location of the Project within the TPA/HQTA would contribute to the reduction in VMT and GHG emissions. In addition, the Project would protect water resources by incorporating a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters. The Project's water conservation features are included as Project Design Feature WS-PDF-1.

8 SCAG. 2022. Priority Growth Areas. SCAG Region. Priority Growth Areas (PGA) - SCAG Region | Regional Data Platform (RDP) Home Southern California Association of Governments Accessed September 19, 2022.

9 Transit Priority Areas (TPAs) are defined by SCAG as an area within one-half mile of a major transit stop that is existing or planned. High Quality Transit Areas (HQTAs) are defined by SCAG as generally a walkable transit village or corridor, consistent with the adopted RTP/SCS, and is 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 Project would not conflict with strategies that support local policies for renewable energy and green building design. The Project would be designed to meet the California Green Building Standards (CALGreen) Code as adopted, or the Los Angeles Green Building Code, which was amended to incorporate various provisions of the CALGreen Code, through the incorporation of green building techniques and other sustainability features, including the use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); the installation of heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; high-efficiency appliances; stormwater retention; and the provision of bicycle parking and other amenities for bicyclists, and electric vehicle charging stations.

The Project would not conflict with strategies that promote more resource efficient development focused on conservation, recycling and reclamation by including design features that would contribute to energy efficiencies. Recycling would include a program for all disposable products from rooms including soap, shampoo, kitchen glass and plastic. Conservation efforts would include water efficient plumbing fixtures and low-flow shower heads, leak detection system and water-saving pool filters for the swimming pool, artificial turf, a drip/subsurface Irrigation (Micro-Irrigation) system, and retention of surface water runoff in accordance with LID requirements.

Based on the above, because the Project would not conflict with applicable goals and strategies of the 2020-2045 RTP/SCS, impacts with respect to this adopted plan would be less than significant.

(b) City of Los Angeles General Plan Framework Element

As described above, the Framework Element establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services; however these land use policies do not override or supersede the more detailed community plans and specific plans.

Table LU-2, *Project Consistency with the General Plan Framework Element*, provided in Appendix H of this Draft EIR, evaluates the consistency of the Project with objectives and policies of the Framework Element. The following summarizes the results of Table LU-2.

The Project would intensify commercial uses in a designated Regional Center served by public transit. The Project's improvements would be compatible with the entertainment and commercial environment in the Universal City area.

The Project would be consistent with Framework Element goals to achieve a balanced and diverse distribution of land uses that contributes to the City's long-term fiscal and economic viability by continuing and expanding the existing hotel use and maximizing the use of the Project Site by accommodating a higher density at the Project Site. The Project is located in a TPA and near the Metro B Line (Red Line) Universal City/Studio City Station, reducing the need for vehicle use and reducing traffic congestion. The proximity of the Project to transit would be consistent with Framework Element policies to promote an improved quality of life by facilitating a reduction of vehicle trips, VMT, and air pollution.

The Project would not conflict with the Urban Form and Neighborhood Design objective to reinforce existing Regional Centers that accommodate a broad range of users that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

It would also be consistent with objectives to encourage proper design and effective use of the built environment to help increase personal safety at all times of the day by continuing the existing comprehensive security program, 24 hours per day/seven days per week, to ensure the safety of hotel guests and visitors. Accordingly, and as further described in Appendix H of this Draft EIR, the Project would not conflict with applicable objectives and policies of the Framework Element, which were adopted for the purpose of avoiding or mitigating an environmental effect, impacts with respect to the Framework Element would be less than significant.

(c) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan

Table LU-3, *Project Consistency with the* Sherman Oaks-Studio City-Toluca Lake-Cahuenga *Community Plan*, provided in Appendix H of this Draft EIR, includes a detailed evaluation of the consistency of the Project with objectives of the Community Plan. The following summarizes the results of Table LU-3.

The Project Site is consistent with Community Plan's Regional Center Commercial (Pre-Framework) designation.[10] The Project would be consistent with the goals of the Community Plan to conserve and strengthen the Community's commercial sector, to enhance the visual character of the Project Site, and to provide on-site open space and landscaping. In addition, by maintaining existing security personnel and providing well-lit public and semi-public spaces, as well as active security features, the Project would support the Community Plan's goals with respect to police and fire services. The Project would represent the expansion of an existing hotel that would increase density and human activity within a designated TPA and within a quarter-mile and easy pedestrian access of the Metro B Line (Red Line) Universal City/Studio City Station. As such, the Project would be consistent with the transportation goals of the Community Plan to increase use of public transit for work trips and non-work trips and to encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce trips. Accordingly, and as further described in Appendix H of this Draft EIR, the Project would not conflict with applicable policies of the Community Plan, adopted for the purpose of avoiding or mitigating an environmental effect related to safety and reduced vehicle trips. Therefore, impacts with respect to Community Plan would be less than significant.

[10] City of Los Angeles Department of City Planning, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan, General Plan Land Use Map, Available at: https://planning.lacity.org/complan/valley/PDF/shrplanmap.pdf. Accessed May 6, 2020.

(d) City of Los Angeles Municipal Code

The Project is located within the C2-1 and PB-1 zoned areas of the Project Site. The southern section of the Project Site, an approximately 11,000 square-foot parcel within the steep, south portion of the Project Site, and a thin strip of land along Universal Hollywood Drive, are located within the RE-15 zone, a single-family residential zone. Neither of these RE15 zoned parcels could be developed with residential uses since neither meets the minimum lot size of 15,000 square feet. Therefore, the proposed zone change would not reduce the development potential of the Project Site. In addition, PB zoning is not required to ensure the use of the Project Site to provide on-site parking consistent with the requirements of the LAMC. Therefore, the zone change from PB and RE15 to C2 would create uniform zoning for the hotel use, including the existing three-level parking garage, of the entire Project Site. The change in the underlying zoning would not result in any significant environmental effects with respect to the purposes of existing zoning and the Regional Center Commercial designation of the Project Site. As such, the zone change to C2 over the entire site would not conflict with the designated uses within the existing zoning designation or cause a significant environmental impact due to a conflict with the LAMC.

However, although the existing Height District 1, allows unlimited building heights, it establishes a maximum FAR of 1.5:1. The Hotel Expansion Building and Meeting Room Addition would add approximately 299,088 square feet of additional floor area on the Project Site. Implementation of the Project would result in a total 696,609 square feet of floor area, and a resulting FAR of approximately 2.20:1 for the Project Site. Pursuant to LAMC Section 12.32-F, the Applicant is seeking a Height District Change for the entire Property from Height District No. 1 to Height District No. 2, which would allow the proposed FAR of 2.20:1. The Project's construction activities would result in significant and unavoidable noise impacts (see Section IV.I, *Noise*, of this Draft EIR). However, construction noise impacts are based on maximum daily construction noise levels, such as those days occurring demolition and excavation, and are not directly related to the scale, size or floor area of the Project. Because the Project's maximum daily construction activities would occur without the FAR increase (i.e., building demolition and parking garage excavation), the Height District Change would not result in a new or substantially increased significant environmental impact due to a conflict with the LAMC.

The Project Site is not located in the Universal City Sign District and no off-site advertising signage is proposed. The Project would retain the existing red, channel-letter "Hilton" sign atop the Existing Hotel Building's northwestern and southeastern façades. All new signage would be consistent with the requirements of the LAMC, and the Project would not result in a significant impact (such as light and glare) as a result of a conflict with the LAMC.

The Project Site is also located within a TPA per City of Los Angeles ZI 2452. This Zoning Information File provides exemptions to aesthetics and parking within TPAs pursuant to CEQA. The Project's consistency with policies related to TPAs is provided above in Threshold 1(a), under the discussion of the SCAG 2020-2045 RTP/SCS.

The Project is also requesting Site Plan review pursuant to LAMC Section 16.05, haul route approval, and Conditional Use Permits for: 1) the sale or dispensing of alcoholic beverages for on-site consumption within the Hotel's guest rooms through room service and in-room control access cabinets (mini-fridges), at the restaurant dining (including a bar) and pool area on Level 18, restaurant (including a bar) on Level 3, the pool restaurant and bar on the Basement Level, Meeting Room Addition, and spa on Level 1 pursuant to LAMC Section 12.24 W.1, a; and 2) to allow for dancing and live entertainment during events within the Meeting Room Addition, areas adjacent to the lobby/lounge area on Level 4, and area adjacent to the proposed restaurants/dining areas on Level 3 and Level 18 of the Hotel Expansion Building pursuant to LAMC Section 12.24 W.18. The analysis throughout this Draft EIR includes an assessment of the Project as proposed with 395 new hotel guest rooms. Environmental impacts associated with the restaurants, bars, lounge space, and pool uses, including operational outdoor noise and traffic impacts, have been analyzed in this Draft EIR. Refer to Section IV.I., *Noise*, and Section IV.K, *Transportatio*n, for a discussion of operational noise and traffic impacts, respectively. As discussed therein, operational noise and traffic impacts would be less than significant. Therefore, the Project's requested Site Plan Review, haul route approval, and Conditional Use Permits would not result in a significant impact as a result of a conflict with the LAMC.

Therefore, the Project would not result in significant environmental impacts related to inconsistency with the LAMC's land use regulations. Impacts with respect to the land use provisions of the LAMC would be less than significant.

(e) Citywide Design Guidelines

As described above, while the Citywide Design Guidelines, do not supersede regulations in the LAMC, they provide performance goals and are intended to be used in evaluating project applications. Central to the Citywide Design Guidelines are three design approaches, namely Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Project's consistency with these approaches is described further below.

(i) Pedestrian-First Design

Citywide Design Guidelines 1, 2, and 3 are related to the provision of Pedestrian-First Design and are summarized as follows:

- **Guideline 1** aims to promote a safe, comfortable, and accessible pedestrian experience for all.
- **Guideline 2** recommends the creation of an inviting and comfortable public right-of-way.
- **Guideline 3** recommends projects engage with streets and public spaces and maintain human scale.

Access to the Project Site is designed to be pedestrian friendly and promote safe access routes from the nearby transit and commercial uses. Existing pedestrian access to the Universal Studios theme park would remain similar to existing conditions with guests

currently walking and/or taking the Universal Studios Hotel Shuttle to the Park or CityWalk. However, for those wishing to walk, existing identification and wayfinding signage at the driveway entrance along Universal Hollywood Drive would remain. New wayfinding signage would be added to the interior of the Project Site to assist guests and visitors on finding the new main entrance to the Hotel, which would be consistent with Guideline 1. Additionally, as a potential off-site improvement, a new dedicated pedestrian pathway from the Project Site to Universal Hollywood Drive may be constructed along the south side of the driveway entrance. If constructed, the pedestrian access would provide an additional and more direct path for pedestrians accessing the Hotel from Universal Hollywood Drive. Furthermore, the Project would provide safe spaces by continuing the Hotel's comprehensive security program, 24 hours per day/seven days per week, to ensure the safety of Hotel guests and visitors, consistent with Guideline 1. The Hotel grounds provide well-lit public and semi-public spaces and active security features, including coverage and monitoring of key areas through closed-circuit television (CCTV).

In addition, the Project does not include any alterations to the existing public right-of-way. Therefore, the Project would be consistent with Guideline 2.

Architectural Project renderings are shown in Figures II-25 through II-27 in Chapter II, *Project Description*. As for the pedestrian experience at the podium level (Level 4), as demonstrated in the renderings, the base of the Hotel Expansion Building would be differentiated from the upper levels by expansive glass and a long canopy that would provide a smaller sense of scale for pedestrians and be consistent with Guideline 3 of the Citywide Design Guidelines.

(ii) 360 Degree Design

Citywide Design Guidelines 4, 5, 6, and 7 are related to the provision of 360 Degree Design and are summarized as follows:

- **Guideline 4** seeks to encourage projects to respect the surrounding context.
- **Guideline 5** recommends expressing a clear and coherent architectural idea.
- **Guideline 6** recommends the provision of amenities that support community building and inviting and comfortable user experiences.
- **Guideline 7** aims to protect site users through carefully arranged design.

The Project would be consistent with the architectural and visual character of the existing built environment of the Project Site and adjacent uses, including the Existing Hotel Building and adjacent Sheraton Hotel. In addition, the 18-story Hotel Expansion Building would be compatible with the existing high-rise character of the City's Universal City sector by contributing to the density and height variety of the existing high-rise cluster. In addition to multiple-story buildings, existing development in the vicinity and the Project provide deep setbacks from adjacent streets. The design of the Hotel Expansion Building also includes a bend in the middle of the tower, not unlike the

Comcast NBC Universal building nearby, making the building appear more slender and vertical, increasing the sense it is part of an urban center. Therefore, the Project would be consistent with Guideline 4, which seeks to encourage projects to respect the surrounding context.

The Project would be designed with a modern diamond-shaped architectural massing that would complement the Existing Hotel Building and the Existing Ancillary Hotel Building and creating a single hotel campus with two distinct buildings. In addition, the Project's landscaping would include a comprehensive replacement and upgrade that would compliment the site's design. Therefore, the Project would be consistent with Guideline 5, expressing a clear and coherent architectural idea.

Furthermore, the Project would not encroach upon public open space resources and would incorporate landscaped open space and a rooftop restaurant and landscaping where the public could enjoy vistas of the City's open spaces. The Project also proposes various recreational amenities for use by hotel guests including a new outdoor Pool Deck with swimming pool and jacuzzi on the Basement Level of the Hotel Expansion Building, plus outdoor seating and a deck area for hotel guests. A Rooftop Pool Deck would provide an additional pool for hotel guests. In addition, a fitness center would be provided on Level 2 for use by hotel guests and a spa would be provided on Level 1 that would be open to both hotel guests and up to 250 non-hotel guest private members. Therefore, the Project would provide recreational facilities and would be consistent with Guideline 6 of the Citywide Design Guidelines, through the creation of desirable environments where people want to spend time engaging in social, civic, and recreational activities.

The Project is consistent with Guideline 7, which recommends reducing exposure to any type of nuisance because the Project Site is located adjacent to the Hollywood Freeway. The Project includes landscaping, including a large number of trees along the south side of the property between the Hotel Expansion Building and the freeway. In addition, the Project also places non-habitable uses such as parking structures, mechanical equipment, and utilities adjacent to sources of noise and/or pollutants. Project mechanical electrical, and plumbing equipment spaces are proposed on the Basement Level and Levels 1, 2, and 18/Roof of the Hotel Expansion Building. The Project is therefore consistent with Guideline 7.

(iii) Climate-Adapted Design

Citywide Design Guidelines 8, 9, and 10 are related to the provision of Climate-Adapted Design and are summarized as follows:

- **Guideline 8** aims to protect natural resources and features.
- **Guideline 9** recommends site configuration, building massing and orientation to lower energy demand and to increase comfort.
- **Guideline 10** aims to increase opportunities to capture stormwater and promote habitat.

The Project would replace and upgrade landscaping with plant materials and trees, maintaining the limited natural resources present on this existing developed site. Therefore, the Project would be consistent with Guideline 8.

The Project would be designed and operated to comply with applicable requirements of the 2019 CALGreen Code, the City's Green Building Code, Los Angeles Building Code, LAMC, and compliance with the United State Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold certification or equivalent standards. The Project would incorporate green building techniques and other sustainability features, such as utilization of materials and finishes that emit low quantities of VOCs; installation of heating, ventilation, and air conditioning systems that use ozone-friendly refrigerants; the installation of heat pumps; use of high-efficiency appliances; installation of stormwater retention areas; incorporation of water conservation features; the provision for on-site electric vehicle (EV) charging stations; and the provision of bicycle parking and other amenities for bicyclists. These measures would be consistent with Guideline 9 of the Citywide Design Guidelines.

The Project would replace and upgrade landscaping with a landscape palette consisting of plants adapted to the Southern California climate that have low to medium water demand. The final planting design would include an irrigation system that complies with the State of California Model Water Efficient Landscape Ordinance (MWELO). A smart irrigation controller with weather sensing technology along with a high-efficiency drip irrigation system would be used to apply water efficiently and effectively to new planting areas to reduce overall water demand during periods of drought. Additionally, as mentioned in Section IV.G, *Hydrology and Water Quality*, the Project would implement capture and reuse as a best management practice for managing stormwater runoff in accordance with current Low Impact Development (LID) requirements. Therefore, the Project would be consistent with Guideline 10.

The Project would not result in significant environmental impacts related to inconsistency with the Citywide Design Guidelines because the Project is consistent with each of the guidelines. Impacts with respect to consistency with the Citywide Design Guidelines would be less than significant.

(f) Conclusion

Based on the analysis of Project consistency with policies of SCAG's 2020-2045 RTP/SCS, the City's Framework Element, and the Community Plan, as well as land use regulations of the City of Los Angeles Planning and Zoning Code and the Citywide Design Guidelines, the Project would be consistent with and not conflict with the relevant land use policies adopted for the purpose of avoiding or mitigating a significant environmental effect. These land use plans were adopted for the purpose of creating land use patterns that support infill and centralized development, the efficient use of existing infrastructure and services, and to support alternative transportation modes, which would ultimately result in the reduction of environmental effects, such as vehicle emissions and other greenhouse gases. The Project would be consistent with the General Plan's Regional

Center Commercial land use designation. **Therefore, with the approval of the proposed entitlements, the Project would be consistent with and not conflict with applicable land use plans, policies, and regulations, and impacts would be less than significant.**

(2) Mitigation Measures

Impacts regarding land use and planning were determined to be less than significant without mitigation. Therefore, no mitigation measures are required.

(3) Level of Significance after Mitigation

Impacts regarding land use and planning were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

e) Cumulative Impacts

As analyzed above, the Project would be consistent with and not conflict with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

(1) Impact Analysis

Chapter III, *Environmental Setting*, of this Draft EIR, lists fourteen (14) related projects that are planned or are under construction within the City of Los Angeles and generally within the built-out Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan area. There is also one related project within the adjacent County of Los Angeles. The list of related projects reflects projects known as of August 2022. The related projects within the City of Los Angeles are located within approximately 1.15 miles of the Project Site. More specifically, five of the related projects (Related Project Nos. 2, 3, 4, 5, and 7) are located between the Los Angeles River and State Route 134, two of the related projects (Related Project Nos. 8 and 9) are located south of the Los Angeles River and west of Vineland Avenue, and Related Project No. 6 is located on the south side of the Hollywood Freeway to the east of Barham Boulevard. Six of the related projects (Related Project Nos. 10, 11, 12, 13, 14, and 15) are located east and south of the Project Site south of the Hollywood Freeway. Related Project No. 1, which is closest to the Project Site, is located to the east of the Project Site within the County and would include a mix of studio, office, entertainment, and hotel uses.

The Project, together with the related projects, would provide a range of uses, including residential, studio, office, entertainment, hotel, retail, restaurant, and car wash uses. The variety of uses and densities reflected in the related projects would be consistent with the general intent of the applicable policies and objectives of the Framework Element, Community Plan and SCAG's 2020-2045 RTP/SCS plan. The related projects are in-fill in nature and, while increasing density in the area, would not alter the basic land use patterns and would contribute to the diversity of uses, as well as providing needed

housing in the area. Related projects are subject to CEQA review and review by City regulatory agencies. Most notably, related projects seeking increases in permitted densities and buildings seeking increases in densities are subject to review by the City Planning Commission or the City Council on appeal and review for consistency with plan provisions.

As discussed above, the Project would be consistent with the regulatory framework and its implementation would not have an adverse effect on the implementation of plans and regulations in the Project Site vicinity.

Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable. Cumulative land use impacts resulting from the combination of the Project with other pending projects in the vicinity would be less than significant.

(2) Mitigation Measures

Cumulative impacts regarding land use and planning were determined to be less than significant without mitigation. Therefore, no mitigation measures are required.

(3) Level of Significance after Mitigation

Cumulative impacts regarding land use and planning were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

I. Noise

1. Introduction

This section of the Draft EIR analyzes potential noise and vibration impacts of the Project. Included in this section is a description of the existing noise environment within the Project Site area, an estimation of future noise and vibration levels at surrounding sensitive land uses associated with construction and operation of the Project, a description of the potential significant impacts, and the inclusion of mitigation measures to address any identified potential significant impacts. Additionally, this section of the Draft EIR evaluates the Project's incremental contribution to potential cumulative noise and vibration impacts resulting from past, present, and probable future projects. This section summarizes the noise and vibration information analyses provided in the *Noise and Vibration Technical Appendix* included in **Appendix I** of the Draft EIR.

2. Environmental Setting

Due to the technical nature of noise and vibration impacts, a brief overview of basic noise principles and descriptors is provided below.

a) Noise and Vibration Basics

(1) Noise Principles and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as undesirable (i.e., loud, unexpected, or annoying) sound. Acoustics is defined as the physics of sound and addresses its propagation and control.[1] In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound

[1] California Department of Transportation (Caltrans), Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1, September 2013.

amplitude measurement and reflects the way people perceive changes in sound amplitude.[2] The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of feeling pain. Pressure waves traveling through air exert a force registered by the human ear as sound.[3]

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but, rather, a broad band of frequencies varying in levels of magnitude. When all of the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequencies spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.[4]

The typical human ear is not equally sensitive to the frequency range from 20 to 20,000 Hz. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.[5] Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure IV.I-1**, *Decibel Scale and Common Noise Sources*.

(2) Noise Exposure and Community Noise

Community noise exposure is typically measured over a period of time; a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many unidentifiable individual contributors. Single-event noise sources, such as aircraft flyovers, sirens, etc., may cause sudden changes in background noise level.[6] However, generally, background noise levels change gradually throughout the day, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume.

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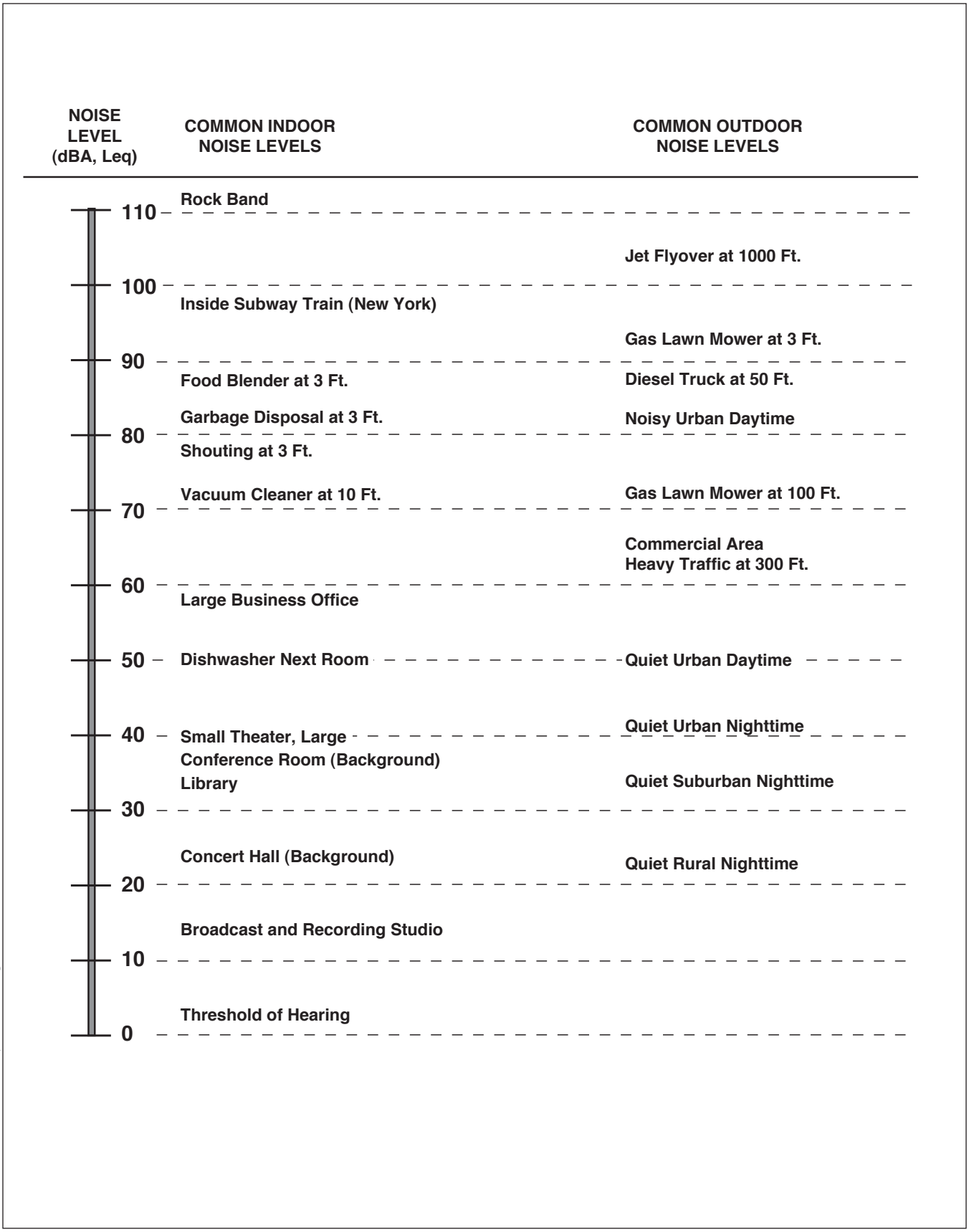
2 All sound levels measured in decibel (dB), as identified in the noise calculation worksheets included in Appendix I of this Draft EIR and in this section of the Draft EIR, are relative to $2x10^{-5}$ N/m^2.

3 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3, September 2013.

4 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3, September 2013.

5 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.3, September 2013.

6 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1, September 2013.



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SOURCE: State of California, Department of Transportation (Caltrans), Technical Noise Supplement (TeNS). October 1998. Available: http://www.dot.ca.gov/hq/env/noise/pub/Technical Noise Supplement.pdf

Hilton Universal City Project

Figure IV.I-1
Decibel Scale and Common Noise Sources

These successive additions of sound to the community noise environment change the community noise level from moment to moment, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time.[7]

L_{eq}: The equivalent sound level over a specified period of time, typically, 1 hour (L_{eq}). The L_{eq} may also be referred to as the average sound level.

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.

L_x: The noise level exceeded a percentage of a specified time period. For instance, L_{50} and L_{90} represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10:00 P.M. to 7:00 A.M. the next day to account for nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

CNEL: The Community Noise Equivalent Level (CNEL) is the time average A-weighted noise level during a 24-hour day that includes an addition of 5 dBA to measured noise levels between the hours of 7:00 P.M. to 10:00 P.M. and an addition of 10 dBA to noise levels between the hours of 10:00 P.M. to 7:00 A.M. the next day to account for noise sensitivity in the evening and nighttime, respectively.

(3) Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startled response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and include interference with human communication

[7] California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.2, September 2013.

activities, such as normal conversations, watching television, telephone conversations, and interference with sleep.

The World Health Organization's Guidelines for Community Noise details the adverse health effects of high noise levels, which include hearing impairment, speech intelligibility, sleep disturbance, physiological functions (e.g. hypertension and cardiovascular effects), mental illness, performance of cognitive tasks, social and behavioral effects (e.g., feelings of helplessness, aggressive behavior), and annoyance.[8]

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:[9]

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived;
- Outside of the laboratory, a change of 3 dBA in ambient noise levels is considered to be a barely perceivable difference;
- A change of 5 dBA in ambient noise levels is considered to be a readily perceivable difference; and
- A change of 10 dBA in ambient noise levels is subjectively heard as doubling of the perceived loudness.

These relationships between change in noise level and human hearing response occur in part because of the logarithmic nature of sound and the dB scale. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but, rather, logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3-dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For

8 World Health Organization Team, edited by Berglund, Birgitta; Lindvall, Thomas; Schwela, Dietrich H, Guidelines for Community Noise, 1999.

9 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1, 2013.

example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and 10 sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.[10]

(4) Noise Attenuation

When noise propagates over a distance, the noise level reduces, or attenuates, with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as "spherical spreading."[11] The rate of sound attenuation for a point source, such as a piece of mechanical or electrical equipment (e.g., air conditioner) or idling vehicle (e.g., bulldozer), is 6 dBA per doubling of distance from the noise source to the receptor over acoustically "hard" sites and 7.5 dBA per doubling of distance from the noise source to the receptor over acoustically "soft" sites.[12] According to Caltrans, hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, which in addition to geometric spreading, provides an excess ground attenuation value of 1.5 dBA (per doubling distance).[13] For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of 50 feet from a point source at an acoustically hard site would attenuate to 54 dBA at a distance of 100 feet from the point source and attenuate to 48 dBA at 200 feet from the point source.

Roadways and highways consist of several localized noise sources on a defined path and, hence, are treated as "line" sources, which approximate the effect of several point sources.[14] Noise from a line source propagates over a cylindrical surface, often referred to as "cylindrical spreading."[15] Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance

10 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.2.1.1, September 2013.

11 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.1 and 2.1.4.2, September 2013.

12 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Sections 2.1.4.1 and 2.1.4.2, September 2013.

13 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Sections 2.1.4.1 and 2.1.4.2, September 2013.

14 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.1, September 2013.

15 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.1, September 2013.

from the reference measurement.[16] Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Structures (e.g., buildings and solid walls) and natural topography (e.g., hills and berms) that obstruct the line-of-sight between a noise source and a receptor further reduce the noise level if the receptor is located within the "shadow" of the obstruction, such as behind a sound wall. This type of sound attenuation is known as "barrier insertion loss." If a receptor is located behind the wall but still has a view of the source (i.e., the line-of-sight is not fully blocked), barrier insertion loss would still occur but to a lesser extent. Additionally, a receptor located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall can reflect noise back to the receptor, thereby compounding the noise. Noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the source and receiver) to an upper range of 20 dBA with a larger barrier.[17] Additionally, structures with closed windows can further attenuate exterior noise by a minimum of 20 dBA to 30 dBA.[18]

Receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels.[19] Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances. Other factors, such as air temperature, humidity, and turbulence, can, under the right conditions, also have substantial effects on noise levels.[20]

(5) Vibration Fundamentals

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Since energy is lost during its transfer from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual*, groundborne vibration can be a serious concern for nearby

16 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.1, 2013.

17 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Sections 2.1.4.2 and 5.1.1, September 2013.

18 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 7.4.2, Table 7-1, September 2013.

19 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.3, September 2013. .

20 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, Section 2.1.4.3, September 2013.

neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.[21] In contrast to airborne noise, groundborne vibration is not a common environmental problem, as it is unusual for vibration from sources, such as rubber-tired buses and trucks, to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, heavy trucks traveling on rough roads, and certain construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment.[22] Groundborne vibration generated by man-made activities (e.g., road traffic, construction operations) typically weakens with greater horizontal distance from the source of the vibration.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec) and is most frequently used to describe vibration impacts to buildings.[23] The root mean square (RMS) amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body.[24] Decibel notation (VdB) is commonly used to express RMS vibration velocity amplitude. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. PPV is typically a factor of 1.7 to 6 times greater than RMS vibration velocity; FTA uses a crest factor of 4.[25] The decibel notation VdB acts to compress the range of numbers required to describe vibration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include buildings where vibration would interfere with operations within the building or cause damage (especially older masonry structures), locations where people sleep, and locations with vibration sensitive equipment.[26]

Groundborne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings.[27] The relationship between groundborne vibration and groundborne noise depends on the frequency of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, groundborne vibration that causes low frequency

21 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 7, 2018.

22 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 5.2, 2018.

23 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 5.1, 2018.

24 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 5.1, 2018.

25 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 5.1, 2018.

26 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Sections 6.1, 6.2, and 6.3, 2018.

27 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Section 5.4, 2018.

noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a groundborne noise level that is approximately 50 decibels lower than the velocity level. For groundborne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is between 30 and 60 Hz), the groundborne noise level will be approximately 35 to 37 decibels lower than the velocity level.[28] Therefore, for typical buildings, the groundborne noise decibel level is lower than the groundborne vibration velocity level at low frequencies.

b) Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Noise at the federal, State, regional, and local levels that apply to the Project. As described below, these plans, guidelines, and laws include the following:

- Noise Control Act of 1972
- Federal Transportation Administration Vibration Standards
- Occupational Safety and Health Act of 1970
- Office of Planning and Research Guidelines for Noise Compatible Land Use
- Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan
- City of Los Angeles Municipal Code
- City of Los Angeles General Plan Noise Element

(1) Federal

(a) Noise Control Act of 1972

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (USEPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, USEPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor L_{dn} of 55 dBA and an indoor L_{dn} of 45 dBA.[29] These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable

[28] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 6-3 and Table 6-14, , September 2018.

[29] United States Environmental Protection Agency, EPA Identifies Noise Levels Affecting Health and Welfare, 1974.

sound levels to determine and evaluate intrusive noise sources and increases, this document utilizes the City of Los Angeles Noise Regulations, discussed below.

(b) Federal Transit Administration Vibration Standards

There are no federal vibration standards or regulations adopted by any agency that are applicable to evaluating vibration impacts from land use development projects, such as the Project. However, the FTA has adopted vibration criteria for use in evaluating vibration impacts from construction activities.[30] The vibration damage criteria adopted by the FTA are shown in **Table IV.I-1,** *Construction Vibration Damage Criteria***.**

TABLE IV.I-1
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

SOURCE: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

The FTA has also adopted standards associated with human annoyance for determining the groundborne vibration and noise impacts from ground-borne noise on the following three off-site land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional.[31] The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses, such as schools, churches, other institutions, and quiet offices, that do not have vibration-sensitive equipment but that still potentially involve activities that could be disturbed by vibration. The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table IV.I-2**, *Groundborne Vibration and Groundborne Noise Impact Criteria for General Assessment*. No thresholds have been adopted or recommended for commercial or office uses.

30 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 7-5, page 186, 2018.

31 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 6-1, page 124, 2018.

TABLE IV.I-2
GROUNDBORNE VIBRATION AND GROUNDBORNE NOISE IMPACT CRITERIA FOR GENERAL ASSESSMENT

Land Use Category	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[d]	65 VdB[d]	65 VdB[d]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

[a] Frequent Events" is defined as more than 70 vibration events of the same source per day.

[b] Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

[c] Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.

[d] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

SOURCE: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.

(c) Occupational Safety and Health Act of 1970

Under the Occupational Safety and Health Act of 1970 (29 United States Code [USC] Sections1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.[32]

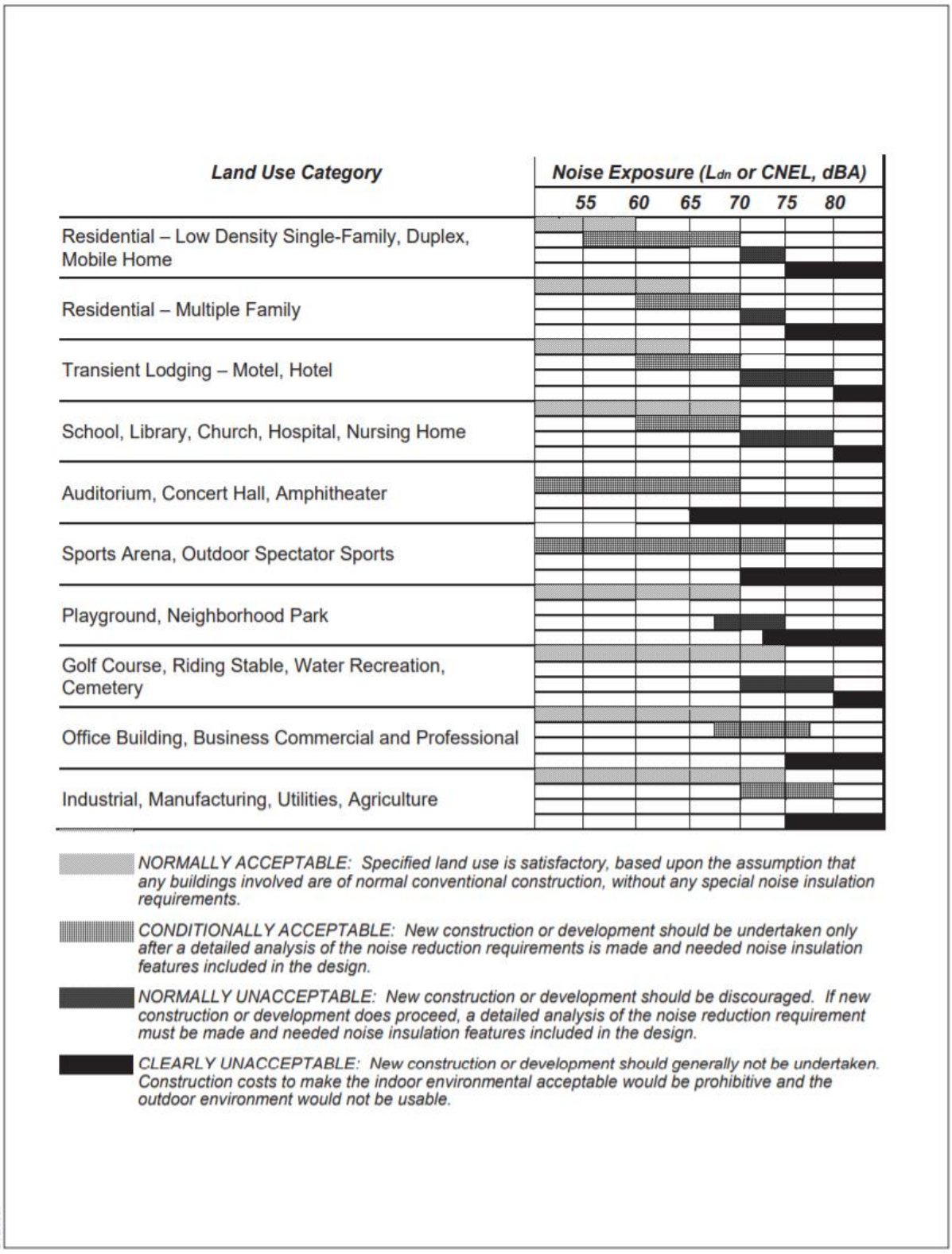
(2) State

(a) Office of Planning and Research Guidelines for Noise Compatible Land Use

The State of California has not adopted Statewide standards for environmental noise, but the Governor's Office of Planning and Research (OPR) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in **Figure IV.I-2,** *Guidelines for Noise Compatible Land Use*.[33] The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types.

[32] United States Department of Labor. Occupational Safety and Health Act, 1970.

[33] State of California, Governor's Office of Planning and Research, General Plan 2017 Guidelines, page 377, 2017.



SOURCE: State of California, General Plan Guidelines, Governor's Office of Planning and Research, 2003.

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Figure IV.I-2
Guidelines for Noise Compatible Land Use

Noise levels are divided into four general categories, which vary in range according to land use type: “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable.” The City has developed its own compatibility guidelines in the Noise Element of the General Plan (Noise Element) based in part on OPR Guidelines. California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must identify and appraise noise problems in the community and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels. These requirements are collectively known as the California Noise Insulation Standards (Title 24 of the California Code of Regulations [CCR]). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. The standards require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

(3) Regional

(a) Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) and for coordinating the airport planning of public agencies within the county. The ALUC coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the area surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public’s exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County ALUC has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

(4) Local

(a) Los Angeles Municipal Code

The City of Los Angeles Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of “offending” noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use

in residential areas, and motor vehicles driven on-site. To account for people's increased tolerance for short-duration noise events, the Noise Regulations provide a 5-dBA allowance for a noise source that causes noise lasting more than 5 but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting 5 minutes or less in any one-hour period.[34]

The LAMC provides that in cases where the actual ambient conditions are not known, the City's presumed daytime (7:00 A.M. to 10:00 P.M.) and nighttime (10:00 P.M. to 7:00 A.M.) minimum ambient noise levels as defined in LAMC Section 111.03 should be used. The presumed ambient noise levels for these areas where the actual ambient conditions are not known as set forth in the LAMC Sections 111.03 are provided in **Table IV.I-3**, *City of Los Angeles Presumed Ambient Noise Leve*ls. For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime.

TABLE IV.I-3
CITY OF LOS ANGELES PRESUMED AMBIENT NOISE LEVELS

Zone	Daytime Hours (7 A.M. to 10 P.M.) dBA (L_{eq})	Nighttime Hours (10 P.M. to 7 A.M.) dBA (L_{eq})
Residential (A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5)	50	40
Commercial (P, PB, CR, C1, C1.5, C2, C4, C5, and CM)	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

SOURCE: LAMC Section 111.03.

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dB.

LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible.[35] LAMC Section 41.40 prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 A.M. to 9:00 P.M.; and

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

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

Saturdays and National Holidays between 8:00 A.M. to 6:00 P.M.). In general, the City's Department of Building and Safety enforces Noise Ordinance provisions relative to equipment, and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 P.M. and 6:00 A.M. of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

Section 91.1207.14.2 prohibits interior noise levels attributable to exterior sources from exceeding 45 dBA in any habitable room. The noise metric shall be either the day-night average sound level (L_{dn}) or the CNEL, consistent with the noise element of the local general plan.

(b) City of Los Angeles General Plan Noise Element

The Noise Element policies include the CNEL guidelines for land use compatibility, as shown in **Table IV.I-4,** *City of Los Angeles Land Use Compatibility for Community Noise,* and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels.[36] The following policies and objectives from the Noise Element apply to the Project.

Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise-sensitive uses.

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (Land Use Development): Reduce or eliminate noise impact associated with proposed development of land and changes in land use.

Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

Exhibit I of the Noise Element also contains guidelines for noise compatible land uses.[37] The following table summarizes these guidelines, which are based on OPR guidelines from 1990.

[36] City of Los Angeles, General Plan, Noise Element adopted February 3, 1999. Pages 1.1-2.4.

[37] City of Los Angeles. General Plan, Noise Element adopted February 3, 1999. Page I-1.

TABLE IV.I-4
CITY OF LOS ANGELES LAND USE COMPATIBILITY FOR COMMUNITY NOISE

Land Use	Community Noise Exposure CNEL (dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 70
Multi-Family Homes	50 to 65	60 to 70	70 to 75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Transient Lodging—Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business and Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

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.

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.

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.

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

SOURCE: City of Los Angeles, 2006 L.A. CEQA Thresholds Guide, 2006.

c) Existing Conditions

(1) Noise-Sensitive Receptor Locations

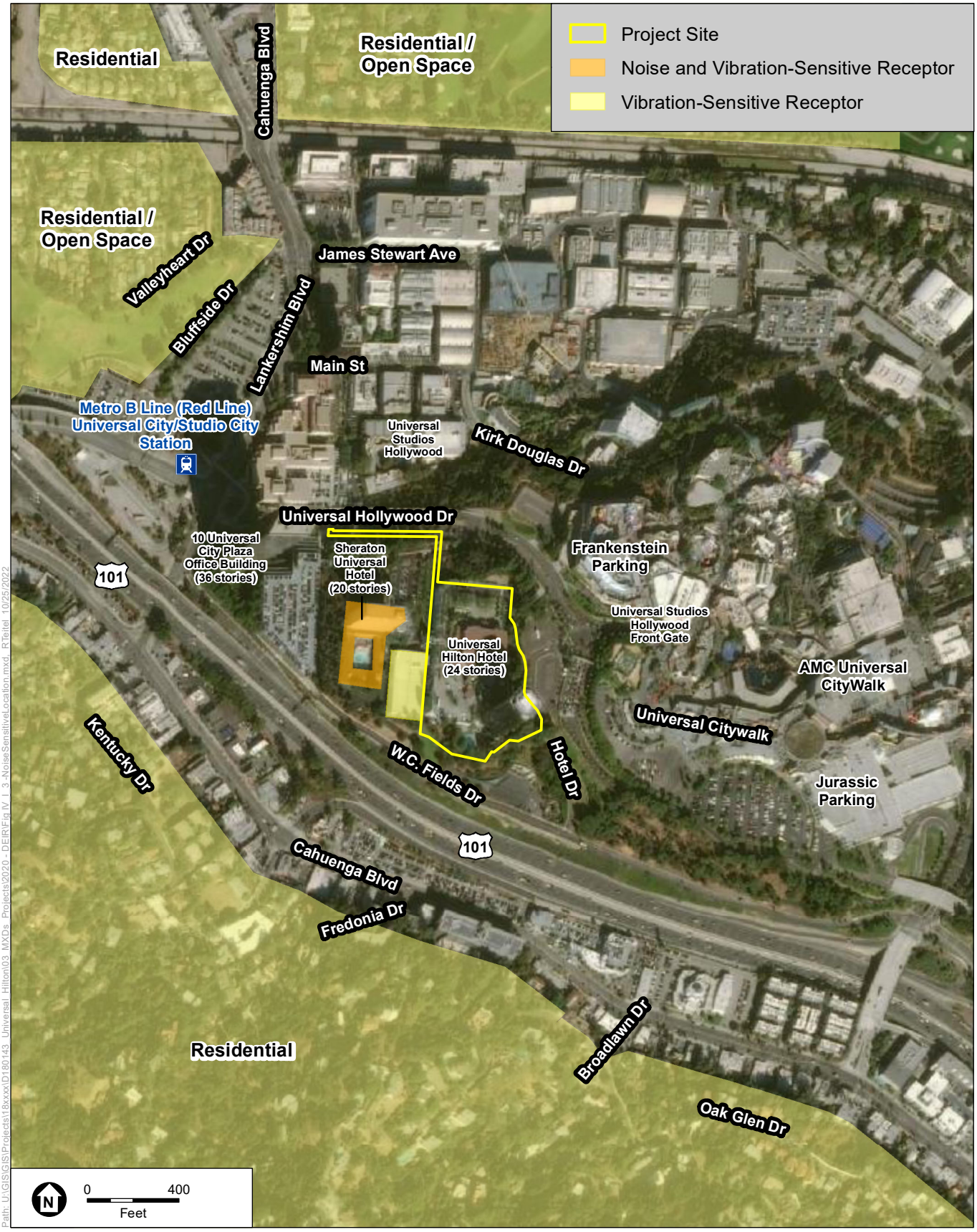
Some land uses are considered more sensitive to noise than others due to the types of activities typically involved at the receptor locations and the effect that noise can have on those activities and the persons engaged in them. The City of Los Angeles 2006 L.A. CEQA Thresholds Guide states that residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks are generally more sensitive to noise than commercial and industrial land uses.[38] It should also be noted that the 2006 L.A. CEQA Thresholds Guide contains screening criteria, including (1) whether construction activities occur within 500 feet of a noise-sensitive use; and (2) whether construction occurs between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or anytime on Sunday. A "no" response to these questions indicates that there would normally be no significant construction noise impacts from the project.[39]

The Project Site is in an active, urban area that serves as both a commercial center for Studio City and the surrounding communities and as a global tourist and entertainment center with offices and multiple hotels. The only existing noise-sensitive use within 500 feet of the Project Site is the Sheraton Hotel with guest rooms[40] located approximately 190 feet west of the Hilton property boundary, as shown in **Figure IV.I-3**, *Sensitive Receptors*. Other more distant sensitive receptors include residential and open space uses approximately 1,550 feet to the northwest of the Project Site; residential uses approximately 1,100 feet to the southwest of the Project Site; residential uses approximately 760 feet to the south of the Project Site; and residential uses approximately 1,100 feet to the southeast of the Project Site. For informational purposes only, the Existing Hotel Building was analyzed as a noise receptor because the Hilton will remain operational during construction of the Project. The Existing Hotel Building is approximately 40 feet north of the Project construction area.

38 City of Los Angeles, 2006 L.A. CEQA Thresholds Guide, 2006

39 City of Los Angeles, L.A. CEQA Thresholds Guide, page I.1-3, 2006.

40 Hotel rooms are located on Floors 2 through 14 with rooms facing east towards the Project Site. Due to topographical differences between the Sheraton and the Project Site, Floor 4 of the Sheraton Hotel is roughly at the same elevation as the Project Site's Plaza level. Thus, Floors 1 through 3 of the Sheraton Hotel are at a lower elevation than the Project Site's Plaza level.



Path: U:\GIS\GIS\Projects\18xxxx\D180143_Universal_Hilton\03_MXDs_Projects\2020 - DEIR\Fig IV.I.3-NoiseSensitiveLocation.mxd RTeitel 10/25/2022

SOURCE: DigitalGlobe, 2016

Hilton Universal City Project

Figure IV.I-3
Sensitive Receptors

(2) Vibration-Sensitive Receptor Locations

Typically, groundborne vibration generated by man-made activities (i.e., rail and roadway traffic, operation of mechanical equipment and typical construction equipment) diminishes rapidly with distance from the vibration source. Construction activities, such as vibratory pile driving, would have the greatest effect on vibration-sensitive land uses. Energy is lost during the transfer of energy from one particle to another, and, as a result, vibration becomes less perceptible with increasing distance from the source. Therefore, with respect to potential structural damage, structures in close proximity (adjacent) to the Project Site are considered vibration-sensitive. As shown in Figure IV.I-3, the Sheraton Hotel parking garage and the Sheraton Hotel tower are considered vibration-sensitive with respect to structural damage. As shown in Table IV.I-1, the structural category/construction type (i.e., reinforced-concrete, engineered concrete, non-engineered timber, and building susceptible to damage) determines the vibration damage criteria for a specific building/structure.[41] For informational purposes only, the Existing Hotel Building was analyzed as a vibration receptor related to structural damage because the Hilton will remain operational during construction of the Project. The Existing Hotel Building is approximately 40 feet north of the Project construction area.

With respect to human annoyance, sensitive land uses include buildings where use of vibration-sensitive equipment is used (e.g., hospitals, research, and manufacturing), residential land uses and buildings where people normally sleep, schools, churches, and doctor's offices. Industrial or commercial (including office) uses are not considered vibration-sensitive.[42] As shown in Figure IV.I-3, the Sheraton Hotel tower is considered a vibration-sensitive land use with respect to human annoyance since it is a structure where normally people sleep. The parking garage for the Sheraton Hotel is detached from the Sheraton Hotel tower structure where people sleep. As such, since the parking garage is not part of the building where people normally sleep or conduct other vibration-sensitive activities, the parking garage is not considered a vibration-sensitive land use. Therefore, while all adjacent buildings to the Project Site have been considered vibration-sensitive for structural damage, the Sheraton Hotel parking garage has not been considered a vibration-sensitive land use for human annoyance. For informational purposes only, the Existing Hotel Building was analyzed as a vibration receptor for human annoyance because the Hilton will remain operational during construction of the Project. The Existing Hotel Building is approximately 40 feet north of the Project construction area.

41 Where the structural category/type of a vibration-sensitive receptor is unclear, the analysis herein utilizes a conservative assumption. For example, although structures where industrial processes take place would generally be constructed of concrete, the threshold for non-engineered timber and masonry has been applied due to the uncertainty of building construction.

42 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Table 6-1.

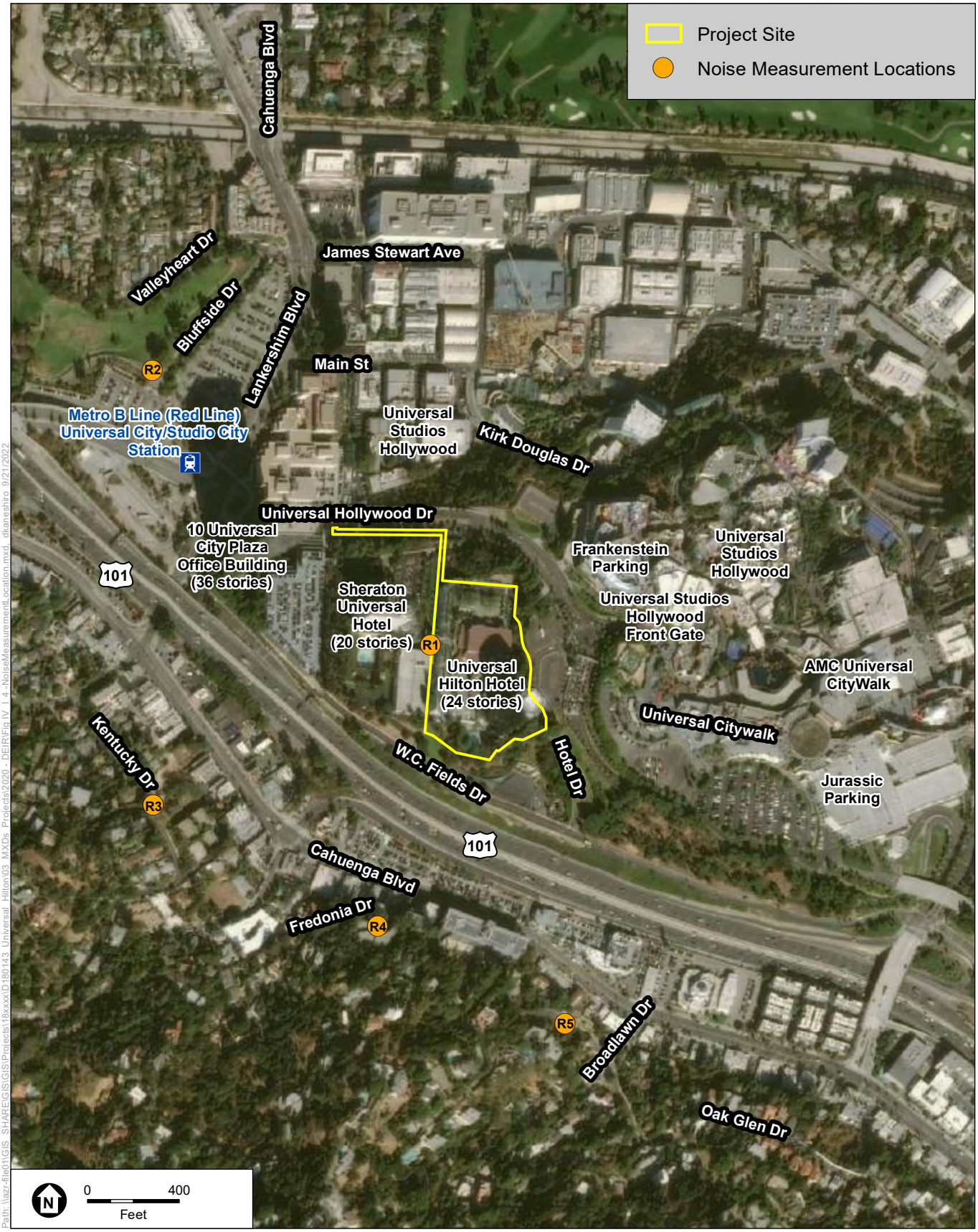
(3) Ambient Noise Levels

The predominant existing noise source surrounding the Project Site is traffic noise from the Hollywood Freeway to the south. Secondary noise sources include the Universal Studios theme park; general commercial-related activities, such as loading dock/delivery truck activities, trash compaction, and refuse service activities; and nearby restaurants and bars.

Ambient noise measurements were taken at five locations, representing the nearby land uses in the vicinity of the Project Site to establish ambient noise levels. The measurement locations, along with existing development, are shown on **Figure IV.I-4**. One long-term (24-hour) measurement was taken at location R1 from Tuesday, September 25, through Wednesday, September 26, 2018[43], and short-term (15-minute) noise measurements were taken at locations R2 through R5 on Tuesday, September 25, 2018. The long term measurement was conducted at R1 to capture daytime, nighttime, and 24-hour ambient noise levels. R1 is the closest sensitive receptor to the Project Site and is the most susceptible to operational noise from the Project, which includes mechanical equipment, open space, and parking facilities that may generate noise levels during both day- and nighttime hours. Short-term measurements (15 minutes) at R1 through R5 also provide representative daytime ambient noise levels for receptors and were conducted in accordance with Los Angeles Municipal Code Section 111.00[44]. The Existing Hotel Building is not considered a sensitive receptor because it is located on the Project Site and is a part of the Project (e.g., the Project proposes improvements to the existing uses on the Project Site). However, for informational purposes only, the Existing Hotel Building (R6) is analyzed as a receptor because the Hotel would remain operational during Project construction. Noise measurements were not conducted at the Existing Hotel Building and measurement location R1 is assumed to be representative of the noise levels at the Existing Hotel Building as this measurement was taken on the Project Site boundary.

43 Ambient noise levels taken in September 2018 are representative of the Project Site's noise environment. Ambient noise levels during the COVID-19 State of Emergency from early 2020 through early 2023 were considered atypical due to reduced vehicular traffic and, in the case of the Universal Hilton, less pedestrian traffic and fewer guests visiting the hotel and nearby theme park. Thus, the ambient noise measurements taken before the COVID-19 State of Emergency are representative of typical ambient noise levels than would have been measured during COVID-19 restrictions.

44 LAMC, Section 111.00. Available at: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-193850



SOURCE: DigitalGlobe, 2016

Hilton Universal City Project

Figure IV.I-4
Noise Measurement Locations

The ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter (SLM). The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of five feet above grade at the following locations, as shown in Figure IV.I-4, *Noise Measurement Locations*:

- Measurement Location R1: This measurement location represents the existing noise environment at the Project Site's western boundary and is considered representative of the noise environment of the existing Universal Sheraton Hotel adjacent to the west, approximately 190 feet from the Project boundary.
- Measurement Location R2: This measurement location represents the existing noise environment at South Weddington Park and the residential uses approximately 1,550 feet northwest of the Project Site.
- Measurement Location R3: This measurement location represents the existing noise environment at the residential uses approximately 1,100 feet west of the Project Site along Kentucky Drive near the intersection of Fredonia Drive.
- Measurement Location R4: This measurement location represents the existing noise environment of the residential uses approximately 760 feet south of the Project Site along Fredonia Drive, just south of Cahuenga Boulevard.
- Measurement Location R5: This measurement location represents the existing noise environment of the residential uses approximately 1,100 feet southeast of the Project Site along Oak Glen Drive near the intersection of Broadlawn Drive.
- Existing Hotel Building (R6): As mentioned above, the Existing Hotel Building was analyzed as a receptor and is identified as receptor location R6. The Existing Hotel Building is approximately 40 feet north of the Project Site and noise levels are assumed to be similar to those measured at location R1.

A summary of the noise measurement data is provided in **Table IV.I-5**, *Summary of Ambient Noise Measurements*. Daytime noise levels ranged from 56.3 dBA to 63.0 dBA L_{eq}, and nighttime noise levels ranged from 54.4 dBA to 60.1 dBA L_{eq}.

TABLE IV.I-5
SUMMARY OF AMBIENT NOISE MEASUREMENTS

Location, Duration, Existing Land Uses and, Date of Measurements	Measured Ambient Noise Levels (dBA)[a]			
	Daytime (7 A.M. to 10 P.M.) Hourly L_{eq}	Daytime Average Hourly L_{eq}	Nighttime (10 P.M. to 7 A.M.) Hourly L_{eq}	Nighttime Average Hourly L_{eq}
R1 9/25/2018 to 9/26/2018 (10:24 A.M. to 9:24 A.M.)/Tuesday to Wednesday	56.3 – 61.3	59.6	54.4 – 60.1	57.5
R2 9/25/2018 (10:39 A.M. to 10:54 A.M.)/Tuesday	57.7	N/A	N/A	N/A
R3 9/25/2018 (8:59 A.M. to 9:14 A.M.)/Tuesday	62.1	N/A	N/A	N/A
R4 9/25/2018 (9:20 A.M. to 9:35 A.M.)/Tuesday	63.0	N/A	N/A	N/A
R5 9/25/2018 (11:03 A.M. to 11:18 A.M.)/Tuesday	61.9	N/A	N/A	N/A
R6 [b] 9/25/2018 to 9/26/2018 (10:24 A.M. to 9:24 A.M.)/Tuesday to Wednesday	56.3 – 61.3	59.6	54.4 – 60.1	57.5

[a] Detailed measured noise data, including hourly L_{eq} levels, are included in Appendix I.

[b] R6 represents the Existing Hotel Building and it is assumed that noise levels are the same as R1 due to the location of this measurement on the Project Site boundary.

SOURCE: ESA, 2022.

(4) Existing Roadway Noise Levels

Existing roadway CNEL noise levels were calculated for 17 roadway segments located in the vicinity of the Project Site. The roadway segments selected for analysis are considered to be those that are expected to be the most directly impacted by Project-related traffic, which, for the purpose of this analysis, include the roadways that are located near and immediately adjacent to the Project Site. These roadways, when compared to roadways located farther away from the Project Site, would experience the greatest percentage increase in traffic generated by the Project (as distances are increased from the Project Site, traffic is spread out over a greater geographic area and its effects are reduced).

Existing roadway CNEL noise levels were calculated using the Federal Highway Administration's (FHWA's) Highway Noise Prediction Model (FHWA-TNM)[45] and traffic volumes at the study intersections analyzed in the Project's 2024 Transportation Analysis (TA) Addendum prepared by Linscott, Law & Greenspan, Engineers, April 2023.[46] The model calculates the average noise level at specific locations based on traffic volumes, average speeds, and site environmental conditions. The noise levels along these roadway segments are presented in **Table IV.I-6,** *Calculated Existing Vehicular Traffic Noise Levels*. As shown in Table IV.I-6, the ambient noise environment of the Project vicinity can be characterized by 24-hour CNEL levels attributable to existing traffic on local roadways. The calculated CNEL (at a distance of 50 feet from the roadway centerline) from actual existing traffic volumes on the analyzed roadway segments ranged from 51.5 dBA to 75.8 dBA for residential areas and commercial areas.

TABLE IV.I-6
CALCULATED EXISTING VEHICULAR TRAFFIC NOISE LEVELS

Roadway Segment	Adjacent Land Use	Existing Noise Exposure Compatibility Category[b,c]	Existing CNEL (dBA)[a]
Barham Blvd n/o Cahuenga Blvd E	Single-Family Residential/Multi-Family Residential	Clearly Unacceptable	75.8
Barham Blvd s/o Cahuenga Blvd E	Commercial	Conditionally Acceptable	73.8
Cahuenga Blvd between Lankershim Blvd and Regal Pl	Commercial	Conditionally Acceptable	74.1
Cahuenga Blvd between Regal Pl and Universal Studios Blvd	Commercial/Religious	Normally Unacceptable	72.9
Cahuenga Blvd E e/o Barham Blvd	Single-Family Residential	Normally Unacceptable	72.8
Cahuenga Blvd W e/o Universal Studios Blvd	Commercial/Educational	Conditionally Acceptable/Normally Unacceptable	70.7
Cahuenga Blvd w/o Lankershim Blvd	Commercial/Hotel	Conditionally Acceptable/Normally Unacceptable	72.1
Campo de Cahuenga Way between Metro Driveway and Lankershim Blvd	Public Transit	Normally Acceptable	67.9

45 The traffic noise model which was developed based on calculation methodologies provided in the Caltrans TeNS document and traffic data provided in the Project's 2023 TA Addendum provided in Appendix K-4 to this Draft EIR. This methodology, considered an industry standard, allows for the definition of roadway configurations, barrier information (if any), and receiver locations.

46 Linscott, Law & Greenspan, Engineers, *2023 Transportation Analysis Addendum for the Hilton Universal City Project*, April 2023. Appendix K-4 of this Draft EIR.

TABLE IV.I-6
CALCULATED EXISTING VEHICULAR TRAFFIC NOISE LEVELS

Roadway Segment	Adjacent Land Use	Existing Noise Exposure Compatibility Category[b,c]	Existing CNEL (dBA)[a]
Campo de Cahuenga Way between US-101 NB/SB On/Off Ramp and Metro Driveway	Freeway Underpass	Normally Acceptable	68.4
Campo de Cahuenga Way w/o US-101 NB/SB On/Off Ramp	Commercial/Single-Family Residential	Conditionally Acceptable	68.2
Lankershim Blvd between Universal Hollywood Dr and US-101 NB Off Ramp	Commercial	Conditionally Acceptable	71.0
Lankershim Blvd between US-101 NB Off Ramp and Cahuenga Blvd	Commercial	Conditionally Acceptable	70.2
Lankershim Blvd n/o Universal Hollywood Dr	Commercial/Multi-family Residential	Conditionally Acceptable/Normally Unacceptable	72.5
Lankershim Blvd s/o Cahuenga Blvd	Commercial/Single-Family Residential	Normally Acceptable/Conditionally Acceptable	63.1
Metro Driveway n/o Campo de Cahuenga Way	Commercial	Normally Acceptable	59.7
Metro Driveway s/o Campo de Cahuenga Way	Commercial	Normally Acceptable	51.5
Regal Pl n/o Cahuenga Blvd	Freeway On/Off Ramp	Normally Acceptable	69.5
Regal Pl s/o Cahuenga Blvd	Commercial/Single-Family Residential/Multi-Family Residential	Normally Acceptable/Conditionally Acceptable/Normally Acceptable	62.5
Universal Hollywood Dr between Lankershim Blvd and Hilton Driveway	Hotel/Theme Park/Commercial	Normally Unacceptable/Conditionally Acceptable	70.7
Universal Hollywood Dr s/o Hilton Driveway	Hotel/Theme Park/Commercial	Conditionally Acceptable/Normally Acceptable	65.5
Universal Studios Blvd between US-101 SB On Ramp and Cahuenga Blvd W	Commercial	Normally Acceptable	66.3
Universal Studios Blvd between W.C. Fields Dr and US-101 SB On Ramp	Commercial	Normally Acceptable	68.5
Universal Studios Blvd n/o W.C. Fields Dr	Commercial	Normally Acceptable	64.5

TABLE IV.I-6
CALCULATED EXISTING VEHICULAR TRAFFIC NOISE LEVELS

Roadway Segment	Adjacent Land Use	Existing Noise Exposure Compatibility Category[b,c]	Existing CNEL (dBA)[a]
US-101 NB Off Ramp e/o Lankershim Blvd	Freeway On/Off Ramp	Normally Acceptable	70.0
US-101 NB/SB On/Off Ramp n/o Campo de Cahuenga Way	Freeway On/Off Ramp	Normally Acceptable	71.3
US-101 NB/SB On/Off Ramp s/o Campo de Cahuenga Way	Freeway On/Off Ramp	Normally Acceptable	67.6
US-101 SB On Ramp e/o Universal Studios Blvd	Freeway On/Off Ramp	Normally Acceptable	67.2
W.C. Fields Dr between Universal Studios Blvd and Barham Blvd	Commercial/Single-Family Residential/Open Space	Conditionally Acceptable/Conditionally Acceptable/Normally Acceptable	68.2
W.C. Fields Dr w/o Universal Studios Blvd	Commercial/Hotel	Normally Acceptable/Conditionally Acceptable	66.8

[a] Calculated based on existing traffic volumes.

[b] Based on noise levels calculated at specific distances to the centerline of each analyzed roadway segment.

[c] See Table IV.I-5 for a description of the compatibility categories.

SOURCE: ESA, 2023.

(5) Existing Groundborne Vibration Levels

Aside from periodic construction work occurring throughout the City, field observations noted that other sources of groundborne vibration in the Project Site vicinity are primarily limited to heavy-duty vehicular travel (e.g., refuse trucks, delivery trucks, etc.) on local roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of 65 VdB (approximately 0.0068 in/sec PPV).[47]

(6) Existing Groundborne Noise Levels

As stated earlier, groundborne noise levels would generally be 20 to 50 decibels lower than the velocity level depending on the frequency level of the source.[48] With a background groundborne vibration level in residential areas of 50 VdB or lower, groundborne noise levels would be approximately 0 to 30 dBA. A bus traveling at a distance of 50 feet would generate groundborne noise levels of approximately 23 to 38

47 FTA, Transit Noise and Vibration Impact Assessment, Figure 5-4.

48 FTA, Transit Noise and Vibration Impact Assessment, p. 146.

dBA. The approximate level of human perception of groundborne noise is 25 dBA for low frequency vibration (near 30 Hz) and 40 dBA for mid-frequency vibration (near 60 Hz).[49]

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to noise and vibration if it would result in the:

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

b) Generation of excessive groundborne vibration or groundborne noise levels; or

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

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, and the FTA's groundborne vibration and noise criteria for assessing potential impacts relating to building damage and human annoyance were used, as appropriate, to assist in answering the Appendix G Threshold questions. The factors to evaluate noise impacts are listed below.

(1) Construction Noise

The 2006 L.A. CEQA Thresholds Guide identifies the following criteria to evaluate construction noise:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA L_{eq} or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA L_{eq} or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA L_{eq} at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M.

[49] FTA, Transit Noise and Vibration Impact Assessment, p. 120.

Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

As discussed in Section II, *Project Description*, of this Draft EIR, construction of the Project is anticipated to begin in 2024 with construction occurring for approximately 30 months with full buildout and operations anticipated to begin in 2027. Therefore, since Project construction activities would occur over a period longer than 10 days for all phases, the corresponding significance threshold used in the construction noise analysis presented in this section of the Draft EIR is an increase in the ambient exterior noise levels of 5 dBA L_{eq} or more at a noise-sensitive use.

(2) Operational Noise

The following criteria are applied to the Project, as set forth in the 2006 L.A. CEQA Thresholds Guide and the City's Noise Regulations, with the more restrictive provisions applied, to evaluate operational noise. The Project would have a significant impact from operations if:

- The Project causes the ambient noise levels measured at the property line of affected uses to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories; or
- The Project causes the ambient noise levels measured at the property line of affected uses to increase by 5 dBA CNEL or more increase in noise level; or
- Project-related operational on-site (i.e., non-roadway) noise sources, such as outdoor building mechanical/electrical equipment, outdoor activities, or parking facilities, increase the ambient noise level (L_{eq}) at noise-sensitive uses by 5 dBA L_{eq}.

In summary, for operational noise, the significance threshold for on-site operations is an increase in ambient noise level of 5 dBA L_{eq} at an adjacent property line, in accordance with the LAMC. The LAMC does not apply to the off-site traffic (i.e., vehicle traveling on public roadways). Therefore, the significance threshold for off-site traffic noise associated with Project operations is based on the 2006 L.A. CEQA Thresholds Guide. In addition, the significance threshold for composite noise levels (on-site and off-site sources) are also based on the 2006 CEQA L.A. Thresholds Guide as, again, the LAMC does not apply to off-site traffic noise. Therefore, the significance thresholds used for determining impacts related to off-site operational noises and composite operational noise are an increase in the ambient noise level of 5 dBA CNEL or 3 dBA CNEL, depending on the land use category, at the affected noise-sensitive land use.

(3) Groundborne Vibration Standards and Guidelines

The City has not adopted criteria to assess vibration impacts during construction. Thus, for this Project, the City has determined that the use of FTA's criteria for structural damage and human annoyance, as described in Tables IV.I-1 and IV.I-2, respectively, is appropriate to evaluate potential vibration impacts related to Project construction and

operation. Based on FTA guidelines, impacts relative to ground-borne vibration associated with potential building damage would be considered significant if any of the following were to occur:

- Project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.5-in/sec PPV at the nearest off-site buildings or structures of Building Category I, Reinforced-concrete, steel, or timber (no plaster).
- Project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.3-in/sec PPV at the nearest off-site buildings of Building Category II, Engineered concrete and masonry (no plaster).
- Project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.2-in/sec PPV at the nearest off-site buildings of Building Category III, Non-engineered timber and masonry buildings.
- Project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.12-in/sec PPV at the nearest off-site buildings of Building Category IV, Buildings extremely susceptible to building damage.

Based on FTA guidelines, construction and operational vibration impacts associated with human annoyance would be significant if the following were to occur (applicable to frequent events; 70 or more vibration events per day):

- Project construction and operational activities cause groundborne vibration levels to exceed 72 VdB at off-site sensitive uses, including residential and hotel uses.
- Project construction and operational activities cause groundborne vibration levels to exceed 75 VdB at off-site institutional uses.

b) Methodology

(1) On-Site Construction Noise

On-site construction noise impacts were evaluated by determining the noise levels generated by the different types of construction activity anticipated, calculating the construction-related noise level generated by the mix of equipment assumed for all construction activities at nearby sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without construction noise) at those receptor locations. Construction activities include demolition of the existing uses on the Project Site and construction of the buildings and any infrastructure improvements needed to serve the Project.

Project construction includes construction of the Project Site, which includes the Hotel Expansion Building, Meeting Room Addition, circulation, canopy, landscaping, and construction of the parking garage. Construction of the Project Site (except for the parking garage) includes the following eight construction stages: (1) demolition, (2) site

preparation (3) grading/excavation, (4) trenching, (5) foundations, (6) building construction, (7) paving, and (8) architectural coating. Construction of the parking garage includes the following six construction stages: (1) demolition, (2) grading/excavation, (3) foundations, (4) building construction, (5) paving, and (6) architectural coating. Various construction phases during hotel and parking garage construction would overlap. Overlapping phases are presented in **Table IV.I-7**, *Project Construction Equipment and Associated Noise Levels*, below. Since construction of the Project as a whole would last more than 10 days, based on the criteria provided in the 2006 L.A. CEQA Thresholds Guide, the construction noise significance threshold used in this analysis is an increase in the ambient exterior noise level of 5 dBA L_{eq} or more at a noise-sensitive use.

TABLE IV.I-7
PROJECT CONSTRUCTION EQUIPMENT AND ASSOCIATED NOISE LEVELS

Type of Equipment	Reference Noise Level at 50 Feet, L_{max}	Estimated Usage Factor
Bore/Drill Rig	84	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Saw	90	20%
Crane	85	16%
Crawler Tractor	84	40%
Drum Mixer	80	50%
Dumper/Tender	84	40%
Excavator	85	40%
Forklift	75	10%
Generator	82	50%
Jackhammer	85	20%
Paver	85	50%
Paving Equipment	85	50%
Pumps	77	50%
Roller	85	20%
Skid Steer Loader	80	40%
Surfacing Equipment	85	20%
Tractor/Loader/Backhoe	80	40%
Trencher	82	50%
Vacuum Street Sweeper	80	10%
Vibratory Pile Driver	95	20%

SOURCE: FHWA, 2005

Types of construction equipment expected to be used during Project construction could produce maximum noise levels of 74 dBA L_{max} to 95 dBA L_{max} at a reference distance of 50 feet from the noise source according to FHWA reference noise levels. Table IV.I-7 lists

the construction equipment type and number assumed for each Project construction stage and FHWA reference noise levels (L_{max}) at 50 feet. These maximum noise levels would occur when equipment is operating at full power. Construction equipment does not typically operate at full power consistently throughout the duration of a given construction stage. The estimated usage factor for the equipment is also shown in Table IV.I-7 and represents the percentage of a specified time period (i.e., an hour) that a piece of equipment is expected to be operational, allowing for the calculation of an average noise level (dBA L_{eq}). The usage factors are based on FHWA's Roadway Construction Noise Model (RCNM) User's Guide.[50]

Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment would operate concurrently. The estimated noise levels at the sensitive receptors were calculated using the FHWA's RCNM and were based on a maximum concurrent operation of equipment, which is considered a worst-case evaluation because the Project would typically use less overall equipment on a daily basis and, as such, would generate lower noise levels.

(2) Off-Site Roadway Noise (Construction and Operation)

Roadway noise levels were projected using the FHWA's Highway Noise Prediction Model (FHWA-TNM) model and the roadway traffic volume provided in the TA Addendum for the Project.[51] This method allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Roadway noise attributable to Project development was calculated and compared to baseline noise levels that would occur under the "without Project" condition.

(3) On-Site Stationary Point-Source Noise (Operation)

Stationary point-source noise levels were evaluated by identifying the noise levels generated by outdoor stationary noise sources, such as rooftop mechanical equipment, parking structure automobile operations, and loading/refuse collection area activity; calculating the hourly L_{eq} noise level from each noise source at sensitive receiver property lines; and comparing such noise levels to existing ambient noise levels.

For purposes of providing a conservative noise analysis for outdoor spaces, the maximum occupant load of the outdoor seating and pool area on the Basement level, North and South Plazas, and rooftop Restaurant/Bar and rooftop pool area was calculated based on an occupancy load factor of 15 square feet per person for an assembly area without fixed seats, and the maximum occupant load of the pool areas was calculated based on an occupancy load factor of 50 square feet per person, according to the California Building

50 FHWA, Roadway Construction Noise Model User's Guide.

51 Linscott, Law & Greenspan, Engineers, *2023 Transportation Analysis Addendum for the Hilton Universal City Project*, April 2023. Appendix K-4 of this Draft EIR,

Code Table 1004.5 Maximum Floor Area Allowances Per Occupant.[52] Although this occupancy load factor provides an overestimation of the occupancy load and associated noise within passive landscaped areas, it has been applied to the square footage of the Project's outdoor spaces to provide a conservative worst-case noise analysis.

Actual capacities for the Project outdoor spaces would be lower and, in some cases substantially lower, due to design considerations, such as building ingress/egress limitations, elevator and stairwell capacities, fire escape route capacities, and other capacity considerations. Noise from female adults, male adults, and children talking at a raised level is approximately 63 dBA, 65 dBA, and 65 dBA, respectively, at a distance of 3 feet.[53] As a conservative analysis, it is assumed that each outdoor space would be at full capacity and that half of the visitors would be adults (half male and half female) and half would be children. Of the adults and children, half would be talking simultaneously (assuming approximately half of the occupants talking and the other half listening). For outdoor spaces that would include amplified sound/music, it was assumed that the Project would comply with the requirements of LAMC Section 112.01[54] to ensure that the maximum noise generated by amplified speakers would not exceed the ambient noise level by more than 5 dBA, which falls within the significance threshold identified above.

Sources of noise within the Project's parking structure would primarily include vehicular movements and engine noise, doors opening and closing, and intermittent car alarms. Noise levels within the parking structure would fluctuate with the amount of automobile and human activity. For purposes of providing a conservative analysis of parking facility noise, the peak hour trips for the Project were used.

For outdoor mechanical equipment, it was assumed that the Project would comply with the requirements of LAMC Section 112.02 to ensure that the maximum noise generated by any and all outdoor mechanical equipment would not exceed the ambient noise level by more than 5 dBA, which falls within the significance threshold identified above.

Operational noise, based on the above methodology and assumptions, would result in potentially significant impacts if noise levels exceed the significance threshold identified in Subsection 3.a, *Thresholds of Significance*, above.

(4) Composite Noise (Operations)

Combined noise levels from each operational noise source were estimated by logarithmically adding together the noise levels from all the operational noise sources at the maximum impacted noise-sensitive receptor locations, assuming simultaneous contribution of noise from each source. As discussed previously, the dBA scale is based

52 California Building Standards Commission, 2019 Title 24, Part 2, Volume 1 – California Building Code.

53 *American Journal of Audiology* Vol.7 21-25 October 1998. doi:10.1044/1059-0889(1998/012).

54 LAMC Section 112.01 prohibits the use of noise amplification devices in excess of the measured ambient noise level plus 5 dBA.

on logarithms, where a doubling of sound energy corresponds to a 3 dBA increase (e.g., if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA). Composite noise sources include off-site roadway noise and on-site stationary point-source noise, as listed above.

(5) Groundborne Vibration (Construction and Operation)

Groundborne vibration impacts were evaluated for potential building damage and human annoyance impacts by identifying the Project's potential vibration sources, estimating the distance between the Project's vibration sources and the nearest structure and vibration annoyance receptor locations, and making a significance determination based on the significance thresholds described below.

The FTA guidance classifies the vibration impact levels based on whether the vibration-producing events are frequent, occasional, or infrequent. "Frequent Events" is defined as more than 70 vibration events of the same source per day. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. The values listed above are applicable to "Frequent Events." For the purposes of providing a conservative analysis, the vibration analysis provided herein for potential human annoyance compares the estimated vibration levels generated during construction and operation of the Project to the 72 VdB significance threshold for off-site residential uses for "Frequent Event." The vibration analysis for the Project conservatively used the closest distance to construction activity and the construction phase with the equipment mix that would result in the greatest potential vibration.

Construction activities may generate groundborne vibration from transient sources due to the temporary and sporadic use of vibration-generating equipment and from haul trucks traveling on roadways. Operation of the Project has no potential to cause structure damage to the Project's own buildings or to off-site buildings that are farther away because the Project would not include any equipment that would generate substantial groundborne vibration levels. Construction and operational activities may generate groundborne vibration levels that could be felt by people as a result of trucks and vehicles driving to and from the Project Site, or from the operation of typical commercial-grade stationary mechanical and electrical equipment such as air handling units, condenser units, and exhaust fans, which could produce groundborne vibration.

(6) Groundborne Noise

According to the FTA, airborne noise levels would be higher than the groundborne noise levels that result from groundborne vibration.[55] Unless indoor receptors have substantial sound insulation (e.g., recording studio) and would be exposed to vibration velocities great enough to cause substantial levels of groundborne noise, groundborne noise does not need to be assessed. There are no substantially insulated indoor receptors located

55 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, p. 124.

within the area surrounding the Project Site; therefore, the effects of airborne noise would still be higher than groundborne noise levels. Accordingly, impacts related to groundborne noise are not analyzed herein.

c) Project Design Features

The Project would implement the following Project Design Features during construction and operation of the Project:

NOI-PDF-1 (Construction Equipment Maintenance): During plan check for each phase of the Project, the contractor will provide a statement to the City indicating their powered construction equipment (including combustion engines), fixed or mobile, will be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, would be generated.

NOI-PDF-2 (Mechanical Equipment Noise): All outdoor mounted building mechanical equipment and/or ventilation systems not fully enclosed will be designed to not exceed the noise level limits specified in the LAMC through the use of quiet fans, duct silencers, parapets, enclosures, mufflers, or similar noise attenuation methods.

NOI-PDF-3 (Impact Pile Drivers Prohibited): The Project will not require or allow the use of impact pile drivers. Lower noise- and vibration-generating augured, drilled, or vibratory piles will be permitted.

d) Analysis of Project Impacts

Threshold a) Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

(1) Impact Analysis

(a) Construction Impacts

Construction noise is analyzed for on-site construction noise sources, which include the use of construction equipment, and off-site construction noise sources, which include construction trucks and vehicles traveling on roadways.

(i) On-Site Construction Noise

(a) Off-Site Receptors

Project construction activities would be required to comply with the City's Ordinance Nos. 144,331 and 161,574, which prohibit the emission or creation of noise beyond 75 dBA at

50 feet from the equipment, unless technically infeasible.[56] In addition, the Project would be subject to LAMC Section 91.106.4.8 (Construction Site Notice, City's Ordinance 178,048), which 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 site, and City telephone numbers where violations can be reported.

Construction of the Project would require the use of heavy equipment during demolition, site preparation, grading/excavation, drainage/utilities/trenching, foundation concrete pour, building construction, architectural coating, and paving stages at the Project Site. During each stage of development, a variety of equipment would be used. As such, construction noise levels on and near the Project Site would fluctuate depending on the type, number, and duration of use of various pieces of construction equipment operating at a given time. Multiple pieces of construction equipment would not all operate at the same point on the Project Site. Accordingly, and to present a conservative analysis, instead of assuming the equipment is on average located in the center of the Project construction area (which is a typical assumption in construction noise analyses), it has been assumed that the loudest equipment types would operate at the point nearest to the closest sensitive receptor (Sheraton Hotel) to the Project Site boundary and that the remaining equipment would operate at further distances from the receptor (see Appendix I for construction noise calculations).

Table IV.I-8, *Estimate of Construction Noise Levels (L_{eq}) at Sensitive Receptors,* shows the estimated construction noise levels that would occur at the sensitive receptors during a peak day of construction. The construction noise analysis takes into account the distance from the Project Site to the sensitive receptors. The maximum construction noise levels would occur when the specified construction activity would be occurring within construction areas nearest to the receptor. As shown in Table IV.I-9, construction noise levels were estimated to reach a maximum of 81.4 dBA L_{eq} during the overlap of foundations for the Hotel Expansion Building and Meeting Room Addition, paving associated with the Hotel Expansion Building and Meeting Room Addition and circulation improvements (e.g., service road, surface parking, and North and South Plaza reconfigurations) and building construction of the parking garage. Although individual and overlapping construction phases would result in varying noise levels, ranging from 51.1 to 84.1 at R1, each of these phases would be shorter in duration than the overall construction period. Construction phases range from approximately two weeks for demolition required for the parking garage to 16 months for construction of the Hotel Expansion Building and Meeting Room Addition. As paving for the parking garage is only anticipated to occur for one month, the maximum noise level of 81.4 dBA L_{eq} at R1 would occur during this time. The intent of overlapping construction phases is to reduce the overall timeline of construction, resulting in the corresponding reduction in the length of

[56] As provided in LAMC Section 112.05, technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

time associated with construction-related Project impacts. Similarly, the foundations phase for the Hotel Expansion Building and Meeting Room Addition is anticipated to last approximately three months. Therefore, the noise level at R4 would be above the threshold for this phase, but this construction noise impact would be temporary and would be short-term, when compared to the overall construction schedule. As construction activities are completed near the Project Site boundary and construction activities move toward the interior of the Project Site, the construction noise levels at the receptor would decrease. As shown in Table IV.I-8, maximum construction noise levels would exceed the significance thresholds at R1 and R3 through R5. **Construction of the Project would generate construction noise levels that would temporarily exceed the applicable significance thresholds at R1 and R3 through R5. Therefore, the Project would result in the generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of standards established by the City, and, as such, on-site construction noise impacts would be potentially significant.**

TABLE IV.I-8
ESTIMATE OF CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

Construction Phases	R1	R2	R3	R4	R5	R6 (Existing Hotel Building)
Hotel Expansion Building and Meeting Room Addition (Hotel)						
Demolition	75.1	49.8	62.8	65.1	62.0	78.3
Site Preparation	70.7	44.4	57.4	60.1	56.9	74.1
Grading/Excavation	72.2	47.1	60.2	62.3	59.3	75.3
Trenching	75.3	49.1	62.2	64.8	61.6	78.7
Foundations	79.3	56.7	67.0	69.3	66.2	83.7
Building Construction	75.6	50.1	63.1	65.6	62.4	78.9
Paving	74.9	49.8	62.9	65.2	62.0	78.1
Architectural Coating	66.0	46.9	53.7	56.2	53.0	78.1
Parking Garage (Garage)						
Demolition	74.5	47.7	61.2	64.2	61.3	62.0
Grading/Excavation	73.3	50.0	63.1	65.9	63.1	63.1
Foundations	70.9	45.8	59.0	62.0	59.1	59.5
Building Construction	73.0	47.1	60.5	63.5	60.6	61.2
Paving	72.9	47.1	60.5	63.5	60.6	61.0
Architectural Coating	65.1	37.8	51.4	54.5	51.5	52.4
Overlapping Phases						
Demo (Hotel) + Demo (Garage)	77.9	51.8	65.1	67.7	64.7	78.4
Demo (Hotel) + Grading (Garage)	77.3	52.9	66.0	68.5	65.6	78.4
Site Prep (Hotel) + Grading (Garage)	75.2	51.1	64.1	66.9	64.0	74.4

TABLE IV.I-8
ESTIMATE OF CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

Construction Phases	R1	R2	R3	R4	R5	R6 (Existing Hotel Building)
Grading (Hotel) + Trenching (Hotel) + Grading (Garage)	78.6	53.7	66.8	69.4	66.4	80.4
Grading (Hotel) + Trenching (Hotel) + Grading (Garage) + Foundations (Garage)	79.3	54.3	67.4	70.1	67.1	80.4
Grading (Hotel) + Trenching (Hotel) + Foundations (Garage)	78.0	52.3	65.4	68.0	64.9	80.4
Foundations (Hotel) + Paving (Hotel) + Building Construction (Garage)	81.3	57.9	69.1	71.5	68.4	84.8
Building Construction (Hotel) + Building Construction (Garage) + Arch Coating (Garage)	77.8	52.0	65.2	67.9	64.8	79.0
Building Construction (Hotel) + Paving (Garage)	77.5	51.9	65.0	67.6	64.6	79.0
Maximum Noise Level	81.3	57.9	69.1	71.5	68.4	84.8
Ambient Noise Level (dBA)	59.6	57.7	62.1	63.0	61.9	59.6
Threshold (Ambient + 5 dBA)	64.6	62.7	67.1	68	66.9	64.6
Exceeds Threshold?	**Yes**	No	**Yes**	**Yes**	**Yes**	**N/A**

[a] Threshold exceedances are shaded grey.

[b] Significance thresholds are the measured daytime noise levels shown in Table IV.I-4 plus 5 dBA L_{eq}.

SOURCE: ESA, 2023

(b) Existing Hotel Building

The Existing Hotel Building is not considered a sensitive receptor because it is located on the Project Site and is a part of the Project (e.g., the Project proposes improvements to the existing uses on the Project Site). However, for informational purposes only, the Existing Hotel Building (R6) was analyzed as a receptor because the Hotel would remain operational during Project construction. As shown in Table IV.I-9, construction noise levels were estimated to reach a maximum of 84.8 dBA L_{eq} during the overlap of foundations for the Hotel Expansion Building and Meeting Room Addition, paving associated with the Hotel Expansion Building and Meeting Room Addition and circulation improvements (e.g., service road, surface parking, and North and South Plaza reconfigurations) and building construction of the parking garage. The construction noise levels would be over the threshold for the Hotel Expansion Building and Meeting Room Addition and all overlapping phases. However, a significance determination has not been made given that the Existing Hotel Building is part of the Project Site, not considered a sensitive receptor, and is not subject to CEQA analysis.

(ii) Off-Site Construction Truck Noise

Construction truck trips would occur throughout the construction period and would be associated with hauling material and excavated soil from the Project Site and delivering concrete and other construction materials to the Project Site. For purposes of this off-site construction noise analysis, the overlapping of the concrete pour and foundations stages were analyzed, which represents the worst-case day with the most construction traffic. Construction trips were estimated with a maximum of approximately 70 worker trips and 50 haul truck trips per hour (assuming a maximum of 400 haul truck trips per day evenly distributed over an eight-hour work day). Consistent with normal construction practices, it is assumed that all worker trips would occur during a single hour twice per day (morning and evening) and that concrete and haul trucks would be evenly distributed over an eight-hour work day.

Project haul trucks (e.g., trucks hauling dirt) would be required to use City-approved haul truck routes. Demolition materials would be hauled to the Savage Canyon Landfill in the City of Whittier. The haul route for trucks traveling to the Project Site on southbound US-101 would exit onto Cahuenga Boulevard, travel north on Lankershim Boulevard, and then east on Universal Hollywood Drive to the Project Site. Trucks traveling to the Project Site on northbound US-101 would exit Universal Studios Boulevard and travel northwest on W.C. Fields Drive to Hotel Drive to the Project Site. Outbound trips would follow the same routes to US-101. Although haul trucks could travel to the Project Site along two different routes, it would be speculative to assume how hourly haul truck trips would be distributed across two routes, when the City may only approve one haul truck route, requiring all trucks to travel along one route. Therefore, the noise levels along both haul routes have been calculated assuming that all hourly haul trucks would travel on both routes as a conservative analysis. Concrete trucks and worker vehicles would not be subject to the City-approved haul route. Because concrete trucks and worker vehicles would come from a variety of locations, it would be speculative to assume which roadways would be traveled by concrete trucks and worker vehicles.

Therefore, the off-site construction noise analysis associated with the maximum daily worker and truck trips assumes that trucks would travel on all segments that are considered for the operational traffic analysis. This analysis represents worst-case construction traffic conditions, and the studied segments encompass the possible haul routes for the haul trucks. As shown in **Table IV.I-9,** *Estimate of Off-Site Construction Traffic Noise Levels*, the Project's construction trips would increase existing traffic noise levels by a maximum of 3.1 dBA L_{eq} along W.C. Fields Drive west of Universal Studios Boulevard. This increase in noise level would be below the threshold of a 5-dBA increase in ambient levels, and the increase in sound level would be lower at the remaining roadway segments analyzed. **Therefore, the Project would not result in the generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of standards established by the City, and off-site construction traffic noise impacts would be less than significant.**

TABLE IV.I-9
OFF-SITE CONSTRUCTION TRAFFIC NOISE IMPACTS – EXISTING PLUS CONSTRUCTION

Roadway Segment	Existing Land Uses Located Along Roadway Segment	Peak Hour Noise Level (dBA L_{eq})			
		Existing (A)	Existing Plus Project (B)	Project Increment (B-A)	Exceed Threshold?
Barham Blvd n/o Cahuenga Blvd E	Single-Family Residential/Multi-Family Residential	75.5	75.6	0.1	No
Barham Blvd s/o Cahuenga Blvd E	Commercial	73.5	73.6	0.1	No
Cahuenga Blvd between Lankershim Blvd and Regal Pl	Commercial	73.8	74.4	0.6	No
Cahuenga Blvd between Regal Pl and Universal Studios Blvd	Commercial/Religious	72.6	72.7	0.1	No
Cahuenga Blvd E e/o Barham Blvd	Single-Family Residential	72.5	72.6	0.1	No
Cahuenga Blvd W e/o Universal Studios Blvd	Commercial/Educational	70.4	70.5	0.1	No
Cahuenga Blvd w/o Lankershim Blvd	Commercial/Hotel	71.8	71.9	0.1	No
Campo de Cahuenga Way between Metro Driveway and Lankershim Blvd	Public Transit/Museum	67.6	67.8	0.2	No
Campo de Cahuenga Way between US-101 NB/SB On/Off Ramp and Metro Driveway	Open Space	68.1	68.3	0.2	No
Campo de Cahuenga Way w/o US-101 NB/SB On/Off Ramp	Commercial/Single-Family Residential	67.9	68.1	0.2	No
Lankershim Blvd between Universal Hollywood Dr and US-101 NB Off Ramp	Commercial	70.7	71.5	0.8	No
Lankershim Blvd between US-101 NB Off Ramp and Cahuenga Blvd	Commercial	69.9	70.8	0.9	No
Lankershim Blvd n/o Universal Hollywood Dr	Commercial/Multi-Family Residential	72.2	72.2	0.1	No
Lankershim Blvd s/o Cahuenga Blvd	Commercial/Single-Family Residential	62.8	63.4	0.5	No

TABLE IV.I-9
OFF-SITE CONSTRUCTION TRAFFIC NOISE IMPACTS – EXISTING PLUS CONSTRUCTION

Roadway Segment	Existing Land Uses Located Along Roadway Segment	Peak Hour Noise Level (dBA L_{eq})			
		Existing (A)	Existing Plus Project (B)	Project Increment (B-A)	Exceed Threshold?
Regal Pl n/o Cahuenga Blvd	Freeway On/Off Ramp	69.2	70.8	1.6	No
Regal Pl s/o Cahuenga Blvd	Commercial/ Single-Family Residential/Multi-Family Residential	62.2	64.1	1.9	No
Universal Hollywood Dr between Lankershim Blvd and Hilton Driveway	Hotel/Theme Park/ Commercial	70.4	71.6	1.2	No
Universal Hollywood Dr s/o Hilton Driveway	Hotel/Theme Park/ Commercial	65.2	67.9	2.7	No
Universal Studios Blvd between US-101 SB On Ramp and Cahuenga Blvd W	Commercial	66.0	66.2	0.2	No
Universal Studios Blvd between W.C. Fields Dr and US-101 SB On Ramp	Commercial	68.2	69.4	1.2	No
Universal Studios Blvd n/o W.C. Fields Dr	Commercial	64.2	64.4	0.2	No
US-101 NB Off Ramp e/o Lankershim Blvd	Freeway On/Off Ramp	69.7	70.0	0.3	No
US-101 NB/SB On/Off Ramp n/o Campo de Cahuenga Way	Freeway On/Off Ramp	71.0	71.2	0.2	No
US-101 NB/SB On/Off Ramp s/o Campo de Cahuenga Way	Freeway On/Off Ramp	67.3	67.7	0.5	No
US-101 SB On Ramp e/o Universal Studios Blvd	Freeway On/Off Ramp	66.9	67.4	0.5	No
W.C. Fields Dr between Universal Studios Blvd and Barham Blvd	Commercial/ Single-Family Residential/Open Space	67.9	68.3	0.3	No
W.C. Fields Dr w/o Universal Studios Blvd	Commercial/Hotel	66.5	69.6	3.1	No

SOURCE: ESA, 2022.

(b) Operational Noise Impacts

(i) On-Site Operational Noise

(a) Fixed Mechanical Equipment

(i) Off-Site Receptors

As part of the Project, new mechanical equipment (e.g., air conditioners, fans, and related equipment) would be located on the Project Site. Project mechanical equipment for the Hotel Expansion Building would be located within a mechanical room on the roof. Mechanical equipment for the Meeting Room Addition would also be located on the roof. Emergency generators would be located within an electrical room within the existing parking garage structure and would not contribute to noise levels due to their enclosed, underground location. In addition, these generators would only be used during required maintenance and testing or an emergency and are, therefore, exempt from the LAMC Noise Regulations (LAMC Section 112.04 b). As required in NOI-PDF-2 (Mechanical Equipment Noise), Project-related outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA in accordance with the City's Noise Regulations (Section 112.02 of the LAMC). Mechanical equipment compliance will be achieved through the use of quiet fans, duct silencers, parapets, enclosures, mufflers, or similar noise attenuation methods. According to the FHWA, noise barriers can provide noise level reductions of at least 10 dBA with dense concrete barriers providing reductions of up to 40 dBA.[57] Therefore, a noise level reduction of 15 dBA has been assumed due to Project implementation of Project Design Feature NOI-PDF-2 which includes enclosures and other forms of noise attenuation. **Table IV.I-10**, *Mechanical Equipment Noise Levels*, shows the estimated noise levels expected from the Hotel Expansion Building and Meeting Room Addition. As shown, the mechanical equipment noise levels would not result in an exceedance of the threshold for sensitive receptors at the Sheraton Hotel (R1). Receptors located at a further distance from the Project Site would experience even lower noise levels than those shown in Table IV.I-10. Therefore, impacts would also be less than significant at receptor locations R2 through R5. **As such, the Project would not result in the generation of ambient noise levels in the vicinity of the Project in excess of standards established by the City and noise impacts from mechanical equipment would be less than significant.**

[57] Federal Highway Administration, *Noise Barrier Design Handbook*, Section 3.4.2, https://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/design/design03.cfm. Accessed July 16, 2021.

TABLE IV.I-10
FIXED MECHANICAL EQUIPMENT NOISE LEVELS

Receptor Location	Existing Ambient Noise Levels[a] dBA (L_{eq})	Estimated Noise from Project Mechanical Equipment[b] dBA (L_{eq})	Ambient + Project Noise Levels, dBA (L_{eq})	NOI-PDF-2 Noise Reductions	Noise Level after NOI-PDF-2	Significance Threshold[c]	Exceedance over Significance Threshold	Significant Impact?
Sheraton Hotel (R1)	57.5	48.7	58.0	-15	43.0	62.5	0.0	No
Existing Hotel Building (R6)	57.5	63.8	64.8	-15	49.8	62.5	0.0	N/A

NOTES:

a The ambient noise level is based on the measured daytime and evening noise levels shown in Table IV.G-6, and the lower value (daytime or evening) is used for the purposes of impact determination.

b Exterior reference noise levels for air condenser units, fans, and related equipment, the primary sources of noise from fixed mechanical equipment, would be 81.9 dBA L_{eq} measured at a distance of 5 feet (based on noise data from large shopping center projects in Southern California). Refer to City of Moreno Valley, Moreno Valley Walmart Noise Impact Analysis, Table 9-1, Page 71, February 10, 2015; and City of Pomona, Pomona Ranch Plaza Walmart Expansion Project, Table 4.4-5, Pg. 4.4-33, August 2014. Assumes mechanical equipment noise generated by the closest source to each sensitive receptor.

c Significance thresholds are equivalent to the measured daytime or evening ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations.

SOURCE: ESA, 2023.

(ii) Existing Hotel Building

As required in NOI-PDF-2 (Mechanical Equipment Noise), Project-related outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA in accordance with the City's Noise Regulations (Section 112.02 of the LAMC). Mechanical equipment compliance would be achieved through the use of quiet fans, duct silencers, parapets, enclosures, mufflers, or similar noise attenuation methods. Table IV.I-10 shows the estimated noise levels expected from the Hotel Expansion Building and Meeting Room Addition. As shown, the mechanical equipment noise levels would not result in an exceedance of the threshold for receptors at the Existing Hotel Building (R6) with implementation of NOI-PDF-2.

(b) Outdoor Spaces

(i) Off-Site Receptors

As discussed in Chapter II, *Project Description*, of this Draft EIR, the Project would incorporate outdoor spaces and amenities, as well as common and private outdoor space and recreational amenities for use by Project hotel guests and employees. Although certain outdoor spaces are located on upper floors/rooftops, due to the height of the Sheraton Hotel and to ensure a conservative analysis, the outdoor space noise calculations do not account for the height when considering the distance of outdoor spaces to the Sheraton Hotel. Therefore, the noise levels at the proposed outdoor spaces are considered level with the Sheraton Hotel as a receptor rather than assuming any noise reduction that may occur due to the vertical offset height of the source compared to the receptor.

Listed below are the Project's proposed outdoor uses and the assumptions applied to the analysis. It is assumed that all outdoor spaces, including rooftop open spaces, would operate with various gathering and event uses (i.e., parties, receptions, etc.) from 6:00 A.M. to 11:00 P.M. typically, with potential gathering and event uses extending to 2:00 A.M. Therefore, these spaces are analyzed as having the potential for nighttime use (defined as between the hours of 10:00 P.M. and 7:00 A.M.). In addition to the active uses for specified spaces described below, these outdoor areas would support a variety of passive activities.

(a) North Plaza

As described in Chapter II, *Project Description*, of this Draft EIR, the existing motorcourt and porte cochere entryway to the Existing Ancillary Hotel Building and landscaping (collectively, the North Plaza) would be reconfigured and would include two courtyard areas. Although the main North Plaza courtyard area would be open for passive use only, the occupant load for the approximately 7,845-square-foot space has been conservatively estimated to be 1,069 people. It is assumed that this area would typically operate during nighttime hours until 11:00 P.M. The reconfigured North Plaza would also include a new yard directly north of the Meeting Room Addition. Although the new yard would be open for passive use only, the occupant load for the approximately 2,800-square-foot space

has been conservatively estimated to be 400 people. It is also assumed that this area would operate during nighttime hours.

(b) Pool Deck (Basement Level)

A pool deck would be located on the Basement Level of the Hotel Expansion Building and would feature a restaurant with an indoor/outdoor dining area, pool deck, and pool totaling approximately 13,076 square feet, with a maximum occupied area of approximately 10,281 square feet, and at a distance of approximately 350 feet from the Sheraton Hotel building façade. The occupant load for the outdoor area at the Basement Level is estimated at 685 people. It is assumed that this area would operate during nighttime hours (11:00 a.m. to 2:00 a.m., consistent with LAMC requirements) and would include amplified background music.

(c) Pool Deck (Rooftop/Level 18)

A pool deck would be located on rooftop of the Hotel Expansion Building at a distance of approximately 350 feet from the Sheraton Hotel building façade. The occupant load for the approximately 9,750-square-foot outdoor area, with a maximum occupied area of 5,395 square feet, is estimated at 360 people. It is assumed that this area would operate during nighttime hours (11:00 a.m. to 2:00 a.m., consistent with LAMC requirements) and would include amplified background music.

(d) Outdoor Noise

Table IV.I-11, *Estimated Outdoor Maximum Noise Levels (L_{eq}),* shows the estimated maximum noise levels from activities or events occurring within the Project's outdoor spaces at the Sheraton Hotel (R1) as the closest receptor. As indicated in Table IV.I-11, the estimated maximum noise levels from the Project's outdoor spaces would range from 59.8 dBA L_{eq} from the rooftop pool deck to 61.3 dBA L_{eq} from the main North Plaza. The main source of noise levels from all four outdoor spaces would be from the amplification of sound/music. Noise levels associated with all outdoor spaces would not exceed the threshold of a 5-dBA increase in ambient noise at receptor location R1 during daytime or nighttime hours. Composite noise levels of activities are described below. Receptors located at a further distance from the Project Site would experience even lower noise levels than those shown in Table IV.I-11, and impacts would be less than significant at receptor locations R2 through R5. **Therefore, the Project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by the City, and noise impacts from use of outdoor spaces would be less than significant.**

TABLE IV.I-11
ESTIMATED OUTDOOR MAXIMUM NOISE LEVELS (L_{EQ})

Outdoor/Event (primary noise source) [a]	Receptor Location	Estimated Outdoor Event Related Noise Levels Day, (L_{eq})	Estimated Outdoor Event Related Noise Levels Night, (L_{eq})	Existing Ambient Noise Levels, dBA (L_{eq})	Ambient + Project Noise Levels, dBA (L_{eq})	Significance Threshold, dBA (L_{eq})	Exceed Significance Threshold	Existing Ambient Noise Levels, dBA (L_{eq})	Ambient + Project Noise Levels, dBA (L_{eq})	Significance Threshold, dBA (L_{eq})	Exceed Significance Threshold
				Daytime				Nighttime			
Main North Plaza (1,069 people)	R1	56.3	56.3	59.6	61.3	64.6	No	57.5	60.0	62.5	No
	R6	57.9	57.9	59.6	61.8	64.6	N/A	57.5	60.7	62.5	N/A
North Plaza New Yard (400 people)	R1	40.5	40.5	59.6	59.7	64.6	No	57.5	57.6	62.5	No
	R6	39.6	39.6	59.6	59.6	64.6	N/A	57.5	57.6	62.5	N/A
Pool Deck Basement Level (685 people & amplified music)	R1	37.2	37.2	59.6	59.6	64.6	No	57.5	57.5	62.5	No
	R6	48.0	48.0	59.6	59.9	64.6	N/A	57.5	58.0	62.5	N/A
Pool Deck Rooftop (360 people & amplified music)	R1	47.1	47.1	59.6	59.8	64.6	No	57.5	57.9	62.5	No
	R6	55.7	55.7	59.6	61.1	64.6	N/A	57.5	59.7	62.5	N/A

[a] A speaker volume of 80 dBA at 25 feet from the speaker has been assumed for the North Plaza and both Pool Decks.

[b] Noise shielding is assumed to provide a 20-dBA reduction at the Pool Deck on the Basement Level from the hotel building and existing parking garage.

[c] Noise shielding is assumed to provide a 10-dBA reduction at the Pool Deck Rooftop from the hotel building.

SOURCE: ESA, 2023.

(ii) Existing Hotel Building

Table IV.I-11 shows the estimated maximum noise levels from activities or events occurring within the Project's outdoor spaces at the Existing Hotel Building (R6) as the closest receptor. As indicated in Table IV.I-11, the estimated maximum noise levels from the Project's outdoor spaces would range from 57.6 dBA L_{eq} to 61.8 dBA L_{eq} from the North Plaza. The main source of noise levels from all four outdoor spaces (North Plaza, South Plaza, Basement Level Pool, and Rooftop Pool) would be from the amplification of sound/music. Noise levels associated with all outdoor spaces would not exceed the threshold of a 5-dBA increase in ambient noise at receptor location R6 during daytime or nighttime hours. Composite noise levels of activities are described below.

(c) Parking Facilities

As discussed in Chapter II, *Project Description*, of the Draft EIR, the Project proposes a horizontal and vertical expansion of the existing parking garage and surface parking along the existing service road on the east side of the Project Site, along the eastern and northern edges of the North Plaza, and along the western boundary of the Project Site (127 spaces, 570 feet from the Sheraton Hotel). The surface parking spaces along the existing service road on the east would be shielded from the Sheraton Hotel by the existing Hotel buildings. The intervening Existing Hotel Building and Existing Ancillary Hotel Building would block noise occurring from vehicles during operations on the east side of the Project Site using the service road. These large intervening structures can reduce noise by 20 to 25 dBA.[58] Therefore, Project impacts associated with the service road parking would be less than significant and are not assessed further. For the purpose of providing a conservative analysis, the noise level that would be generated from vehicles entering and exiting the Project's Meeting Room Addition and parking garage, as well as the noise level from surface parking in the North Plaza and along the western boundary of the Project Site, have been estimated based on the number of peak hour trips that would be generated by the Project. The methodology recommended by FTA for the general assessment of parking facility noise sources is discussed in the Methodology Section.

Sources of noise within the parking structures would primarily include vehicular movements and engine noise, doors opening and closing, and intermittent car alarms. Since the parking levels would be fully enclosed on all sides, noise generated within the parking structures would be effectively shielded from off-site sensitive receptor locations in the immediate vicinity of the Project Site. However, for the purpose of providing a conservative analysis, parking facility noise has been estimated based on the number of peak hour trips generated by the Project. The estimated noise levels at the Sheraton Hotel from the parking garage and surface parking in the North Plaza and along the western boundary of the Project Site would be 41 dBA L_{eq} at the Sheraton Hotel (R1) and 35 dBA L_{eq} at the Existing Hotel Building (R6), which would be below the existing ambient noise

58 FHWA, Noise Barrier Design Handbook, Chapter 3, https://www.fhwa.dot.gov/Environment/noise/noise_barriers/design_construction/design/design03.cfm, accessed December 2022.

levels. As such, the estimated noise levels would not exceed the significance thresholds at R1 or R6. Receptors located at a further distance from the Project Site would experience even lower noise levels than those shown in Table IV.I-11, and impacts would be less than significant at receptor locations R2 through R5. **As such, the Project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by the City, and impacts from parking structure noise would be less than significant.**

(ii) Off-site Project Traffic

(a) Existing Plus Project Conditions

Existing roadway noise levels were calculated along various roadway segments near the Project Site. Roadway noise attributable to Project development was calculated using the traffic noise model previously described and was compared to baseline noise levels that would occur under the "No Project" condition.

Project impacts are shown in **Table IV.I-12**, *Off-Site Traffic Noise Impacts – Existing Plus Project Conditions.* As indicated, the maximum increase in Project-related traffic noise levels over existing traffic noise levels would be 0.5 dBA CNEL, which would occur along Universal Hollywood Drive between Lankershim Boulevard and the Project Driveway. This increase in noise level would be below the threshold of a 5-dBA CNEL increase in existing traffic noise levels, and the increase in sound level would be lower at the remaining roadway segments analyzed. **Therefore, the Project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by the City, and Project-related traffic noise increases would be less than significant**.

(b) Future (2027) Plus Project Conditions

Future (2027) roadway noise levels were calculated along various roadway segments near the Project Site. Roadway noise attributable to Project development was calculated using the traffic noise model previously described and was compared to baseline noise levels that would occur under the "No Project" condition.

Project impacts are shown in **Table IV.I-13**, *Off-Site Traffic Noise Impacts – Future (2027) Plus Project Conditions.* As indicated, the maximum increase in Project-related traffic noise levels over existing traffic noise levels would be 0.5 dBA CNEL, which would occur along W.C. Fields Drive between Universal Studios Blvd and Barham Blvd. This increase in noise level would be below the threshold of a 5-dBA CNEL increase in Future No Project traffic noise levels, and the increase in sound level would be lower at the remaining roadway segments analyzed. **Therefore, the Project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by the City, and Project-related traffic noise increases would be less than significant**.

TABLE IV.I-12
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

		CNEL (dBA)			
Roadway Segment	**Existing Land Uses Located Along Roadway Segment**	**Existing (A)**	**Existing Plus Project (B)**	**Project Increment (B-A)**	**Exceed Threshold?**
Barham Blvd n/o Cahuenga Blvd E	Single-Family Residential/Multi-Family Residential	75.8	75.8	0.0	No
Barham Blvd s/o Cahuenga Blvd E	Commercial	73.8	73.8	0.0	No
Cahuenga Blvd between Lankershim Blvd and Regal Pl	Commercial	74.1	74.1	0.0	No
Cahuenga Blvd between Regal Pl and Universal Studios Blvd	Commercial/Religious	72.9	72.9	0.0	No
Cahuenga Blvd E e/o Barham Blvd	Single-Family Residential	72.8	72.8	0.0	No
Cahuenga Blvd W e/o Universal Studios Blvd	Commercial/Educational	70.7	70.7	0.0	No
Cahuenga Blvd w/o Lankershim Blvd	Commercial/Hotel	72.1	72.1	0.0	No
Campo de Cahuenga Way between Metro Driveway and Lankershim Blvd	Public Transit	67.9	68.1	0.2	No
Campo de Cahuenga Way between US-101 NB/SB On/Off Ramp and Metro Driveway	Freeway Underpass	68.4	68.5	0.2	No
Campo de Cahuenga Way w/o US-101 NB/SB On/Off Ramp	Commercial/Single-Family Residential	68.2	68.3	0.1	No
Lankershim Blvd between Universal Hollywood Dr and US-101 NB Off Ramp	Commercial	71.0	71.1	0.1	No
Lankershim Blvd between US-101 NB Off Ramp and Cahuenga Blvd	Commercial	70.2	70.2	0.1	No
Lankershim Blvd n/o Universal Hollywood Dr	Commercial/Multi-family Residential	72.5	72.5	0.1	No
Lankershim Blvd s/o Cahuenga Blvd	Commercial/Single-Family Residential	63.1	63.1	0.0	No

TABLE IV.I-12
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING PLUS PROJECT CONDITIONS

Roadway Segment	Existing Land Uses Located Along Roadway Segment	CNEL (dBA) Existing (A)	Existing Plus Project (B)	Project Increment (B-A)	Exceed Threshold?
Regal Pl n/o Cahuenga Blvd	Freeway On/Off Ramp	69.5	69.6	0.1	No
Regal Pl s/o Cahuenga Blvd	Commercial/Single-Family Residential/Multi-Family Residential	62.5	62.5	0.0	No
Universal Hollywood Dr between Lankershim Blvd and Hilton Driveway	Hotel/Theme Park/Commercial	70.7	71.2	0.5	No
Universal Hollywood Dr s/o Hilton Driveway	Hotel/Theme Park/Commercial	65.5	65.8	0.3	No
Universal Studios Blvd between US-101 SB On Ramp and Cahuenga Blvd W	Commercial	66.3	66.4	0.1	No
Universal Studios Blvd between W.C. Fields Dr and US-101 SB On Ramp	Commercial	68.5	68.6	0.1	No
Universal Studios Blvd n/o W.C. Fields Dr	Commercial	64.5	64.5	0.0	No
US-101 NB Off Ramp e/o Lankershim Blvd	Freeway On/Off Ramp	70.0	70.1	0.1	No
US-101 NB/SB On/Off Ramp n/o Campo de Cahuenga Way	Freeway On/Off Ramp	71.3	71.4	0.1	No
US-101 NB/SB On/Off Ramp s/o Campo de Cahuenga Way	Freeway On/Off Ramp	67.6	67.6	0.0	No
US-101 SB On Ramp e/o Universal Studios Blvd	Freeway On/Off Ramp	67.2	67.4	0.2	No
W.C. Fields Dr between Universal Studios Blvd and Barham Blvd	Commercial/Single-Family Residential/Open Space	68.2	68.4	0.2	No
W.C. Fields Dr w/o Universal Studios Blvd	Commercial/Hotel	66.8	67.4	0.6	No

SOURCE: ESA, 2023.

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE (2027) PLUS PROJECT CONDITIONS

Roadway Segment	Existing Land Uses Located Along Roadway Segment	CNEL (dBA)			
		Future (2027) Baseline (A)	Future (2027) Plus Project (B)	Project Increment (B-A)	Exceed Threshold?
Barham Blvd n/o Cahuenga Blvd E	Single-Family Residential/Multi-Family Residential	76.2	76.2	0.0	No
Barham Blvd s/o Cahuenga Blvd E	Commercial	74.2	74.2	0.0	No
Cahuenga Blvd between Lankershim Blvd and Regal Pl	Commercial	74.7	74.7	0.0	No
Cahuenga Blvd between Regal Pl and Universal Studios Blvd	Commercial/Religious	73.5	73.5	0.0	No
Cahuenga Blvd E e/o Barham Blvd	Single-Family Residential	73.2	73.2	0.0	No
Cahuenga Blvd W e/o Universal Studios Blvd	Commercial/Educational	71.7	71.5	-0.3	No
Cahuenga Blvd w/o Lankershim Blvd	Commercial/Hotel	72.6	72.6	0.0	No
Campo de Cahuenga Way between Metro Driveway and Lankershim Blvd	Public Transit	69.3	69.4	0.1	No
Campo de Cahuenga Way between US-101 NB/SB On/Off Ramp and Metro Driveway	Freeway Underpass	69.6	69.7	0.1	No
Campo de Cahuenga Way w/o US-101 NB/SB On/Off Ramp	Commercial/Single-Family Residential	68.9	69.0	0.0	No
Lankershim Blvd between Universal Hollywood Dr and US-101 NB Off Ramp	Commercial	72.0	72.1	0.1	No
Lankershim Blvd between US-101 NB Off Ramp and Cahuenga Blvd	Commercial	70.9	70.9	0.0	No
Lankershim Blvd n/o Universal Hollywood Dr	Commercial/Multi-family Residential	73.3	73.4	0.0	No
Lankershim Blvd s/o Cahuenga Blvd	Commercial/Single-Family Residential	63.7	63.7	0.0	No

TABLE IV.I-13
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE (2027) PLUS PROJECT CONDITIONS

Roadway Segment	Existing Land Uses Located Along Roadway Segment	CNEL (dBA)			
		Future (2027) Baseline (A)	Future (2027) Plus Project (B)	Project Increment (B-A)	Exceed Threshold?
Regal Pl n/o Cahuenga Blvd	Freeway On/Off Ramp	70.0	70.1	0.1	No
Regal Pl s/o Cahuenga Blvd	Commercial/Single-Family Residential/Multi-Family Residential	63.2	63.2	0.0	No
Universal Hollywood Dr between Lankershim Blvd and Hilton Driveway	Hotel/Theme Park/Commercial	72.2	72.6	0.4	No
Universal Hollywood Dr s/o Hilton Driveway	Hotel/Theme Park/Commercial	68.5	68.6	0.2	No
Universal Studios Blvd between US-101 SB On Ramp and Cahuenga Blvd W	Commercial	67.1	66.4	-0.7	No
Universal Studios Blvd between W.C. Fields Dr and US-101 SB On Ramp	Commercial	69.6	69.7	0.1	No
Universal Studios Blvd n/o W.C. Fields Dr	Commercial	65.7	65.7	0.0	No
US-101 NB Off Ramp e/o Lankershim Blvd	Freeway On/Off Ramp	71.6	71.6	0.1	No
US-101 NB/SB On/Off Ramp n/o Campo de Cahuenga Way	Freeway On/Off Ramp	72.2	72.3	0.1	No
US-101 NB/SB On/Off Ramp s/o Campo de Cahuenga Way	Freeway On/Off Ramp	67.9	67.9	0.0	No
US-101 SB On Ramp e/o Universal Studios Blvd	Freeway On/Off Ramp	68.9	69.0	0.1	No
W.C. Fields Dr between Universal Studios Blvd and Barham Blvd	Commercial/Single-Family Residential/Open Space	68.5	68.6	0.2	No
W.C. Fields Dr w/o Universal Studios Blvd	Commercial/Hotel	67.1	67.7	0.6	No

SOURCE: ESA, 2023.

(iii) Composite Noise Level Impacts from On-Site Project Operations/Activities

(a) Off-Site Receptors

An evaluation of the combined noise from the Project's various noise sources (i.e., composite noise level) was conducted to conservatively ascertain the potential maximum Project-related noise level increase that may occur at the Sheraton Hotel (R1). Receptor locations R2 through R5 are all located at a greater distance from the Project Site and would experience lower noise levels than at R1. On-site noise sources associated with the Project would include fixed mechanical equipment, outdoor spaces, surface parking, and parking structure. As discussed above, the proposed emergency generator would be located within a parking level that would be completely enclosed. However, potential noise from an emergency generator is included in the overall composite noise level as a conservative estimate of all potential noise sources.

Table IV.I-14, *Composite Noise Levels from Project Operations*, shows combined Project operational noise level at the Sheraton Hotel. This analysis conservatively assumes that the Project's operational noise sources would generate maximum noise levels simultaneously. As shown in Table IV.I-14, relative to the existing noise environment, the Project would not exceed the 5-dBA over ambient level threshold during daytime or nighttime hours at the Sheraton Hotel. Receptors located at a further distance from the Project Site would experience even lower noise levels than those shown in Table IV.I-14 and impacts would be less than significant at receptor locations R2 through R5. **Therefore, the Project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by the City, and the Project's operational composite noise would be less than significant.**

(b) Existing Hotel Building

The Existing Hotel Building is not considered a sensitive receptor because it is located on the Project Site and is a part of the Project (e.g., the Project proposes improvements to the existing uses on the Project Site). However, for informational purposes only, the Existing Hotel Building (R6) was analyzed as a receptor because the Hotel would remain operational during Project construction. An evaluation of the combined noise from the Project's various noise sources (i.e., composite noise level) was conducted to conservatively ascertain the potential maximum Project-related noise level increase that may occur at the Existing Hotel Building (R6). On-site noise sources associated with the Project would include the same sources as listed above for off-site receptors.

Table IV.I-15 shows combined Project operational noise level at the Existing Hotel Building. This analysis conservatively assumes that the Project's operational noise sources would generate maximum noise levels simultaneously. As shown in Table IV.I-15, relative to the existing noise environment, the Project would not exceed the 5-dBA over ambient level threshold during daytime or nighttime hours at the Existing Hotel Building.

TABLE IV.I-14
COMPOSITE NOISE LEVELS FROM PROJECT OPERATION

	Daytime Noise Levels, dBA L_{eq}	Nighttime Noise Levels, dBA, L_{eq}	Daytime Noise Levels, dBA L_{eq}	Nighttime Noise Levels, dBA, L_{eq}
Operational Noise Sources	**R1 (Sheraton Hotel)**		**R6 (Existing Hotel Building)**	
Existing (Ambient) Noise Level (A)	**59.6**	**57.5**	**59.6**	**57.5**
Project Composite Noise Sources				
Fixed Mechanical Equipment	48.7	48.7	49.8	49.8
Emergency Generators	36.7	36.7	44.3	44.3
North Plaza (Main)	56.3	56.3	57.9	57.9
North Plaza (New Yard)	40.5	40.5	39.6	39.6
Pool Deck (Basement Level)	37.1	37.1	48.0	48.0
Pool Deck (Rooftop)	47.1	47.1	55.7	55.7
Parking	40.5	40.5	35.2	35.2
Project Composite Noise Level (B)	**57.4**	**57.4**	**60.7**	**60.7**
Existing Plus Project Composite Noise Level	**61.7**	**60.5**	**63.2**	**62.4**
Project Increment (C-A)	2.1	3.0	3.6	4.9
Exceeds Threshold?	No	No	N/A	N/A

SOURCE: ESA, 2023.

(2) Mitigation Measures

(a) Construction

The following mitigation measures would reduce on-site construction-related noise levels:

NOI-MM-1: **Noise Barriers.** The Project shall provide a temporary 20-foot-tall construction noise barrier equipped with noise blankets or equivalent noise reduction materials rated to achieve sound level reductions of at least 15 dBA along the western boundary of the Hilton Property from the start of demolition through the completion of architectural coating activities. The barrier shall be placed on top of the Project parking structure at the same level as the existing Project building entrance.

NOI-MM-2: **Construction Equipment Noise Shielding and Muffling Devices.** Contractors shall ensure that all construction equipment, fixed or mobile, are equipped with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' specifications. The construction contractor

shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications. The contractor shall use muffler systems that provide a minimum reduction of 8 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels. The contractor shall also keep documentation on-site prepared by a noise consultant verifying compliance with this measure.

(b) Operation

Impacts regarding the Project's operational noise were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

(a) Construction – Noise

(i) On-Site Construction Noise

(a) Off-Site Receptors

Construction noise levels with implementation of mitigation measures are shown in **Table IV.I-15**, *Estimate of Mitigated Construction Noise Levels at Sensitive Receptors*. Mitigation Measure NOI-MM-1 would provide at least a 15-dBA noise reduction at two levels of the Sheraton Hotel guest rooms (R1), the fourth level that is located at the same elevation as the existing building entrance of the Project Site, as well as the next level above that (fifth level). All levels of the Sheraton Hotel located below the Plaza level of the Project Site (fifth level and below) would be shielded from construction noise due to the difference in elevation between the Sheraton Hotel and the Project Site blocking the line-of-sight to the construction activities and would not be impacted by Project construction activities. As described above, construction noise impacts would be less than significant for receptor location R2 without implementation of a noise barrier due to the receptor's distance from the Project Site and difference in elevation. Receptor locations R1 (levels 6 through 17) and R3 through R5 would not benefit from implementation of a noise barrier because the receptors are at a higher elevation than the Project Site and would have a direct line-of-sight to the construction area (R3 through R5). Therefore, noise barrier reductions are not taken for receptor locations R1 (Levels 6 through 17) through R5. Implementation of Mitigation Measure NOI-MM-2 requires that construction equipment be equipped with noise mufflers. Absorptive mufflers are generally considered commercially available, state-of-the-art noise reduction for heavy duty equipment.[59] Mitigation Measure NOI-MM-2 requires that muffler systems provide a minimum reduction of 8 dBA compared to the same equipment without an installed muffler system. [60]

[59] United Muffler Corp, https://www.unitedmuffler.com/. Accessed October 2022.

[60] According to FHWA, use of adequate mufflers systems can achieve reductions in noise levels of up to 10 dBA. Federal Highway Administration. Special Report – Measurement, Prediction, and Mitigation: Chapter 4 Mitigation. https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed October 2022.

Mitigation Measure NOI-MM-2 would result in noise level reductions at all sensitive receptor locations. Implementation of Mitigation Measure NOI-MM-1 would reduce impacts for the fourth and fifth levels of the Sheraton Hotel (R1), where the noise barrier would completely block the line-of-sight of construction equipment on the Project Site. The precise number of upper floors impacted by on-site Project construction activities would vary based on the location of construction activity and final barrier placement. It is estimated that the lower five levels of the Sheraton Hotel, at a minimum, would have their line-of-sight of construction equipment on the Project Site completely blocked by the noise barrier, which, with a minimum reduction of 23 dBA, would reduce construction noise levels at the lower levels below the significance threshold. Receptor locations R3 through R5 would also be below the significance threshold with implementation of Mitigation Measure NOI-MM-2. In addition, while impacts for receptor location R2 would be less than significant without mitigation, Mitigation Measure NOI-MM-2 would further reduce construction noise impacts at receptor location R2. For Levels 6 through 17 of the Sheraton Hotel, although a noise barrier would be ineffective, Mitigation Measure NOI-MM-2 would provide a reduction of 8 dBA. However, Project construction noise would not be reduced to less than significant when construction phases overlap. As noted above, overlapping construction phases are implemented to reduce the total number of construction days, reducing the length of time construction impacts would occur. It is not feasible to install noise barriers with height sufficient block the line-of-sight for all noise-sensitive receptors located at higher elevations receptor locations R1 (levels 6 through 17) and R3 through R5] due to barrier foundation and wind load restrictions. Due to the dynamic nature of construction, mobile barriers and mobile barrier heights above what is implemented under Mitigation Measure NOI-MM-1 would not be feasible and could pose a safety risk to workers. There are no additional feasible measures that would reduce on-site construction noise impacts to a less-than-significant level, and no other technically feasible measures are available as defined in Section 112.05 of the LAMC. Therefore, the Project's on-site construction activities, although temporary, would be significant and unavoidable at the adjacent Sheraton Hotel (R1). Impacts at receptor locations R3, R4, and R5 would be reduced to less-than-significant levels with implementation of Mitigation Measure NOI-MM-2.

TABLE IV.I-15
ESTIMATE OF MITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

Construction Phases	R1 (Sheraton Upper Levels)[a]	R1 (Sheraton Lower Levels)[b]	R2[c]	R3	R4	R5	R6 (On-Site)
Hotel Expansion Building and Meeting Room Addition (Hotel)							
Demolition	67.1	52.1	26.8	39.8	42.1	39.0	70.3
Site Preparation	62.7	47.7	21.4	34.4	37.1	33.9	66.1
Grading/Excavation	64.2	49.2	24.1	37.2	39.3	36.3	67.3

TABLE IV.I-15
ESTIMATE OF MITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

Construction Phases	R1 (Sheraton Upper Levels)[a]	R1 (Sheraton Lower Levels)[b]	R2[c]	R3	R4	R5	R6 (On-Site)
Trenching	67.3	52.3	26.1	39.2	41.8	38.6	70.7
Foundations	71.3	56.3	33.7	44.0	46.3	43.2	75.7
Building Construction – Hotel	67.6	52.6	27.1	40.1	42.6	39.4	70.9
Paving	66.9	51.9	26.8	39.9	42.2	39.0	70.1
Architectural Coating	58.0	43.0	23.9	30.7	33.2	30.0	70.1
Parking Garage (Garage)							
Demolition	66.5	51.5	24.7	38.2	41.2	38.3	54.0
Grading/Excavation	65.3	50.3	27.0	40.1	42.9	40.1	55.1
Foundations	62.9	47.9	22.8	36.0	39.0	36.1	51.5
Building Construction	65.0	50.0	24.1	37.5	40.5	37.6	53.2
Paving	64.9	49.9	24.1	37.5	40.5	37.6	53.0
Architectural Coating	57.1	42.1	14.8	28.4	31.5	28.5	44.4
Overlapping Phases							
Demo (Hotel) + Demo (Garage)	69.9	54.9	43.8	57.1	59.7	56.7	70.4
Demo (Hotel) + Grading (Garage)	69.3	54.3	44.9	58.0	60.5	57.6	70.4
Site Prep (Hotel) + Grading (Garage)	67.2	52.2	43.1	56.1	58.9	56.0	66.4
Grading (Hotel) + Trenching (Hotel) + Grading (Garage)	70.6	55.6	45.7	58.8	61.4	58.4	72.4
Grading (Hotel) + Trenching (Hotel) + Grading (Garage) + Foundations (Garage)	71.3	56.3	46.3	59.4	62.1	59.1	72.4
Grading (Hotel) + Trenching (Hotel) + Foundations (Garage)	70.0	55.0	44.3	57.4	60.0	56.9	72.4
Foundations (Hotel) + Paving (Hotel) + Building Construction (Garage)	73.3	58.3	49.9	61.1	63.5	60.4	76.8
Building Construction (Hotel) + Building Construction (Garage) + Arch Coating (Garage)	69.8	54.8	44.0	57.2	59.9	56.8	71.0
Building Construction (Hotel) + Paving (Garage)	69.5	54.5	43.9	57.0	59.6	56.6	71.0
Maximum Noise Level	**73.3**	**58.3**	**49.9**	**61.1**	**63.5**	**60.4**	76.8

TABLE IV.I-15
ESTIMATE OF MITIGATED CONSTRUCTION NOISE LEVELS AT SENSITIVE RECEPTORS

Construction Phases	R1 (Sheraton Upper Levels)[a]	R1 (Sheraton Lower Levels)[b]	R2[c]	R3	R4	R5	R6 (On-Site)
Ambient Noise Level (dBA)	59.6	59.6	57.7	62.1	63.0	61.9	59.6
Threshold (Ambient + 5 dBA)[d]	64.6	64.6	62.7	67.1	68.0	66.9	64.6
Exceeds Threshold?[e]	**Yes**	No	No	No	No	No	**N/A**

[a] Upper levels are defined as Levels 6 through 17.

[b] Lower levels are defined as Levels 1 through 5.

[c] Impacts to receptor R2 are less than significant without mitigation.

[d] Significance Thresholds are the measured daytime noise levels shown in Table IV.I-4 plus 5 dBA Leq.

[e] Threshold exceedances are shaded grey.

SOURCE: ESA, 2022

(b) Existing Hotel Building

Mitigation is only required for potentially significant impacts under CEQA; however, the application of mitigation measures to guests of the Existing Hotel Building on the Project Site is discussed below for informational purposes. Construction noise levels with implementation of mitigation measures are shown in Table IV.I-16 below. Mitigation Measure NOI-MM-1 would not provide a noise reduction at the Existing Hotel Building because this existing building is located on the Project Site, construction of the Project would occur on all sides of the Existing Hotel Building, and the Existing Hotel Building stands at a height of approximately 258 feet. The proposed Hotel Expansion Building would reach a height of approximately 222 feet. The efficacy of noise barriers is limited to the height relative to the receptor and barriers can achieve a 5 dBA reduction when tall enough to break the line of sight from the receptor.[61] Therefore, noise barrier reductions are not taken for R6. Implementation of Mitigation Measure NOI-MM-2 requires that construction equipment be equipped with noise mufflers. Absorptive mufflers are generally considered commercially available, state-of-the-art noise reduction for heavy duty equipment.[62] Mitigation Measure NOI-MM-2 requires that muffler systems provide a minimum reduction of 8 dBA compared to the same equipment without an installed muffler

61 FHWA. 2017. Highway Traffic Noise Analysis and Abatement Policy and Guidance. Highway Traffic Noise Abatement - Polguide - Regulations And Guidance - Noise - EnvironMent - FHWA (dot.gov) Accessed May 2023.

62 United Muffler Corp, https://www.unitedmuffler.com/. Accessed October 2022.

system.[63] Mitigation Measure NOI-MM-2 would result in noise level reductions at all receptor locations. Project construction noise would be greater than the ambient noise level plus 5 dBA at R6.

(ii) Off-Site Construction Traffic Noise

Noise impacts from construction vehicles traveling off-site were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

(b) Operational Noise

Impacts regarding the Project's operational noise were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold b) Would the project result in generation of excessive groundborne vibration or groundborne noise?

(1) Impact Analysis

(a) Structural Damage

(i) Construction

(a) Off-Site Receptors

Construction activities at the Project Site have the potential to generate varying levels of groundborne vibration, depending on the construction procedures and the construction equipment used (e.g., vibratory pile driver, backhoe, dozer, drill rig, bulldozer, jackhammer, and haul trucks). The PPV vibration velocities for several types of construction equipment measured at increasing distances are identified in **Table IV.I-16**, *Construction Vibration Impacts – Structural Damage*. Table IV.I-16 provides the estimated vibration velocity levels at the nearest off-site structures to the Project Site, which include the Sheraton Hotel Parking Garage and the Sheraton Hotel. All other buildings in the area would be located at greater distances from the Project Site and would experience lower vibration velocities from on-site construction activity. It is assumed that both structures are constructed of reinforced-concrete, steel, or timber construction, which is Building Category I (see Table IV.I-1) with a significance threshold of 0.5 in/sec PPV. As a worst case analysis, it has been conservatively assumed that a vibratory pile driver would be required for construction of the Hotel Expansion Building. The distance of potential pile driver use has been measured from the location of the Hotel Expansion Building to the nearest affected structures, including the Sheraton parking garage approximately 30 feet

63 According to FHWA, use of adequate mufflers systems can achieve reductions in noise levels of up to 10 dBA. Federal Highway Administration. Special Report – Measurement, Prediction, and Mitigation: Chapter 4 Mitigation. https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed October 2022.

from pile driver activity and the Sheraton Hotel approximately 200 feet from pile driver activity. The distance of vibratory equipment, except for pile drivers, has been measured to the Project Site boundary (the nearest point of potential equipment activity to the receptor). As indicated in Table IV.I-16, the estimated vibration velocity levels from construction equipment would not exceed the significance threshold of 0.5 in/sec PPV at either the Sheraton parking garage or the Sheraton Hotel as the two closest structures. **Therefore, the Project would not result in the generation of excessive groundborne vibration, and vibration impacts associated with structural damage from on-site construction activities would be less than significant.**

(b) Existing Hotel Building

Table IV.I-16 also provides the estimated vibration velocity levels at the on-site Existing Hotel Building. It is assumed the structure is constructed of reinforced-concrete, steel, or timber construction, which is Building Category I (see Table IV.I-1) with a significance threshold of 0.5 in/sec PPV. As a worst case analysis, it has been conservatively assumed that a vibratory pile driver would be required for construction of the Hotel Expansion Building. The distance of potential pile driver use has been measured from the location of the Hotel Expansion Building to the Existing Hotel Building, which is approximately 40 feet from pile driver activity. The distance of vibratory equipment has been measured to the Project Site boundary (the nearest point of potential equipment activity to the receptor). As indicated in Table IV.I-16, the estimated vibration velocity levels from construction equipment would not exceed the significance threshold of 0.5 in/sec PPV at the Existing Hotel Building.

(ii) Operation

Project operation would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. Groundborne vibration generated by each of the above-mentioned activities would generate approximately up to 0.005 in/sec PPV adjacent to the Project Site.[64] The potential vibration levels from all Project operational sources at the closest existing sensitive receptor locations would be less than the significance threshold of 0.5 in/sec PPV for potential Category I building damage. **As such, the Project would not result in the generation of excessive groundborne vibration, and vibration impacts associated with operation of the Project would be less than significant**.

64 This vibration estimate is based on data presented in the USDOT Federal Transit Administration, 2006; which are included in Appendix I of this Draft EIR.

TABLE IV.I-16
CONSTRUCTION VIBRATION IMPACTS – STRUCTURAL DAMAGE

Off-Site Structure[a]	Distance to Source	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Source of Vibration (in/sec PPV) [b]						Significance Threshold[c]	Exceeds Significance Thresholds?
		Vibratory Pile Driver	Large Bulldozer	Drill Rig	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Levels	*25 feet*	*0.170*	*0.089*	*0.089*	*0.076*	*0.035*	*0.003*	--	--
Sheraton Parking Garage	30 feet	0.129 [d]	0.068	0.068	0.058	0.027	0.002	0.5	No
Sheraton Hotel	200 feet	0.0.008 [d]	0.004	0.004	0.003	0.002	0.000	0.5	No
Existing Hotel Building	40 feet	0.084	0.044	0.044	0.038	0.017	0.001	0.5	N/A

[a] Represents off-site building structures located nearest the Project Site.

[b] Vibration level calculated based on FTA reference vibration level at 25-foot reference distance.

[c] FTA criteria for reinforced-concrete, steel, or timber (no plaster) structures (0.5 in/sec PPV).

[d] It is assumed that vibratory piling driving would occur for the construction of the Hotel Expansion Building. The distances of the Hotel Expansion Building to the Sheraton Parking Garage and the Sheraton Hotel building are approximately 30 feet and 200 feet, respectively.

SOURCE: FTA, Transit Noise and Vibration Impact Assessment; ESA, 2023.

(b) Human Annoyance

(i) Construction

(a) Off-Site Receptors

With respect to human annoyance, the FTA's *Transit Noise and Vibration Impact Assessment* identifies Category 2 uses, or buildings where people normally sleep (i.e., the Sheraton Hotel) as sensitive receptors. As discussed above, per FTA guidance, the significance criteria for human annoyance is 72 VdB for Category 2 uses for frequent events, assuming a minimum of 70 vibration events occurring during a typical construction day. **Table IV.I-17,** *Construction Vibration Impacts – Human Annoyance,* provides the estimated vibration levels at the Sheraton Hotel due to construction equipment operation and compares the estimated vibration levels to the specified significance criteria for human annoyance. The distance of vibratory equipment, except for pile drivers, has been measured to the Project Site boundary (the nearest point of potential equipment activity to the receptor). As a worst-case analysis, it has been conservatively assumed that a vibratory pile driver would be required for the construction of the Hotel Expansion Building. The distance of potential pile driver use has been measured from the location of the Hotel Expansion Building to the Sheraton Hotel building. As indicated in Table IV.I-17, the estimated groundborne vibration levels from construction equipment would not exceed the significance criteria for human annoyance at the Sheraton Hotel building. As described above, the detached Sheraton Hotel parking garage is not considered a sensitive use with respect to human annoyance. **Therefore, the Project would not result in the generation of excessive groundborne vibration, and vibration impacts with respect to human annoyance resulting from temporary vibration from construction equipment would be less than significant.**

As described above, construction trucks would travel on southbound US-101 would exit onto Cahuenga Boulevard, travel north on Lankershim Boulevard, and then east on Universal Hollywood Drive to the Project Site. Trucks traveling to the Project Site on northbound US-101 would exit Universal Studios Boulevard and travel northwest on W.C. Fields Drive to Hotel Drive to the Project Site. The vibration generated by a typical heavy-duty truck could reach up to approximately 75 VdB at a distance of 50 feet, exceeding the human annoyance threshold of 72 VdB for residential uses, when roads are rough, geologic conditions promoting efficient vibration propagation, or when vehicles have stiff suspension systems.[65] There are no sensitive uses along the haul routes that would be located closer than 50 feet from the roadway. **Therefore, the Project would not result in the generation of excessive groundborne vibration, and vibration impacts to any vibration sensitive receptors, including the adjacent Sheraton Hotel, with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks traveling along the local roadway network, would be less than significant.**

65 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018, Figure 5-4.

TABLE IV.I-17
CONSTRUCTION VIBRATION IMPACTS – HUMAN ANNOYANCE

Off-Site Structure[a]	Distance to Source	Estimated Vibration Velocity Levels at the Sheraton Hotel from the Project Construction Equipment (VdB) [b]						Significance Threshold[c]	Exceed Significance Thresholds?
		Vibratory Pile Driver	Large Bulldozer	Drill Rig	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Levels	*25*	*92.6*	*86.9*	*86.9*	*85.6*	*78.8*	*57.5*	--	--
Sheraton Hotel	200	65.5 [d]	59.9	59.9	58.5	51.7	30.4	72	No
Existing Hotel Building	40	86.4	80.8	80.8	79.5	72.7	51.4	72	**N/A**

[a] Represents off-site building structures located nearest to the Project Site

[b] Vibration level calculated based on FTA reference vibration level at 25-foot reference distance.

[c] FTA criteria for residences or buildings where people normally sleep (72 VdB).

[d] It is assumed that vibratory piling driving would occur for the construction of the Hotel Expansion Building. The distance of the Hotel Expansion Building to the Sheraton Hotel building is approximately 200 feet.

SOURCE: FTA, Transit Noise and Vibration Impact Assessment, 2018; ESA, 2023.

(b) Existing Hotel Building

Table IV.I-17 provides the estimated vibration levels at the Existing Hotel Building due to construction equipment operation and compares the estimated vibration levels to the specified significance criteria for human annoyance. The distance of vibratory equipment, has been measured from the Hotel Expansion Building to the Existing Hotel Building (the nearest point of potential equipment activity to the receptor). As a worst case analysis, it has been conservatively assumed that a vibratory pile driver would be required for the construction of the Hotel Expansion Building. The distance of potential pile driver use has been measured from the location of the Hotel Expansion Building to the Existing Hotel Building, at a distance of approximately 40 feet. As indicated in Table IV.I-17, the estimated groundborne vibration levels from construction equipment would exceed the significance criteria for human annoyance at the Existing Hotel Building. As described for noise impacts above, this analysis is provided for informational purposes only and no significance conclusion is made.

(ii) Operation

Project operation would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration at low levels that would not cause damage or annoyance impacts to the Project buildings or on-site occupants and would not cause vibration impacts to the off-site environment. According to America Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE), pumps or compressor would generate groundborne vibration levels of 0.5 in/sec PPV at 1 foot.[66] This analysis assumes that Project mechanical equipment, including air handling units, condenser units, and exhaust fans, would be located within enclosed mechanical rooms on basement levels and building rooftops. Therefore, due to the underground and/or enclosed locations of these pieces of equipment, groundborne vibration from operation would be absorbed by the surrounding materials of the buildings and parking structure. Groundborne vibration from the operation of such mechanical equipment would be less than the 0.5-in/sec structural damage threshold and the 72-VdB human annoyance threshold and would not impact any of the off-site vibration sensitive receptors. **Therefore, the Project would not result in the generation of excessive groundborne vibration, and vibration impacts to any vibration sensitive receptors, including the adjacent Sheraton Hotel, with respect to human annoyance that would result from the Project operation, would be less than significant**.

(2) Mitigation Measures

Construction- and operation-related vibration impacts were determined to be less than significant. Therefore, no mitigation measures are required.

66 America Society of Heating, Refrigerating and Air-Conditioning Engineers, Inc., Heating, Ventilating, and Air-Conditioning Applications, 1999.

(3) Level of Significance After Mitigation

Construction- and operation-related vibration impacts were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant

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

As discussed in Subsection VI.6, *Impacts Found not to be Significant*, and in the Initial Study (**Appendix A**) of this Draft EIR, the nearest airport is the Burbank Bob Hope Airport located approximately 3.75 miles north of the Project Site. **Therefore, the Project would not expose people residing or working in the Project Site area to excessive noise levels for a project within the vicinity of a public use airport or private airstrip, and no impact would occur with respect to Threshold (c). As such, no further analysis is required.**

e) Cumulative Impacts

(1) Impact Analysis

(a) Construction – Noise

(i) On-Site Construction Noise

The potential for cumulative construction noise impacts from on-site construction activities to occur is based on the distance between the Project and each of the related projects. Noise from construction activities would normally affect the areas immediately adjacent to each of the construction sites, specifically areas that are less than 500 feet from a construction site (500 feet is the distance identified in the 2006 L.A. CEQA Thresholds Guide as the screening criterion with respect to construction activities) (i.e., cumulative noise impacts could occur at receptor locations that are within 500 feet from two different construction sites). Therefore, based on the 500-foot screening criterion distance, the cumulative construction noise impacts analysis is limited to related projects within 1,000 feet of the Project Site. The 1,000-foot distance is based on an assumption that a noise-sensitive receptor would be located halfway between the Project Site and the related project.

As discussed in Section III, *General Description of Environmental Setting*, subsection III.2, Related Projects, of this Draft EIR, there are 15 related projects identified in the vicinity of the Project Site. One development project is situated within 1,000 feet, which is the screening distance noted above, from the Project Site: NBC Universal Evolution Plan (Related Project No.1). Related Project No. 1 consists of a plan for the future development of the Universal City area. The southwestern portion of Related Project No.

1 is within 500 feet of both the Project Site and the Sheraton Hotel property. The portion of Related Project No. 1 located north of the Sheraton Hotel property and north of Universal Hollywood Drive is designated as Business District. A 1-acre landscaped slope adjacent to both the Sheraton Hotel property and the Project Site, the area adjacent to Project Site to the east, and the property to the east of Universal Hollywood Drive are designated for hotel uses.[67] As stated above, the purpose of Related Project No. 1 is to guide future development of the Universal City area. While there are no near-term plans for development proposed within 500 feet of the Project Site and the Sheraton Hotel, because areas adjacent to the Project Site are designated for hotel and Business District-related uses, it is conservatively assumed that future construction activities could occur in these areas. Further, in the unlikely event that potential construction within Related Project No. 1 occurs within 500 feet of the Project Site and the Sheraton Hotel at the same time as Project construction, there could be potential for the overlapping of construction activities that could cumulatively add to the Project's construction noise that may potentially impact the Sheraton Hotel. **Therefore, since the Project-level on-site construction noise impacts are already considered significant and unavoidable, any noise increase generated by construction activities as part of Related Project No. 1 could contribute to the Project's on-site construction noise impacts at the Sheraton Hotel. As such, cumulative noise impacts on the Sheraton Hotel would be potentially significant.**

(ii) Off-Site Construction Noise

If construction of related projects would overlap with Project construction and construction trucks would utilize the same roadway network as the Project, cumulative off-site construction noise level increases could occur in the Project area. As shown in Table IV.I-10, the Project would not result in any significant off-site construction noise impacts due to construction trips. The roadway in the vicinity of the Project site that would have off-site construction noise levels from Project construction trucks closest to the significance threshold would be W.C. Fields Drive west of Universal Studios Boulevard and would include up to 50 truck trips per hour, generating a noise level of approximately 69.6 dBA L_{eq} and would result in a 3.1-dBA increase over ambient noise levels. Related projects contributing an additional 61 truck trips per hour on the same roadway segment at the same time as the Project would generate a noise level of approximately 67.0 dBA L_{eq}. When adding the noise levels together, along with the ambient noise level of 66.5 dBA L_{eq}, the cumulative noise level would be approximately 71.5 dBA L_{eq},[68] which is equal to the significance threshold of 5 dBA over ambient noise levels. Therefore, related projects contributing more than 61 truck trips would result in a cumulatively considerable contribution to off-site construction noise, and impacts would be significant. This is not likely to happen as the related projects individually have grading and excavation areas

67 County of Los Angeles. Universal Studios Specific Plan, April 30, 2013, Exhibit 7B.

68 Calculated as ambient noise level (66.5 dBA L_{eq}), plus Project (67.8 dBA L_{eq}), plus related projects (67.0 dBA L_{eq}) contributing off-site construction noise along the same roadway (W.C. Fields Drive in the vicinity of the Project site): 66.5 + 67.8 + 67.0 = 71.5 dBA L_{eq}.

smaller than the Project. Nonetheless, it is conservatively assumed that truck traffic from multiple related projects could potentially overlap on some days and generate noise in excess of the significance threshold. **Therefore, given that it is possible that the Project and related projects could contribute to cumulative off-site construction traffic noise levels and could exceed a significance threshold with sufficiently high cumulative traffic levels, cumulative off-site construction traffic noise impacts would be potentially significant.**

(b) Operations – Noise

(i) On-Site Operational Noise

With respect to on-site noise sources, as is the case for the Project, compliance with the LAMC-required provisions that limit noise from stationary sources, such as mechanical equipment, would ensure that noise levels would be less than significant at the property line for Related Project No. 1. In addition, on-site noise generated by Related Project No. 1 would be sufficiently low and sufficiently distant from the Project Site and the Sheraton Hotel that it would not result in an additive increase to Project-related noise levels, resulting in cumulative noise impacts. **Therefore, the Project, when considered together with related projects, would not result in a cumulatively considerable contribution and would have a less-than-significant cumulative impact with regard to on-site operational noise sources.**

(ii) Off-Site Operational Noise

Cumulative off-site noise impacts would occur primarily as a result of increased traffic on local roadways due to operation of the Project and the related projects, as traffic is the greatest source of operational noise in the Project Site area. Cumulative off-site traffic-generated noise impacts were assessed based on a comparison of the noise levels generated by the future cumulative plus Project traffic volumes to the noise levels generated by the existing base traffic volumes. The future cumulative plus Project traffic volumes represent an estimate of the ambient background growth, related projects traffic, and the Project traffic volumes. Therefore, the cumulative increase represents the increase in traffic volumes attributed to ambient background growth, related project traffic, and the Project traffic volumes over existing conditions. The results of that comparison are provided in **Table IV.I-18**, *Off-Site Traffic Noise Impacts – Future (2027) Project Cumulative Increment*.

TABLE IV.I-18
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE (2027) PROJECT CUMULATIVE INCREMENT

Roadway Segment	Existing Land Uses Located Along Roadway Segment	CNEL (dBA)				
		Existing (A)	Future (2027) Plus Project (B)	Increase Over Existing (B-A)	Project Increment	Exceed Threshold?
Barham Blvd n/o Cahuenga Blvd E	Single-Family Residential/Multi-Family Residential	75.8	76.2	0.4	0.0	No
Barham Blvd s/o Cahuenga Blvd E	Commercial	73.8	74.2	0.4	0.0	No
Cahuenga Blvd between Lankershim Blvd and Regal Pl	Commercial	74.1	74.7	0.6	0.0	No
Cahuenga Blvd between Regal Pl and Universal Studios Blvd	Commercial/Religious	72.9	73.5	0.6	0.0	No
Cahuenga Blvd E e/o Barham Blvd	Single-Family Residential	72.8	73.2	0.5	0.0	No
Cahuenga Blvd W e/o Universal Studios Blvd	Commercial/Educational	70.7	71.5	0.8	0.0	No
Cahuenga Blvd w/o Lankershim Blvd	Commercial/Hotel	72.1	72.6	0.5	0.0	No
Campo de Cahuenga Way between Metro Driveway and Lankershim Blvd	Public Transit	68.0	69.4	1.4	0.2	No
Campo de Cahuenga Way between US-101 NB/SB On/Off Ramp and Metro Driveway	Freeway Underpass	68.4	69.7	1.3	0.2	No
Campo de Cahuenga Way w/o US-101 NB/SB On/Off Ramp	Commercial/Single-Family Residential	68.2	69.0	0.8	0.1	No
Lankershim Blvd between Universal Hollywood Dr and US-101 NB Off Ramp	Commercial	71.0	72.1	1.1	0.1	No
Lankershim Blvd between US-101 NB Off Ramp and Cahuenga Blvd	Commercial	70.2	70.9	0.8	0.1	No
Lankershim Blvd n/o Universal Hollywood Dr	Commercial/Multi-family Residential	72.5	73.4	0.9	0.1	No
Lankershim Blvd s/o Cahuenga Blvd	Commercial/Single-Family Residential	63.1	63.7	0.6	0.0	No

TABLE IV.I-18
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE (2027) PROJECT CUMULATIVE INCREMENT

Roadway Segment	Existing Land Uses Located Along Roadway Segment	CNEL (dBA)				
		Existing (A)	Future (2027) Plus Project (B)	Increase Over Existing (B-A)	Project Increment	Exceed Threshold?
Regal Pl n/o Cahuenga Blvd	Freeway On/Off Ramp	69.5	70.1	0.6	0.1	No
Regal Pl s/o Cahuenga Blvd	Commercial/Single-Family Residential/Multi-Family Residential	62.5	63.2	0.8	0.0	No
Universal Hollywood Dr between Lankershim Blvd and Hilton Driveway	Hotel/Theme Park/Commercial	70.7	72.6	1.9	0.5	No
Universal Hollywood Dr s/o Hilton Driveway	Hotel/Theme Park/Commercial	65.5	68.6	3.1	0.3	No
Universal Studios Blvd between US-101 SB On Ramp and Cahuenga Blvd W	Commercial	66.3	66.4	0.1	0.1	No
Universal Studios Blvd between W.C. Fields Dr and US-101 SB On Ramp	Commercial	68.5	69.7	1.2	0.1	No
Universal Studios Blvd n/o W.C. Fields Dr	Commercial	64.5	65.7	1.1	0.0	No
US-101 NB Off Ramp e/o Lankershim Blvd	Freeway On/Off Ramp	70.0	71.6	1.6	0.1	No
US-101 NB/SB On/Off Ramp n/o Campo de Cahuenga Way	Freeway On/Off Ramp	71.3	72.3	0.9	0.1	No
US-101 NB/SB On/Off Ramp s/o Campo de Cahuenga Way	Freeway On/Off Ramp	67.6	67.9	0.3	0.0	No
US-101 SB On Ramp e/o Universal Studios Blvd	Freeway On/Off Ramp	67.2	69.0	1.8	0.2	No
W.C. Fields Dr between Universal Studios Blvd and Barham Blvd	Commercial/Single-Family Residential/Open Space	68.2	68.6	0.4	0.2	No
W.C. Fields Dr w/o Universal Studios Blvd	Commercial/Hotel	66.8	67.7	0.9	0.6	No

SOURCE: ESA, 2023.

The maximum cumulative noise increase where there are sensitive receptors from the Project plus related project traffic and ambient background growth would be 3.1 dBA CNEL, which would occur along Universal Hollywood Drive, south of the Project driveway. This increase in noise level would be below the threshold of a 5-dBA CNEL increase in existing traffic noise. Cumulative increases along all other roadway segments would be below significance thresholds. **Therefore, the Project would not result in a cumulatively considerable increase in off-site traffic noise levels under future year 2027 conditions. Accordingly, cumulative impacts would be less than significant.**

(c) Construction – Groundborne Vibration

Due to rapid attenuation characteristics of ground-borne vibration, only related projects located adjacent to the same sensitive receptors would result in cumulatively considerable vibration impacts. The portion of Related Project No. 1 that is adjacent to both the Project Site and the Sheraton Hotel property consists of a landscaped slope south of Universal Hollywood Drive. Should this site be developed, it is located approximately 267 feet from the Sheraton Hotel and approximately 375 feet from the Sheraton Hotel parking structure. At these distances, operation of vibratory construction equipment within this 1-acre area would not exceed structural damage or human annoyance thresholds. Other areas Related Project No. 1 are located at even greater distances from the Sheraton Hotel property. Therefore, future development of Related Project No. 1 would be sufficiently distant from the Project Site and the Sheraton Hotel that it would not result in vibration that could combine with Project construction activities to cumulatively impact the Sheraton Hotel. **Therefore, construction of the Project, when considered together with Related Project No. 1, would not result in a cumulatively considerable contribution and would have a less-than-significant cumulative impact with regarding to groundborne vibration.**

(d) Operation – Groundborne Vibration

The portion of Related Project No. 1 that is adjacent to both the Project Site and the Sheraton Hotel property consists of a 1-acre area south of Universal Hollywood Drive. This area is located approximately 267 feet from the Sheraton Hotel and approximately 375 feet from the Sheraton Hotel parking structure. Due to the rapid attenuation characteristics of groundborne vibration and distance from each of the related projects to the Project Site, there is no potential for cumulative operational impacts related to structural damage or human annoyance as a result of groundborne vibration. **Therefore, operation of the Project, when considered together with Related Project No. 1, would not result in a cumulatively considerable contribution and would have a less-than-significant cumulative impact with regard to groundborne vibration.**

(2) Mitigation Measures

Refer to Mitigation Measures NOI-MM-1 and NOI-MM-2, which would help to reduce cumulative construction noise impacts.

Cumulative impacts related to construction vibration (both structural and human annoyance), and operational noise and vibration (both structural and human annoyance) would be less than significant. Therefore, no additional mitigation measures are required.

(3) Level of Significance After Mitigation

(a) On-Site Construction Noise

Cumulative construction noise impacts associated with on-site construction equipment could be significant in the event that construction activities as part of related projects occur within 1,000 feet of the Project Site. The Project would implement Mitigation Measures NOI-MM-1 and NOI-MM-2 to reduce construction noise impacts. Implementation of these mitigation measures would reduce the Project's construction noise impacts at receptor locations R1 (Sheraton Hotel Levels 1 through 5), R2, R3, R4, and R5 to less than significant at the Project-level. However, construction noise impacts at elevated noise-sensitive receptor locations at R1 (Sheraton Hotel Levels 6 through 17) would be significant and unavoidable.

Although it is expected that the related projects with identified significant impacts would implement mitigation that would reduce construction noise impacts similar to the Project, overlapping construction activities could result in significant cumulative impacts. As previously explained, the Project and the related projects could contribute to construction noise at the ground-level noise-sensitive uses located on levels 6 through 17 of the Sheraton Hotel (R1) that may exceed the significance threshold. Thus, it is conservatively concluded that the Project's contribution to cumulative construction noise associated with on-site construction equipment would be cumulatively considerable and would represent a significant and unavoidable cumulative impact.

(b) Off-Site Construction Traffic Noise

Cumulative construction noise impacts associated with off-site construction truck traffic from multiple related projects could potentially overlap with the Project on some days and generate noise in excess of the significance thresholds.

For Project-related haul trucks, impacts would be less than significant. However, if the related projects would contribute 61 truck trips per hour or more and travel along the same roadway segments as the Project, the combined off-site construction noise from Project haul trucks and related project trucks could exceed the significance threshold. It should be noted that approval of the haul route is included in required approvals for the Project, as listed in Chapter II, *Project Description*, and other related projects would require similar approvals.

Residential land uses comprise the majority of existing noise-sensitive uses within the Project Site area that could be impacted by the increase in traffic generated noise levels. Construction of sound barriers would be inappropriate for residential land uses that face the roadway as it would be impractical and create aesthetic and access concerns. **Thus, given that it is possible that the Project and related projects could contribute to**

cumulative off-site construction traffic noise levels and could exceed a significance threshold with sufficiently high cumulative traffic levels, it is conservatively concluded that the Project's contribution to cumulative construction noise associated with off-site construction truck traffic would be cumulatively considerable and would represent a significant and unavoidable cumulative impact.

(c) Operational Noise and Construction/Operational Groundborne Vibration

The Project's contribution to short-term cumulative noise impacts related to construction vibration (both structural and human annoyance), and operational noise and vibration (both structural and human annoyance) would not be cumulatively considerable, and cumulative impacts would less than significant. Therefore, no mitigation measures were required or included for these issues, and the impact levels remain less than significant.

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IV. Environmental Impact Analysis

J.1 Public Services – Fire Protection

1. Introduction

This section of the Draft EIR evaluates whether new or physically altered fire facilities would be required to provide fire protection services to the Project, the construction of which could cause significant environmental impacts. The analysis includes a description of the existing fire protection services in the vicinity of the Project Site. The analysis uses the following metrics from the Los Angeles Fire Department (LAFD) to assess potential demands on fire protection services and whether increased demands would create the need for new or expanded facilities: fire flow requirements, emergency access, and the ability of the LAFD to provide adequate fire protection services based on current facilities, equipment, and staffing levels. This analysis is based, in part, on information available on the LAFD website; inter-departmental correspondence from LAFD to the Department of City Planning dated September 28, 2022, which is included in **Appendix J** of this Draft EIR;[1] and the *Hilton Universal City Utility Infrastructure Technical Report* (Infrastructure Report) prepared by KPFF Consulting Engineers, dated May 2023, which is provided in **Appendix M**, of this Draft EIR.[2]

2. Environmental Setting

a) Regulatory Framework

There are several plans, policies, and programs regarding fire protection at the federal, State, and local levels that apply to the Project. Described below, these include:

- Occupational Safety and Health Administration
- Federal Emergency Management Act
- Disaster Mitigation Act of 2000
- California Building Code and California Fire Code
- California Fire Service and Rescue Emergency Aid System
- California Vehicle Code

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1 Kristin Crowley, Fire Marshal, Bureau of Fire Prevention and Public Safety, Los Angeles Fire Department (LAFD), correspondence dated September 28, 2022. Provided in Appendix J of this Draft EIR.

2 KPFF Consulting Engineers, Hilton Universal Utility Infrastructure Technical Report, May 2023. Provided in Appendix M of this Draft EIR.

- California Constitution Article XIII, Section 35
- California Governor's Office of Emergency Services
- City of Los Angeles Charter
- City of Los Angeles General Plan Framework Element
- City of Los Angeles General Plan Safety Element
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan
- Los Angeles Municipal Code
- Propositions F and Q
- Measure J
- Los Angeles Fire Department Strategic Plan 2023-2026

(1) Federal

(a) Occupational Safety and Health Administration

The Federal Occupational Safety and Health Administrations (OSHA as well as California OSHA (Cal/OSHA) enforce the provisions of the federal and state Occupational Safety and Health Acts, respectively, which collectively require safety and health regulations for construction under Part 1926 of Title 29 Code of Federal Regulations (CFR). The fire-related requirements of the Federal Occupational Safety and Health Act are specifically contained in Subpart F, Fire Protection and Prevention, of Part 1926. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site fire-fighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

(b) Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

(c) Disaster Mitigation Act of 2000

The Disaster Mitigation Act (42 United States Code [USC] Section 5121) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 USC Sections 5121-5207) by repealing the

previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Disaster Mitigation Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of the Disaster Mitigation Act include:

- Funding pre-disaster mitigation activities
- Developing experimental multi-hazard maps to better understand risk
- Establishing state and local government infrastructure mitigation planning requirements
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP)
- Adjusting ways in which management costs for projects are funded

The mitigation planning provisions outlined in Section 322 of the Disaster Mitigation Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

(2) State

(a) California Building Code and California Fire Code

The California Building Code (CBC, California Code of Regulations [CCR], Title 24, Part 2) is a compilation of building standards, including general fire safety standards for new buildings, which are presented with more detail in the California Fire Code (CCR Title 24, Part 9). CBC standards are based on building standards that have been adopted by State agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code. The 2022 edition of the CBC became effective on January 1, 2023.[3] The building standards in the CBC apply to all locations in California, except where more stringent standards have been adopted by State agencies and local governing bodies. Typical fire safety requirements of the California Fire Code include the installation of fire sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures within wildfire

[3] California Building Code (CCR, Title 24, Part 2).

hazard areas. Specific California Fire Code fire safety regulations have been incorporated by reference in the Los Angeles Municipal Code (LAMC with local amendments, as discussed below.[4]

(b) California Fire Service and Rescue Emergency Aid System

The LAFD participates in the California Fire Service and Rescue Emergency Mutual Aid System through which the California Governor's Office of Emergency Service (Cal OES), Fire and Rescue Division is responsible for the development, implementation and coordination of the California Fire Service and Rescue Emergency Mutual Aid Plan (Mutual Aid Plan).[5] The Mutual Aid Plan outlines procedures for establishing mutual aid agreements at the local, operational, regional, and State levels, and divides the State into six mutual aid regions to facilitate the coordination of mutual aid. The LAFD is located in Region I. Through the Mutual Aid Plan, Cal OES is informed of conditions in each geographic and organizational area of the State, and the occurrence or imminent threat of disaster. All OES Mutual Aid Plan participants monitor a dedicated radio frequency for fire events that are beyond the capabilities of the responding fire department and provide aid in accordance with the management direction of Cal OES.[6]

(c) California Vehicle Code

Section 21806 of the California Vehicle Code (CVC) pertains to emergency vehicles responding to Code 3 incidents/calls.[7] This section of the (CVC) states the following:

> *Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following: (a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed. (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety. (b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain*

4 Los Angeles Fire Department, Mutual Aid Agreements/Disaster Declarations/Potential Fiscal Impacts, July 3, 2014.

5 Governor's Office of Emergency Services, Fire and Rescue Division, California Fire Service and Rescue Emergency Mutual Aid System, Mutual Aid Plan, revised April 2019.

6 Los Angeles Fire Department, Mutual Aid Agreements/Disaster Declarations/Potential Fiscal Impacts, July 3, 2014.

7 A Code 3 response to any emergency may be initiated when one or more of the following elements are present: a serious public hazard, an immediate pursuit, preservation of life, a serious crime in progress, and prevention of a serious crime. A Code 3 response involves the use of sirens and flashing red lights.

stopped until the authorized emergency vehicle has passed. (c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.

(d) California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directs the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, the City is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 833, the court found under Section 35 that cities have "a constitutional obligation to provide adequate fire protection services".

(e) California Governor's Office of Emergency Services (Cal OES)

In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Government Code Section 8607; Title 19 CCR Section 2401 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the state's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state's resources and obtaining federal resources. Cal OES coordinates the State response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the State through the Statewide mutual aid system (see discussion of Mutual Aid Agreements, above). Cal OES maintains oversight of the State's mutual aid system.

(3) Local

(a) City of Los Angeles Charter

Section 520 of the Los Angeles City Charter states that the LAFD's duty is to control and extinguish injurious or dangerous fires and to remove that which is liable to cause those fires. It also requires the LAFD to enforce all ordinances and laws relating to the prevention or spread of fires, fire control, and fire hazards within the City, as well as to conduct fire investigations and protect lives and property in case of disaster or public calamity.

(b) City of Los Angeles General Plan Framework Element

The City of Los Angeles General Plan Framework Element (Framework Element), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City of Los Angeles and defines citywide policies regarding land use, including infrastructure and public services. Relevant goals, objectives, and policies of the Framework Element are provided in **Table IV.J.1-1**, *Relevant General Plan Framework Element Infrastructure and Public Services Goals, Objectives, and Policies*. Goal 9J of the Infrastructure and Public Services Chapter of the Framework Element specifies that every neighborhood should have the necessary level of fire protection service, emergency medical service, and infrastructure.[8] Objective 9.16 requires that the demand for existing and projected fire facilities and service be monitored and forecasted. Objective 9.17 requires that all areas of the City have the highest level of fire protection and emergency medical service, at the lowest possible cost, to meet existing and future demand. Objective 9.18 requires that the development of new fire facilities be phased with growth. Further, Objective 9.19 requires the maintenance of the LAFD's ability to assure public safety in emergency situations. Under the Framework Element, the City goal for response distance for emergency medical response and the distance of fire stations for engine companies from neighborhood land uses is 1.5 miles.[9] This is consistent with the specifications for response distances within the LAMC.

8 City of Los Angeles General Plan Framework Element, Chapter 9: Infrastructure and Public Services.

9 City of Los Angeles General Plan Framework Element, Chapter 9: Infrastructure and Public Services, Status of Infrastructure System/Facilities, Fire.

TABLE IV.J.1-1
RELEVANT GENERAL PLAN FRAMEWORK ELEMENT INFRASTRUCTURE AND PUBLIC SERVICES GOALS, OBJECTIVES, AND POLICIES

Goal/Objective/Policy	Description
Goal 9J	Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.
Objective 9.16	Monitor and forecast demand for existing and projected fire facilities and service.
Policy 9.16.1	Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.
Objective 9.17	Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.
Policy 9.17.2	Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards.
Policy 9.17.4	Consider the Fire Department's concerns and, where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes, or considering discretionary land use permits.
Objective 9.19	Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.
Policy 9.19.1	Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Policy 9.19.3	Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.

SOURCE: City of Los Angeles, General Plan Framework Element, 2001.

(c) City of Los Angeles General Plan Safety Element

The City of Los Angeles General Plan Safety Element (Safety Element), adopted on November 24, 2021, includes policies related to the City's response to hazards and natural disasters, including fires. In particular, the Safety Element sets forth requirements, procedures, and standards to facilitate effective fire suppression and emergency response capabilities, as shown in **Table IV.J.1-2**, *Relevant General Plan Safety Element Goals, Objectives, and Policies*. In addition, the City's Safety Element designates disaster routes. According to the Safety Element, primary evaluation routes consist of the major interstates, highways, and primary arterials within the City and Los Angeles County. However, in response to a more localized emergency, such as a hillside wildfire, the City will identify the most appropriate local egress option and direct individuals to those routes.

Interstates, highways, and primary arterials within the vicinity of the Project Site include US-101, a north/south trending freeway disaster route located approximately 0.05 miles to the south of the Project Site, Lankershim Boulevard, a north/south trending route approximately 0.20 miles to the west of the Project Site, Barham Boulevard, a north/south trending route located approximately 0.7 mile to the southeast of the Project Site, and Ventura Boulevard/Cahuenga Boulevard, an east/west trending route located approximately 0.1 mile to the west of the Project Site.

In addition, the California Government Code specifies General Plan requirements that pertain to safety which can be addressed in the Safety Element or Local Hazard Mitigation Plan (LHMP). The LHMP guides the City in reducing risks from disasters to people, property, economy and environment and complies with federal and State hazard mitigation planning requirements. The current LHMP was adopted in 2018 and is incorporated as a component of the Safety Element.

TABLE IV.J.1-2
RELEVANT GENERAL PLAN SAFETY ELEMENT GOALS, OBJECTIVES, AND POLICIES

Goal/Objective/Policy	Description
Policy 1.1.6	State and Federal Regulations. Assure compliance with applicable State and federal planning and development regulations. Regularly adopt new provisions of the California Building Standards Code, Title 24, and California Fire Code into the LAMC to ensure that new development meets or exceeds Statewide minimums. Ensure new development in VHFHSZs adheres to the California Building Code, the California Fire Code, Los Angeles Fire Code and California Public Resources Code. Facilitate compliance with new standards for existing non-conforming structures and evacuation routes.
Policy 1.1.8	Land Use. Consider hazard information and available mitigations when making decisions about future land use. Maintain existing low density and open space designations in Very High Fire Hazard Severity Zones. Ensure mitigations are incorporated for new development in hazard areas such as VHFHSZs, landslide areas, flood zones and in other areas with limited adaptive capacity.
Goal 2	Emergency Response. A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.
Objective 2.1	Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
Policy 2.1.5	Emergency Response. Develop, implement and continue to improve the City's ability to respond to emergency events. Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works and other City employees with disaster responsibilities.

TABLE IV.J.1-2
RELEVANT GENERAL PLAN SAFETY ELEMENT GOALS, OBJECTIVES, AND POLICIES

Goal/Objective/Policy	Description
Policy 2.1.6	Standards/Fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety. A. Enforce peak water supply / fire flow requirements and ensure that new development is able to sufficiently source water, including in VHFHSZs. B. Enforce minimum roadway widths and clearances for evacuation and fire suppression. C. Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities. D. Coordinate with CALFIRE, local fire agencies, fire safe councils, private landowners, and other responsible agencies to identify the best method(s) of fuel modification to reduce the severity of future wildfires, including: Prescribed fire; Forest thinning; Grazing; Mechanical clearing; Hand clearing (piling, burning/chipping); Education; and Defensible space. E. Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Goal 3	Disaster Recovery. A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.
Objective 3.1	Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs.
Policy 3.1.1	Coordination. Coordinate between city departments, county and state agencies, local jurisdictions and with appropriate private and public entities prior to a disaster to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster.

SOURCE: City of Los Angeles, General Plan Safety Element, 2021.

(d) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The Land Use Element of the City's General Plan includes 35 community plans. Community plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The community plans establish standards and criteria for the development of housing, commercial uses, and

industrial uses, as well as circulation and service systems. The community plans implement the City's Framework Element at the local level and consist of both text and an accompanying generalized land use map. The community plans' texts express goals, objectives, policies, and programs to address growth in the community, including those that relate to fire protection required to support such growth. The community plans' maps depict the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities. The Project Site is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, and it includes the following policy with regard to fire protection:

> **Policy 9-1.1** Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

(e) Los Angeles Municipal Code

The Los Angeles Fire Code (LAMC Chapter V, Article 7) incorporates by reference portions of the California Fire Code and the International Fire Code. The City's Fire Code sets forth regulatory requirements pertaining to the prevention of fires; the investigation of fires and life safety hazards; the elimination of fire and life safety hazards in any building or structure (including buildings under construction); the maintenance of fire protection equipment and systems; and the storage, use, and handling of hazardous materials. Specific regulations regarding fire prevention and protection are discussed below.

Section 57.107.5.2 provides that the Fire Chief shall have the authority to require drawings, plans, or sketches as may be necessary to identify: (1) occupancy access points; (2) devices and systems; (3) utility controls; (4) stairwells; and (5) hazardous materials/waste.

Section 57.108.7 requires that the installation, alteration, and major repair of the following be performed pursuant to a permit issued by the Department of Building and Safety: LAFD communication systems, building communication systems, automatic elevators, heliports, emergency power systems, fire escapes, private fire hydrants, fire assemblies, fire protective signaling systems, pilot lights and warning lights for heat-producing equipment, refrigerant discharge systems, smoke detectors, emergency smoke control systems, automatic sprinkler systems, standpipe systems, and gas detection systems.

Section 57.118 establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects.

Section 57.118.1.1 requires that all new high-rise buildings greater than 75 feet in height (measured from the lowest point with fire access) must include fire/life safety reviews by the Department of Building and Safety and LAFD.

Section 57.408 requires the preparation of an Emergency Plan that establishes dedicated personnel and emergency procedures to assist the LAFD during an emergency incident, and establishes a drill procedure to prepare for emergency incidents. The Emergency

Plan would also establish an on-site emergency assistance center and establish procedures to be followed during an emergency incident. The Emergency Plan must be submitted to the LAFD for approval prior to implementation, and must be submitted annually (and revised if required by the LAFD).

Section 57.4704.5.1 of the LAMC requires that the smoke detectors required by Chapter 9 of the LAMC (Building Code) be maintained in dependable operating condition and tested every six months or as required by the Fire Chief. An accurate record of such tests must be kept by the owner, manager, or person in charge of the property, and such records must be open to examination by the Fire Chief.

Section 57.4705.1.6 requires there must be at least one elevator which shall be available for fire EMS and shall have its controls designed so that key switches located in the building control station/fire command center will recall said elevator or elevators to the designated main floors. The elevator or elevators must be interconnected with the standby power.

Section 57.4705.4 requires each building to have a rooftop emergency helicopter landing facility in a location approved by the Chief, unless certain life safety features, as specified in LAFD Requirement No. 10, are provided and approved by the Fire Marshal in compliance with two options.

Section 57.503.1.4 requires an approved, posted fire lane whenever any portion of an exterior wall is more than 150 feet from the edge of a roadway.

Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas (where local conditions indicate that consideration must be given to simultaneous fires, and additional 2,000 to 8,000 gpm will be required), with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant. The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development.

Section 57.507.3.3 limits the maximum response distances to an LAFD station based on the type of land use. Applicable distances are based on LAFD's comment letter for each individual project. If response distances to an LAFD station based on type of land use are not met, this LAMC section requires the installation of an automatic fire sprinklers system (Table 57.507.3.3).

Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

(f) Propositions F and Q

Proposition F, the City of Los Angeles Fire Facilities Bond, was approved by voters in November 2000. This bond allocated $532.6 million of general obligation bonds to finance the construction and rehabilitation of fire stations and animal shelters. Under Proposition F, new regional fire stations to provide training and other facilities at or near standard fire stations must be designed and built on a single site of at least 2 acres. This is to ensure that firefighters in training remain in the service area and are available to respond to emergency calls. Proposition F allocated $378.6 million to build 19 new or replacement neighborhood Fire/Paramedic Stations and an Emergency Air Operations and Helicopter Maintenance Facility, for a total of 20 Proposition F projects. As of January 2017, all of the proposed projects have been completed.[10] Also, as reported in November 2019, BOE completed the original Proposition F program projects under budget and funded two additional fire stations with the remaining savings and interest.[11] Proposition Q, the Citywide Public Safety Bond Measure, was approved by voters in March 2002. Proposition Q allocated $600 million to renovate, improve, expand and construct public safety (police, fire, 911, and paramedic) facilities. In March 2011, the program was expanded to include renovations to existing LAFD facilities throughout the City. A total of 80 renovation projects at LAFD facilities were scheduled. These renovation projects include the installation of diesel exhaust capture systems, upgrades to air filtration and electrical systems, re-roofing, remodeling, parking lot repair, painting, and other improvements. The fire renovation projects identified under this measure have been completed.[12]

(g) Measure J

Measure J, which was approved by voters at the November 7, 2006 General Election, is a charter amendment and ordinance that involves technical changes to Proposition F. Measure J allows new regional fire stations funded by Proposition F to be located in densely developed areas to be designed and built on one or more properties equaling less than two acres. Components of a regional fire station can be built on two or more sites within close proximity, or the facility can be designed to fit on a single site of less than two acres. Components of a regional fire station can be built on two or more sites within close proximity, or the facility can be designed to fit on a single site of less than two acres.

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10 Los Angeles Fire Department, Los Angeles 2000 Prop F Fire Facilities Bond, Progress Report Feb-March 2016.

11 City of Los Angeles Department of Public Works, Bureau of Engineering, Newsletter No. 20-5, November 6, 2019.

12 City of Los Angeles, A 2002 Proposition Q Citywide Safety Bond Program Progress Report – February/March 2016.

(h) Los Angeles Fire Department Strategic Plan 2023-2026

The Los Angeles Fire Department Strategic Plan 2023-2026, is a collaborative effort between LAFD staff, city leaders, and community members to accomplish the LAFD's organizational vision. The Strategic Plan 2023-2026 builds upon the progress of the first Strategic Plan from 2015–2017 and the second Strategic Plan 2018-2020. As provided in the Strategic Plan 2023-2026, seven goals will guide the LAFD for the next three years: (1) Deliver exceptional public safety and emergency services; (2) Promote a safe, healthy, and progressive work environment that effectively manages personal and organization risk; (3) Commit to an organization that embraces diversity, equity, and inclusion; (4) Improve collaboration, participative leadership, and responsible performance management; (5) Foster personal, professional development and organizational succession; (6) Explore, implement and integrate technological innovations and advancements; and (7) Enhance community resilience, disaster recovery capabilities, and environmental sustainability.

b) Existing Conditions

(1) Fire Protection Facilities

Fire prevention, fire suppression, life safety and emergency medical services within the City are provided by the LAFD. The LAFD is a full-spectrum life safety agency that serves a population of approximately four million people. The LAFD's estimated 3,435 uniformed personnel and 381 civilian support staff provide fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. Currently, there is an estimated total of 1,018 uniformed firefighters on-duty at 106 fire stations across the LAFD's 469-square-mile jurisdiction.[13]

The LAFD emergency services are divided across four geographic bureaus, including Central, South, Valley, and West. The Project Site is located in LAFD's Operations West Bureau, stationed at Fire Station 76 in the Cahuenga Pass Community and comprised of Battalions 4, 5, and 9. The Operations West Bureau encompasses the western portion of Los Angeles and includes the communities of Bel Air/Holmby Hills, Brentwood, Cahuenga Pass, Hollywood, LAX/ARFF, LAX Area, Los Feliz, Mar Vista, Pacific Palisades, Palisades Highlands, Playa Vista, Sawtelle, Silver Lake, Venice, West Los Angeles, Westchester, and Westwood/UCLA.[14]

As shown in **Figure IV.J.1-1**, *Fire Station Boundaries*, there are five fire stations that provide primary fire protection services to the Project Site and surrounding area. **Table IV.J.1-3,** *Fire Stations Located in the Project Vicinity*, includes the location,

13 LAFD, Department Overview – Our Mission, https://www.lafd.org/about/about-lafd/our-mission, accessed October 5, 2022.

14 LAFD, West Bureau, https://www.lafd.org/about/west-bureau, accessed October 5, 2022.

distance/direction from the Project Site, average response times, and equipment for each of these five fire stations.

TABLE IV.J.1-3
FIRE STATIONS LOCATED IN THE PROJECT VICINITY

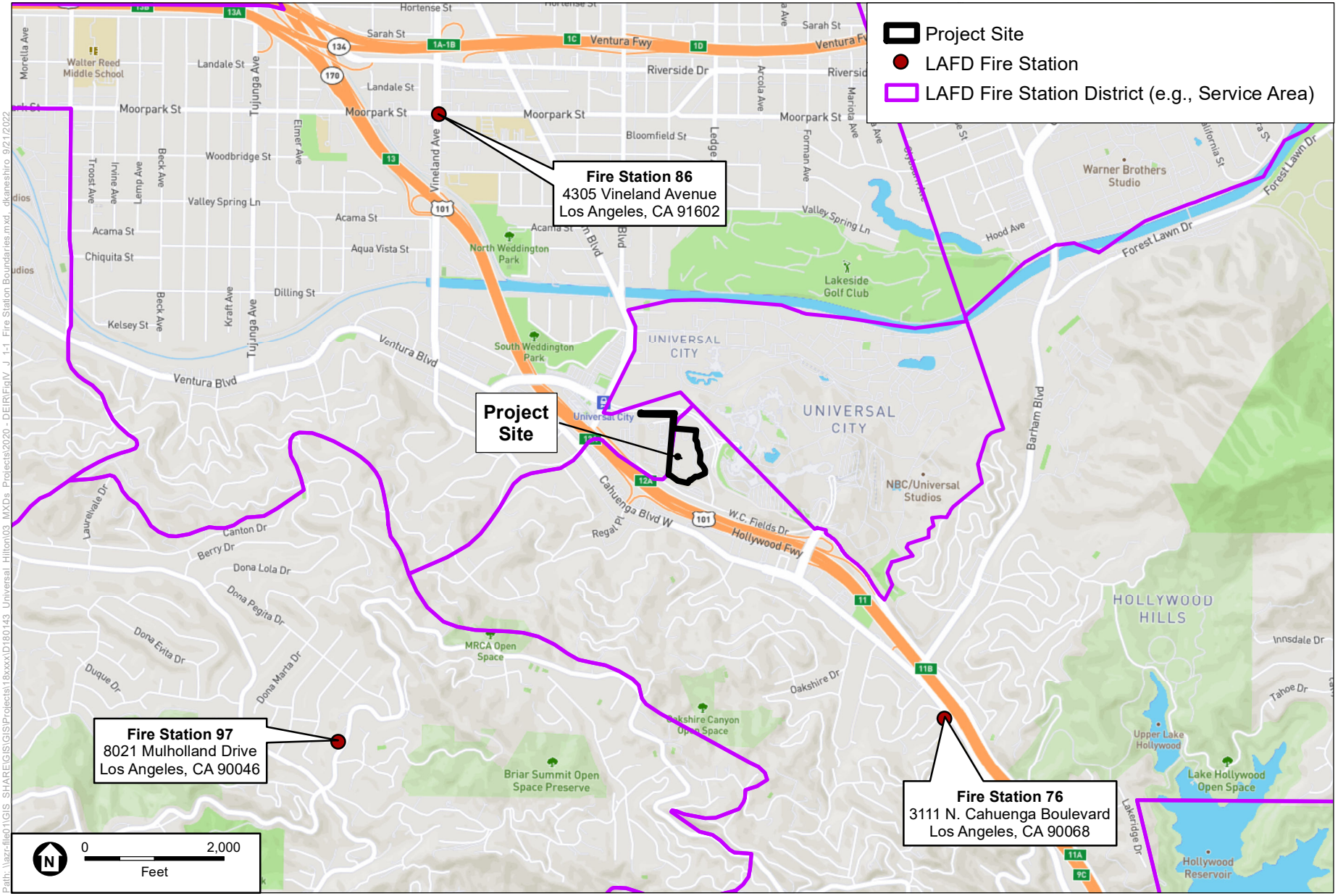
Fire Station / Location	Direction from Project Site	Average Response Times[a,b,c]				Equipment
		EMS	Non-EMS	Critical ALS	Structure Fire	
Fire Station 76 3111 North Cahuenga Boulevard	1.4 miles southeast	8:26	8:38	7:09	6:27	Assessment Engine Paramedic Rescue Ambulance
Fire Station 86 4305 Vineland Avenue	1.8 miles northwest	6:34	6:24	5:26	4:44	Assessment Engine Paramedic Rescue Ambulance Swift Water Rescue Team Brush Patrol
Fire Station 97 8021 Mulholland Drive	2.6 miles southwest	8:33	9:04	7:37	9:39	Assessment Engine Paramedic Rescue Ambulance
Fire Station 60 5320 Tujunga Avenue	3.1 miles northwest	6:49	6:21	5:54	5:04	Engine Assessment Light Force Paramedic Rescue Ambulance BLS Rescue Ambulance and Foam Tender
Fire Station 27 2009 S. Western Avenue	4.1 miles southeast	6:58	6:06	5:42	5:07	Assessment Engine Light Force Paramedic Rescue Ambulance BLS Rescue Ambulance

[a] LAFD, FireStatLA, http://www.lafd.org/fsla/stations-map, accessed November 10, 2020.

[b] Average Response times from January through August of 2022 provide the most accurate annual average. Average Response Times include call processing, turn out, and travel time. The Citywide average response time from January through August 2022 is 7:14 for EMS and 6:55 for non-EMS and 6:13 and 5:24 minutes for Critical ALS and Structure Fire respectively.

[c] EMS = Emergency Medical Services. Non-EMS = Fire and other services. Critical ALS = Critical Advanced Life Support. Structure Fire = the call type is specifically reserved when the LAFD receives a report of a building or structure that is actively burning. Due to the low frequency, these metrics are reported on a quarterly basis.

SOURCE: LAFD, FireStatLA, http://www.lafd.org/fsla/stations-map, accessed October 05, 2022; Kristin Crowley, Fire Marshal, Bureau of Fire Prevention and Public Safety, Los Angeles Fire Department (LAFD), correspondence dated September 28, 2022. Provided in Appendix J of this Draft EIR.



SOURCE: Open Street Map 2019; City of Los Angeles Open Data: https://data.lacity.org/, Accessed November 2020; ESA 2020.

Hilton Universal City Project

Figure IV.J.1-1
Fire Station Boundaries

As shown in Table IV.J.1-3, Fire Station 76 at 3111 Cahuenga Blvd Boulevard is located nearest to the Project Site, approximately 1.4 miles southeast of the Project Site, with Fire Station 86 being incrementally farther (1.8 miles). Fire Station 76 is located within the Operations West Bureau, Fire Station 86 is located within the Operations Valley Bureau. The other stations named by LAFD that would provide support for fire protection services to the Project Site include Fire Station 97, located approximately 2.6 miles southwest of the Project Site, Fire Station 60, located approximately 3.1 miles northwest of the Project Site, and Fire Station 27, located approximately 4.1 miles southeast of the Project Site.

(2) Response Distance

According to the City's Fire Code (LAMC Section 57.507.3.3), the first-due Engine Company should be within 1 mile of the Project Site and the first-due Truck Company should be within 1.5 miles. As indicated in Table IV.J.1-3, Fire Station 76, which is identified as the first due-in station with an Engine Company, is located 1.4 miles from the Project Site. Fire Station 60, which is also identified as the first due-in station with a Truck Company, consists of the Assessment Light Force, which is a Truck Company run with a single Engine in a configuration, and is located 3.1 miles from the Project Site.[15]

(3) Response Time

Specific response times for the stations for January through August 2022 are included in Table IV.J.1-3. Fire Station 76, the closest station to the Project Site, had an average response time of 8:26 and 8:38 minutes for EMS and non-EMS incidents, respectively and 7:09 and 6:27 minutes for Critical Advanced Life Support (ALS) and Structure Fire incidents, respectively. As mentioned in Table IV.J.1-3, Structure Fires are the call types specifically reserved for when the LAFD receives a report of a building or structure that is actively burning. Fire Station 86 had an average response time of 6:34 and 6:24 minutes for EMS and non-EMS incidents, respectively, and 5:26 and 4:44 minutes for Critical ALS and Structure Fire incidents, respectively. Fire Station 97 had an average response time of 8:33 and 9:04 minutes for EMS and non-EMS incidents, respectively and 7:37 and 9:39 minutes for Critical ALS and Structure Fire incidents, respectively. Fire Station 60 had an average response time of 6:49 and 6:21 minutes for EMS and non-EMS incidents, respectively and 5:54 and 5:04 minutes for Critical ALS and Structure Fire incidents, respectively. Fire Station 27 had an average response time of 6:58 and 6:06 minutes for EMS and non-EMS incidents, respectively and 5:42 and 5:07 minutes for Critical ALS and Structure Fire incidents, respectively. The Citywide average response times between January and August 2022 were 7.14 and 6:55 minutes for EMS and non-EMS incidents, respectively and 6:13 and 5:24 minutes Critical ALS and Structure Fire incidents, respectively.

These response times are provided for information purposes since the LAFD has not established response time standards for emergency response. Roadway congestion, intersection level of service (LOS), weather conditions, and construction traffic along a

[15] LAFD, Apparatus, https://www.lafd.org/about/about-lafd/apparatus, accessed October 05, 2022.

response route can affect response time. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher rates of speed and permit other traffic to maneuver out of a path of an emergency vehicle. Additionally, the LAFD, in collaboration with Los Angeles Department of Transportation (LADOT), has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling along designated City streets to aid in emergency response.[16] The City has over 205 miles of major arterial routes that are equipped with FPS.[17]

According to the LAFD, although response time is considered to assess the adequacy of fire protection services, it is one factor among several that LAFD utilizes in considering its ability to respond to fires and life and health safety emergencies, including required fire flow, response distance from existing fire stations, and the LAFD's judgement for needs in an area. LAFD has not established response time standards for emergency response, nor adopted the National Fire Protection Association (NFPA) standard of 5 minutes for EMS response and 5 minutes, 20 seconds for fire suppression."[18] If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including fire protection.

The LAFD has recently taken a number of steps to improve their related systems, processes and practices, which in turn serve to reduce response times. Upgrades recently completed or pending include installation of automated vehicle locating systems on all LAFD apparatus; replacement of fire station alerting systems that control fire station dispatch audio, signal lights, and other fire station alerting hardware and software; and development of a new computer-aided dispatch system to manage fire and emergency medical service incidents from initial report to conclusion of an incident.[19]

(4) Emergency Access

The Project Site is accessible by emergency vehicles from a number of major roadways (e.g., Lankershim Boulevard, Ventura Boulevard, Cahuenga Boulevard) serving the Project Site. Emergency access to the Project Site is provided directly via Universal Hollywood Drive. The closest fire station with an Engine Company, Fire Station 76, has access to the Project Site from the southeast via Cahuenga Boulevard to Universal Studios Boulevard to W.C. Fields Drive to Hotel Drive to Universal Hollywood Drive or from Cahuenga Boulevard to Lankershim Boulevard to Universal Hollywood Drive. The

16 LADOT, Los Angeles Signal Synchronization Fact Sheet, February 14, 2016.

17 LAFD, Traffic Signal Preemption System for Emergency Vehicles, Bulletin No. 133, October 2008.

18 NFPA, NFPA 1710 – Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2020 Edition. Response time is turnout time plus travel time for EMS and fire suppression incidents.

19 LAFD, 2023-2026 Strategic Plan,, 2023.

closest station with a Truck Company, Fire Station 60, has access to the Project Site from the northwest via Tujunga Avenue to Magnolia Boulevard and onto US-101 to Cahuenga Boulevard, proceeding to Lankershim Boulevard to Universal Hollywood Drive or from Chandler Boulevard to Lankershim Boulevard to Universal Hollywood Drive.

(5) Water Infrastructure/Fire Flow for Firefighting Services

In general, fire flow requirements are closely related to land use as the quantity of water necessary for fire protection varies with the type of development, life hazard, type of occupancy, and degree of fire hazard. Fire flow requirements vary from 2,000 gpm in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas with a minimum residual water pressure of 20 psi.[20]

There are six existing public fire hydrants in the immediate vicinity of the Project Site.[21] Five hydrants are located along Universal Hollywood Drive and one 400 feet southeast of the intersection of Hotel Drive and Universal Hollywood Drive.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to fire protection services if it would:

a) 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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions. The factors to evaluate fire protection services impacts include:

- 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.

[20] City of Los Angeles, Los Angeles Municipal Code, Ordinance No. 184,913, Section 57.507.3.1, Fire-Flow Requirements.

[21] KPFF Consulting Engineers, Hilton Universal Utility Infrastructure Technical Report, May 2023, page 15. Provided in Appendix M of this Draft EIR.

b) Methodology

Project impacts regarding fire protection services are evaluated by the LAFD on a project-by-project basis. A project's land use designation, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that would reduce or increase the demand for fire protection and emergency medical services, are taken into consideration. Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire flow, response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. Further evaluation of impacts considers whether or not the development of the project would create the need for a new fire station, or expansion, relocation, or consolidation of an existing facility, to accommodate increased demand. Consultation with the LAFD is also conducted to determine the project's effects on fire protection and emergency medical services.

The need for or deficiency in adequate fire protection in and of itself is not a CEQA impact but, rather, a social and/or economic impact. Where a project causes a need for additional fire protection services resulting in the need to construct new facilities or additions to existing facilities, and the construction results in a potential impact to the environment, then the impact would need to be assessed in an EIR and mitigated if found to be significant. The ultimate determination of whether a project would result in a significant impact to the environment related to fire protection is determined by whether construction of new or expanded fire protection facilities is a reasonably foreseeable direct or indirect effect of the project.

There are no current capital improvement plans for the construction or expansion of fire facilities in the local vicinity of the Project Site. Therefore, the City makes the following assumptions based on existing zoning standards and based on historical development of fire and emergency facilities, that in the event that the City determines that expanded or new emergency facilities are warranted, such facilities (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are between 0.5 acre and 1 acre in size; and (3) could qualify for a categorical exemption under CEQA Guidelines Sections 15301 or 15332 or Mitigated Negative Declaration.

In regard to fire hydrant flow, LADWP performed a hydraulic analysis of their water system to determine if adequate fire flow is available to the fire hydrants surrounding the Project Site. LADWP's approach consists of analyzing their water system model in the vicinity of the Project Site. Based on the results in the Information of Fire Flow Availability Request (IFFAR) in Exhibit 2 of the Infrastructure Report, provided in Appendix M of this Draft EIR, LADWP determines whether it can meet the projected fire hydrant flow needs based on existing infrastructure through an IFFAR.

c) Project Design Features

The Project would incorporate Fire Code requirements, including those summarized in the letter from LAFD included in Appendix J of this Draft EIR. No specific project design features are proposed with regard to fire protection. However, as discussed in Section IV.K, *Transportation*, of this Draft EIR, pursuant to Project Design Feature TRAF-PDF-2, the Project would implement a Construction Management Plan that would include measures to ensure emergency access to the Project Site and adjacent properties. Project Design Feature TRAF-PDF-2 would minimize impacts to vehicular and other forms of circulation during construction.

d) Analysis of Project Impacts

Threshold 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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

(1) Impact Analysis

(a) Construction

Fires associated with construction activities could be caused by exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources, including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with OSHA and the City Building Code and Fire Code requirements, construction managers and personnel would be trained in fire prevention and emergency response. Fire suppression equipment specific to construction would be maintained on-site. Additionally, Project construction would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials.

Project construction activities could also potentially affect emergency response times and emergency access to the Project Site and the vicinity due to Project construction traffic and temporary street closures. The Project would be required to implement Project Design Feature TRAF-PDF-2, a Construction Management Plan, to minimize disruptions to traffic flow and maintain emergency vehicle access to the Project Site and neighboring land uses. As described in Project Design Feature TRAF-PDF-2, a detailed Construction Management Plan will include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.

The Project Site is located in an established urban area that is well served by an existing road network. As described above in Subsection IV.J.1.2.b)(4), US-101, Lankershim Boulevard, Barham Boulevard, and Ventura Boulevard/Cahuenga Boulevard, are Disaster Routes that could be utilized during a disaster event.[22] As such, the Project is largely available to access from the adjacent roadways. Emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Impacts to fire protection services would be considered less than significant for all the following reasons:

1. Emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAFD (refer to Project Design Feature TRAF-PDF-2 in Section IV.K, *Transportation*, of this Draft EIR);
2. Construction impacts are temporary in nature and do not cause lasting effects; and
3. Partial lane closures, if determined to be necessary, would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic, in accordance with Section 21806 of the California Vehicle Code. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

As the Project would maintain emergency access during construction, which is temporary in nature, and emergency vehicles have options for avoiding traffic, Project construction would not result in substantial adverse impacts to emergency response times and emergency access, which would consequently not affect service ratios, response times, other performance objectives for fire protection.

(i) Conclusion

Based on the above, Project construction would not result in substantial adverse physical impacts associated with the provision of new or physically-altered government facilities, need for new or physically-altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Therefore, impacts to fire protection and emergency medical services during Project construction would be less than significant.

(b) Operation

(i) Facilities, Equipment, and Fire Flow

Greater occupation and activity at the Project Site have the potential to increase the need for fire protection services at the Project Site. The section analyzes the Project's

[22] County of Los Angeles Department of Public Works, Disaster Routes by City, City of Los Angeles Central Area, website: Disaster Route Maps - By City (lacounty.gov), accessed November 2022..

potential operational impacts on LAFD services, facilities and equipment, fire flow, and response distances.

With regard to fire flow, in general, the required fire flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Based on the Utility Infrastructure Technical Report prepared for the Project, and included as Appendix M of this Draft EIR, the LAFD has determined that the required fire-flow for the Project, which falls within the industrial and commercial category, would be 9,000 gpm (total) from six fire hydrants flowing simultaneously with a residual water pressure of 20 psi.[23] This translates to a required flow of 1,500 gpm for each hydrant.

An IFFAR was submitted to the LADWP to confirm adequate fire flow pressure for the Project from the existing infrastructure. LADWP indicated in the IFFAR results that the six nearby fire hydrants flowing simultaneously would result in a combined flow of 9,000 gpm at or above 20 psi. Refer to the IFFAR results in Exhibit 2 as provided by LADWP, which confirm that the Project has adequate fire flow available to comply with LAMC Section 57.507.

As detailed in Table IV.J.1-3, Fire Station 76 (an Engine Company) is located approximately 1.4 miles southeast of the Project Site. In addition, Fire Station 60 (a truck Company) is located approximately 3.1 miles northwest of the Project Site. Fire Station 86 and Fire Station 97 located approximately 1.8 miles northwest and 2.6 miles southwest of the Project Site respectively, would provide back-up response to the Project Site. Furthermore, an additional Truck Company is located at Fire Station 27, 4.1 miles to the southeast. LAMC Section 57.507.3.3 provides for the following response distances, which, if exceeded, require the installation of an automatic fire sprinklers system: one mile for an Engine Company and 1.5 miles from a Truck Company for a high-density residential and commercial development. Both Fire Station 76 and Fire Station 60 do not meet either distance standards for an Engine Company or Truck Company. Because the serving fire stations do not meet the LAFD response distance requirements, the Project would install an automatic sprinkler system per LAMC Section 57.507.3.3, which would fully address LAFD's response criteria.

Based on Section 94.2020.0 of the LAMC that adopts by reference NFPA 14-2013 including Section 7.10.1.1.5, the maximum allowable fire sprinkler demand for a fully or partially sprinklered building would be 1,250 gpm for all buildings on the Project Site, which as shown by the approved Fire Service Advisory Request (SAR) (see Exhibit 3 of the Infrastructure Report), can be supplied to the Project Site by LADWP. With compliance with LAFD and LADWP requirements, fire flow impacts would be less than significant. The Project will protect existing and install new fire and domestic infrastructure

[23] KPFF Consulting Engineers, Hilton Universal Utility Infrastructure Technical Report: Water, March 2020, page 8. Provided in Appendix M of this Draft EIR.

to meet the proposed fire suppression demands in compliance with LAFD, Los Angeles Department of Building and Safety (LADBS) and LADWP requirements.

The Project would comply with applicable regulatory requirements of the City Fire Code, and development plans would be subject to review and approval by the LAFD.

The Project would comply with the applicable OSHA and City Building Code and Fire Code requirements, including: the provision of fire resistant doors, materials, walkways, stairwells, and elevator systems (including emergency and fire control elevators); installation of a fire sprinkler suppression system, smoke detectors, signage, fire alarms, building emergency communication systems, smoke control systems; implementation of an Emergency Safety Plan; compliance with LAFD fire apparatus and personnel access requirements; and water systems and roadway improvements improved to the satisfaction of the LAFD. In addition, the Project would comply with LAFD's preliminary recommendations contained in correspondence provided in Appendix J of this Draft EIR. The LAFD recommended a variety of fire prevention and protection features including, but not limited to, building identification, emergency access lanes, building setbacks, fire hydrants, and private roadway widths.

Compliance with applicable City Building Code and Fire Code requirements and recommendations would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in LAMC Section 57.118. LAFD review and approval of final plans and specifications will be required prior to the issuance of a building permit to ensure the recommendations provided in Appendix J are included in the Project.

Compliance with applicable regulatory requirements and recommendations, including LAFD's fire/life safety and LAFD's fire/life safety inspection for new construction projects, would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment without creating the need for new or expanded fire facilities.

(ii) Emergency Access

As described in Chapter II, *Project Description*, of this Draft EIR, vehicular access to the Project Site, including access for emergency vehicles, would be provided from Universal Hollywood Drive via ingress and egress driveways. Operation of the Project would not include the installation of barriers (e.g., perimeter fencing, fixed bollards, etc.) that could impede emergency vehicle access to within and in the vicinity of the Project Site. In addition, the Project includes the installation of a service road along the eastern side of the Project Site and emergency response vehicles could utilize the service road for access. The design of the service road includes a turnaround which would accommodate fire trucks/engines and would be located at the terminus of the service road in the southern portion of the Project Site. Additionally, the main access road to the Hotel includes a circular turnaround at South Plaza. As such, emergency access to the Project Site would be maintained at all times.

It is acknowledged that the Project would increase traffic on surrounding roadways. However, the area surrounding the Project Site includes an established street system, consisting of primary and secondary arterials, and collector and local streets that provide regional, sub-regional, and local access and circulation within the local Project vicinity. Based on the Project Site's location within a highly urbanized area of the City, the streets surrounding the Project Site were designed as standard streets in terms of pavement width and thickness, curb and gutter, and horizontal and vertical curvature. Therefore, the street system surrounding the Project Site is not considered substandard. In addition, emergency response is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel (including bypassing of signalized intersections), driving in the lanes of opposing traffic pursuant to Section 21806 of the California Vehicle Code and multiple station response. Furthermore, each of the fire stations that serve the Project Site have multiple routes available to respond to emergency calls at the Project Site. Additionally, the Project's driveways and internal circulation would be designed to incorporate all applicable City Building Code and Fire Code requirements regarding Project Site access, including providing adequate emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in LAMC Section 57.118, and which are required prior to the issuance of a building permit. Therefore, based on the considerations above, despite the Project increase in traffic, the Project would not significantly impair the LAFD from responding to emergencies at the Project Site or the surrounding area.

(iii) Conclusion

Based on the above, Project operation would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Therefore, impacts to fire protection and emergency medical services during Project operation would be less than significant.

(2) Mitigation Measures

Impacts regarding fire protection services were determined to be less than significant without mitigation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding fire protection services were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

e) Cumulative Impacts

(1) Impact Analysis

Impacts to LAFD services and facilities for each of the related projects would be addressed as part of each related project's development review process conducted by the City. Each related project would be subject to the City's routine permitting process, which would include a review by the LAFD to ensure that sufficient measures are implemented to reduce potential impacts to fire protection services.

Chapter III, *Environmental Setting*, of this Draft EIR, identifies 15 related projects (one in the County of Los Angeles and 14 in the City of Los Angeles). While the related project located within the County of Los Angeles is not located in the jurisdiction of the City, based on the Mutual Aid Plan, as jurisdictions around the City of Los Angeles may be impacted by LAFD services, this related project was considered in this cumulative analysis as the Project. The related projects located within the City are located within the fire station service areas of the same LAFD Fire Stations that would serve the Project (i.e., Fire Stations 76 and 86). Additionally, the Los Angeles County Fire Department Station 51 is located within 0.8 miles of Related Project 1, which is within the County of Los Angeles.[24]

(a) Construction

As with the Project, each related project would have the potential to result in accidental on-site fires by exposing combustible materials (e.g., wood, plastics, sawdust, coverings, and coatings) to fire risks from machinery and equipment sparks, and from exposed electrical lines, chemical reactions, in combustible materials and coatings, and lighted cigarettes. However, similar to the Project, construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities, such as those set forth in the Safety and Health regulations for construction established by OSHA. Additionally, in accordance with the provisions established by OSHA for emergency response and fire safety operations, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site. Construction of the related projects would also occur in compliance with applicable federal, state, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials.

In the event that Project construction occurs concurrently with related projects in proximity to the Project Site, specific coordination among these multiple construction sites would be required and implemented through the Project's Construction Management Plan, which would ensure that emergency access and traffic flow are maintained on adjacent rights-of-ways. Since the Project would not require substantial narrowing of adjacent public rights-of-ways that may be hazardous to roadway travelers, the Project would not

[24] LA County Fire, Search Results for 91608, https://locator.lacounty.gov/fire/Search?find=&near=91608&cat=&tag=&loc=&lat=34.13&lon=-118.35, accessed 07 October 2022.

have significant impacts on access and safety. Similar to the Project, each related project would implement similar design features during construction and would be subject to the City's routine construction permitting process, or equivalent permitting process for the related project in the County of Los Angeles, which includes a review by LAFD to ensure that sufficient fire safety measures are implemented to reduce potential impacts to fire protection services. Furthermore, construction-related traffic generated by the Project and related projects would not significantly impact LAFD response times within the Project Site vicinity as drivers of fire and emergency vehicles have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes opposing traffic, pursuant to Section 21806 of the California Vehicle Code. Finally, the Project in and of itself would not cause a significant impact to fire protection services during construction.

(b) Operation

The increase in development from the Project combined with the related projects would generate the need for additional fire protection and EMS from the fire stations discussed above.

As stated by LAFD, the development of the Project and the related projects may result in the need for increased staffing for existing facilities (such as Paramedic Rescue Ambulance and EMT and Rescue Ambulance resources), additional fire protection facilities, and relocation of present fire protection facilities.[25] However, with regard to facilities and equipment, similar to the Project, the related projects would be required to implement all applicable City Building Code and Fire Code requirements regarding structural design, building materials, site access, fire-flow, storage and management of hazardous materials, and alarm and communications systems. Compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in LAMC Section 57.118, prior to the issuance of a building permit. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided and reduce demand on LAFD facilities and equipment. As with the Project, other related projects may also include the installation of automatic fire sprinklers to enhance fire safety that would further reduce the demand placed on the LAFD facilities and equipment.

The Project, as well as the related projects, would also generate revenues to the City's General Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate by the City. Furthermore, over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs, including staffing, equipment, trucks and engines, ambulances, other

25 Kristin Crowley, Fire Marshal, Bureau of Fire Prevention and Public Safety, Los Angeles Fire Department (LAFD), correspondence dated September 28, 2022. Provided in Appendix J of this Draft EIR.

special apparatuses, and possibly station expansions or new station construction, which may become necessary to achieve the required level of service.

With regard to response distance, given that the related projects are generally located within an urban area, each of the related projects within the geographic scope would likewise be developed within urbanized locations serviced by one or more existing fire stations. Additionally, in accordance with Fire Code requirements, if a related project would not be within the acceptable distance from a fire station, that related project would be required to install an automatic fire sprinkler system to comply with response distance requirements. Similarly, as with the Project, the related projects would be required to comply with all applicable City Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review prior to the issuance of a building permit.

With regard to response times, the Project and related projects would introduce new uses that would generate additional traffic in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area. Traffic from the Project and related projects has the potential to increase emergency vehicle response times due to travel time delays caused by the additional traffic. However, as with the Project, related projects are expected to include design features and mitigation measures that would serve to reduce traffic impacts. Furthermore, as previously stated, emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, despite the cumulative increase in traffic, the Project and related projects would not significantly impair the LAFD from responding to emergencies at the Project Site or the surrounding area.

With regard to cumulative impacts on fire protection, consistent with *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection service is the responsibility of the City. Through the City's regular budgeting efforts, LAFD's resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time, as appropriate.[26] At this time, LAFD has not identified that it will be constructing a new station in the area impacted by this Project either because of this Project or this Project and other projects in the service area. If LAFD determines that new facilities are necessary at some point in the future, such facilities (1) would occur where allowed under the designated land use, (2) would be expected to be located on parcels that are infill opportunities on lots that are typically between approximately 0.5 to 2 acres in size (such as the five stations identified as serving the Project Site), and (3) would likely qualify for a Categorical Exemption under CEQA

26 City of Los Angeles, Budget for the Fiscal Year 2018-19, modified and adopted by City Council on May 25, 2018.

Guidelines Section 15301 or 15332 or Mitigated Negative Declaration and would not be expected to result in significant impacts. Further analysis, including a specific location for a new fire station or expansion or alteration of the existing fire stations which would service the Project Site and the related projects' sites, would be speculative and, therefore, beyond the scope of this Draft EIR.

(c) Conclusion

Based on the above, the Project's contribution to cumulative impacts associated with the provision of new or physically altered fire facilities, the construction of which would result in substantial adverse environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection would not be cumulatively considerable, and cumulative impacts would be less than significant.

(2) Mitigation Measures

Cumulative impacts regarding fire protection services were determined to be less than significant without mitigation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative impacts with regard to fire protection services were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

J.2 Public Service – Police Protection

1. Introduction

This section of the Draft EIR analyzes whether new or physically altered police facilities would be required to provide police protection services to the Project, the construction and operation of which could cause significant environmental impacts. The analysis is based, in part, on information provided by the LAPD dated August 24, 2023, and includes statistical data regarding police protection facilities, services, and response times. This information is included in **Appendix J**, of this Draft EIR. Additional information included in this analysis is based on the LAPD crime control model computer statistics (COMPSTAT) database, and other data available on the LAPD website.

2. Environmental Setting

a) Regulatory Framework

There are several plans, regulations, and programs regarding police protection at the State, regional, and local levels applicable to the Project. Described below, these include:

- California Vehicle Code, Section 21806
- California Constitution Article XIII, Section 35
- California Penal Code
- County of Los Angeles Office of Emergency Management (OEM)
- City of Los Angeles General Plan
  - Framework Element
  - Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan
- City of Los Angeles Charter
- Administrative and Municipal Codes
- LAPD Computer Statistics Unit (COMPSTAT) Program
- LAPD Guidelines and Plan Review

(1) State

(a) California Vehicle Code, Section 21806

Section 21806 of the California Vehicle Code (CVC) pertains to emergency vehicles responding to Code 3 incident/calls[1].This section of the CVC states the following:

> *Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following: (a)(1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed. (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.... (c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.*

(b) California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection, as well as other public safety services. Section 35 at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” In *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.

[1] A Code 3 response to any emergency may be initiated when one or more of the following elements are present: a serious public hazard, an immediate pursuit, preservation of life, a serious crime in progress, and prevention of a serious crime. A Code 3 response involves the use of sirens and flashing red lights.

(c) California Penal Code

All law enforcement agencies in California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

(2) Regional

(a) County of Los Angeles Office of Emergency Management

The County of Los Angeles Office of Emergency Management (OEM), established by Chapter 2.68 of the Los Angeles County Code, is responsible for organizing and directing emergency preparedness efforts, as well as the day-to-day coordination efforts, for the County's Emergency Management Organization. The OEM's broad responsibilities include, among others, planning and coordination of emergency services on a Countywide basis.[2]

Los Angeles County organizes a formal mutual aid agreement between all police departments within its jurisdiction to provide police personnel and resources to assist other member agencies during emergency and/or conditions of extreme peril. This ensures adequate resources should an emergency arise that requires immediate response by more law enforcement personnel than would be available to LAPD using only its own available resources.

(3) Local

(a) City of Los Angeles General Plan

(i) Framework Element

The City of Los Angeles General Plan Framework Element (Framework Element), originally adopted in December 1996 and re-adopted in August 2001, provides a comprehensive vision for long-term growth within the City and guides subsequent amendments of the City's Community Plans Specific Plans, zoning ordinances, and other local planning programs.

Relevant goals, objectives, and policies of the Framework Element are provided in **Table IV.J.2-1**, *Relevant General Plan Framework Element Infrastructure and Public Services Goals, Objectives, and Policies*, below. Chapter 9 of the General Plan Framework addresses Infrastructure and Public Services, and includes the following relevant goals, objectives, and policies outlined below in Table IV.J.2-1. Goal 9I states that every neighborhood should have the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.

[2] County of Los Angeles Chief Executive Office, Office of Emergency Management, About Emergency Management, https://ceo.lacounty.gov/emergency-management/#1509664666354-388bbaed-fcaf, Accessed December 2, 2022.

Related Objective 9.13 and Policy 9.13.1, which implement Goal 9I, require the monitoring and reporting of police statistics and population projections for the purpose of evaluating existing and future needs. Objective 9.14 requires that adequate police services, facilities, equipment, and personnel be available to meet existing and future public needs. Policies related to Objective 9.14 generally provide guidance for public agencies. Objective 9.15 requires LAPD services to provide adequate public safety in emergency situations by maintaining mutual assistance relationships with local law enforcement agencies, state law enforcement agencies, and the National Guard.

TABLE IV.J.2-1
RELEVANT GENERAL PLAN FRAMEWORK ELEMENT INFRASTRUCTURE AND PUBLIC SERVICES GOALS, OBJECTIVES, AND POLICIES

Framework Element – Chapter 9, Infrastructure and Public Services	
Goal 9I	Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.
Objective 9.13	Monitor and forecast demand for existing and projected police service and facilities.
Policy 9.13.1	Monitor and report police statistics, as appropriate, and population projections for the purpose of evaluating police service based on existing and future needs.
Objective 9.14	Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs.
Policy 9.14.1	Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.
Policy 9.14.5	Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection.
Policy 9.14.7	Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.
Objective 9.15	Provide for adequate public safety in emergency situations.
Policy 9.15.1	Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations.

SOURCE: City of Los Angeles 2001

(ii) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The Land Use Element of the City's General Plan is comprised of 35 community plans. Community plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The community plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems. The community plans implement the City's Framework Element at the local level and consist of both text and

an accompanying generalized land use map. The community plans' text express goals, objectives, policies, and programs to address growth in the community including those that relate to police protection required to support such growth. The community plans' map depict the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities. The Project is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area (CPA).

The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan was adopted in 1988 through the General Plan Consistency Program with the latest update in 1998. The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan sets forth goals, objectives, policies, and programs that pertain to the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass CPA and is updated to reflect new conditions, local attitudes, and technological advances. The LAPD provides police protection within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass CPA. LAPD facilities serving the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area include the North Hollywood Community Police Station, and four additional LAPD stop-in sites. The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan provides one goal, one objective, and one policy regarding police protection. The following objectives and goals relate to police services and law enforcement: [3]

> **Goal 8**: A community with adequate police facilities and services to protect the community's residents from criminal activity reduce the incidence of crime and provide other necessary law enforcement services.
>
> > **Objective 8-1**: To provide adequate police facilities and personnel to correspond with population and service demands.
> >
> > > **Policy 8-1.1**: Coordinate with the Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

(b) City of Los Angeles Charter

The City Charter at Section 570 gives the power and the duty to the LAPD to enforce the penal provisions of the Charter, City ordinances, and state and federal laws. The Charter also gives responsibility to the LAPD to act as peace officers and to protect lives and property in case of disaster or public calamity.

(c) Administrative and Municipal Codes

Section 22.240 of the Administrative Code requires the LAPD to adhere to the State standards described in Section 13522 of the California Penal Code for the training of police dispatchers. Los Angeles Municipal Code (LAMC) Chapter 5 includes regulations, enforceable by the police, related to firearms, illegal hazardous waste disposal, and nuisances (such as excessive noise), and providing support to the Department of Building

[3] City of Los Angeles, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, adopted May 13, 1998, page III-15.

and Safety Code Enforcement inspectors and the LAFD in the enforcement of the City's Fire, Building, and Health Codes. The LAPD is also given the power and the duty to protect residents and property and to review and enforce specific security-related mitigation measures in regard to new development.

(a) *Los Angeles Police Department Computer Statistics Unit Program*

The LAPD Computer Statistics Unit (COMPSTAT) Program was created in 1994 and implements the Framework Element goal of assembling statistical population and crime data to determine necessary crime prevention actions. This system implements a multi-layer approach to police protection services through statistical and geographical information system (GIS) analysis of growing trends in crime through its specialized crime control model. COMPSTAT has effectively and significantly reduced the occurrence of crime in Los Angeles communities through accurate and timely intelligence regarding emerging crime trends or patterns.[4]

(b) *LAPD Guidelines and Plan Review*

Projects subject to City review are required to develop an Emergency Procedures Plan to address emergency concerns and practices. The plan is subject to review by LAPD. In addition, projects are encouraged to comply with the LAPD's *Design Out Crime Guidelines*, which incorporates techniques of Crime Prevention Through Environmental Design (CPTED) and seeks to deter crime through the design of buildings and public spaces. Specifically, projects are recommended to:

- Provide on-site security personnel whose duties shall include but not be limited to the following:
  - Monitoring entrances and exits;
  - Managing and monitoring fire/life/safety systems;
  - Controlling and monitoring activities in parking facilities;
- Install security industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading docks, public plazas and parking areas;
- Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;

4 LAPD, *COMPSTAT,* http://www.lapdonline.org/crime_mapping_and_compstat/content_basic_view/6363, Accessed December 2, 2022.

- Design public spaces to be easily patrolled and accessed by safety personnel;
- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and
- Limit visually obstructed and infrequently accessed "dead zones."

b) Existing Conditions

(1) LAPD Service Areas and Bureaus

The LAPD provides police protection services in the City of Los Angeles, covering approximately 468 square miles and includes 21 community police service areas operated among four geographically defined bureaus: the Central, South, West, and Valley Bureaus. Each bureau is further defined by divisions and into reporting districts. The LAPD also has a variety of specialized units including Special Weapons and Tactics (S.W.A.T.), Off-Road Enforcement, Metro Division, Mounted Unit, Air Support Division, Art Theft Detail, K-9 Unit, Gang and Narcotics Division, and Specialized Enforcement Section (Motors and Commercial Enforcement).[5]

As noted in correspondence from LAPD, the departmental staffing resources within the LAPD include 9,204 sworn officers and 3,337 civilian employees.[6] Based on a total City population of 3,985,516, the LAPD currently has an officer-to-resident ratio of 2.31 officers for every 1,000 residents, or a ratio of 433 residents to every one officer (433:1).[7]

The Project Site is located within the jurisdiction of the Valley Bureau, North Hollywood Community Police Station's "Geographical Patrol Area," which covers approximately 226.47 square miles with a population of approximately 1,800,000 residents, and oversees operations in the communities of Devonshire, Foothill, Mission, North Hollywood, Topanga, Van Nuys, and West Valley, as well as Valley Traffic Division.[8] The Valley Traffic Division is responsible for investigating traffic collisions and traffic-related crimes for all operations in the Valley Bureau. The Valley Bureau oversees operations at seven community police stations: the Devonshire Community Police Station, the Foothill Community Police Station, the Mission Community Police Station, the North Hollywood Community Police Station, the Topanga Community Police Station, the Van Nuys Community Police Station, and the West

5 LAPD, Inside the LAPD, http://www.lapdonline.org/inside_the_lapd, accessed November 12, 2022.

6 Michel R. Moore, Chief of Police; Billy B. Brockway, Commander, Department Homeless Coordinator, Office of Operations; Officer James Nichols, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, dated August 24, 2023. Provided in Appendix J-2 of this Draft EIR.

7 Michel R. Moore, Chief of Police; Billy B. Brockway, Commander, Department Homeless Coordinator, Office of Operations; Officer James Nichols, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, dated August 24, 2023. Provided in Appendix J-2 of this Draft EIR.

8 LAPD, About Valley Bureau, https://www.lapdonline.org/valley_bureau/content_basic_view/1921, accessed November 12, 2022.

Valley Community Police Station.[9] The North Hollywood Community Police Station serves the Project Site and is described in more detail below.

(2) LAPD North Hollywood Community Police Station

The Project Site is served by the North Hollywood Community Police Station, within Reporting District 1587,[10] located at 11640 Burbank Boulevard, approximately 4.2 miles northwest of the Project Site, as shown in **Figure IV.J.2-1**, *Location of North Hollywood Community Police Station*. The North Hollywood Community Police Station's boundaries encompass 25 square miles (North Hollywood Community Area) and includes the communities of North Hollywood, Studio City, Valley Village, Toluca Lake, West Toluca Lake, and a portion of Sun Valley.[11]

The approximate borders of the North Hollywood Community Police Station service area are Cantara Street and Saticoy Street to the north; Mulholland Drive, Barham Boulevard, and the Universal City Park Boundary to the south; the City of Los Angeles City Boundary and the Universal City Park Boundary to the east; and the Tujunga Wash, Coldwater Canyon Avenue to the west.[12] The North Hollywood Community Police Station includes 203 full time sworn officers, 10 reserve officers, and 14 citizen volunteers, who serve a population of approximately 167,500 residents.[13] The resident to officer ratio is 786 residents to every one officer (786:1).

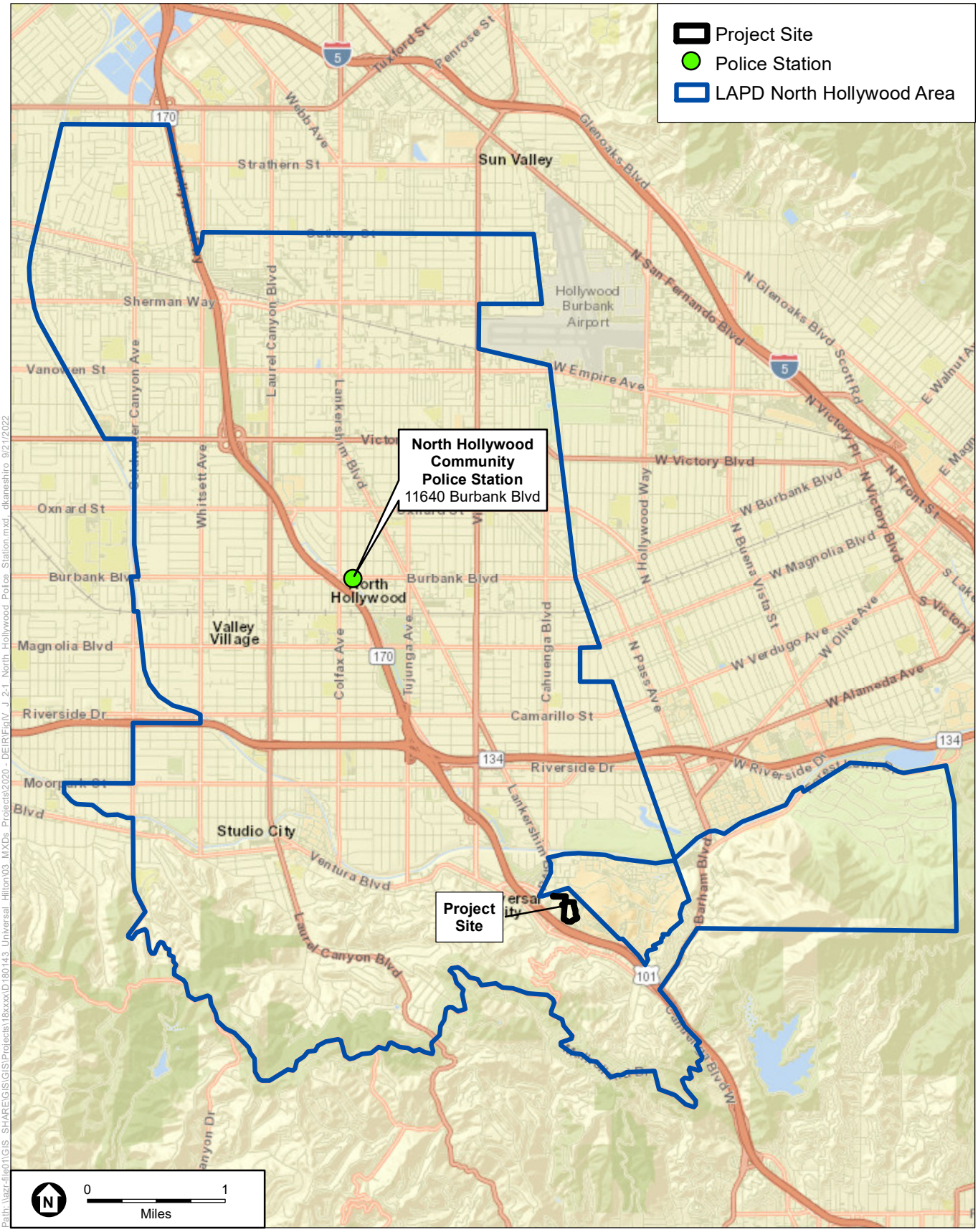
9 LAPD, Valley Bureau Community Police Stations, Valley Bureau - LAPD Online, accessed December 2, 2022.

10 Michel R. Moore, Chief of Police; Billy B. Brockway, Commander, Department Homeless Coordinator, Office of Operations; Officer James Nichols, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, dated August 24, 2023. Provided in Appendix J-2 of this Draft EIR.

11 LAPD, About North Hollywood, North Hollywood Community Police Station - LAPD Online, accessed December 2, 2022.

12 LAPD, North Hollywood Division, NHWD11x17.pdf (usgovcloudapi.net), August 2021. Accessed December 2, 2022.

13 Michel R. Moore, Chief of Police; Billy B. Brockway, Commander, Department Homeless Coordinator, Office of Operations; Officer James Nichols, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, dated August 24, 2023. Provided in Appendix J-2 of this Draft EIR.



SOURCE: ESRI 2020; LAPD, Central Bureau 2019.
NOTE: The Project Site is served by the North Hollywood Community Police Station

Hilton Universal City Project

Figure IV.J.2-1
Location of North Hollywood Community Police Station

In the event a situation arises requiring increased staffing, additional officers can be called in from other LAPD area police stations (the other closest stations within the Valley Bureau being the Van Nuys Community Police Station, Mission Community Police Station, and the Foothill Area Los Angeles Community Police Station). As with all municipal police departments in Los Angeles County, the LAPD also participates in the Mutual Aid Operations Plan for Los Angeles County (see further discussion under Regulatory Framework above). The Mutual Aid Operations Plan is a reciprocal agreement between signatory agencies (in this case, the Los Angeles County Sheriff's Department, which provides police services under contract to other local police departments) to provide police personnel and resources to assist other member agencies during emergencies and/or conditions of extreme peril.

(3) Response Times

The emergency response system of the North Hollywood Community Police Station is directly linked to the LAPD Communications Division's Dispatch Centers. The Communications Division has the responsibility to staff and answer, on a 24-hour basis, the telephones upon which 911 emergency calls for service are received (includes police, fire, and paramedic). According to the LAPD, the average response time to emergency calls for service in the North Hollywood Community Area as of July 29, 2023, was 4.6 minutes. The average response time for non-emergency calls for service in the Hollywood Community Area as of July 29, 2023, was 24.4 minutes.[14]

(4) LAPD Crime Statistics

Currently, the LAPD operates under a Computer Statistics (COMPSTAT) Plus program that assembles statistical population and crime data to determine necessary crime prevention actions. COMPSTAT, short for "computer statistics," is a multi-faceted system for managing police operations. COMPSTAT looks outwardly at crime and its effects in the community, while at the same time looking within the organization to identify best practices in managing police personnel and risk management issues.[15] COMPSTAT Plus is based on the COMPSTAT program that was created in 1994 by then Police Commissioner of the New York Police Department and former LAPD Chief William J. Bratton.

Table IV.J.2-2, *Population, Officer, and Crime Comparison,* lists the resident population, number of sworn officers, officer/resident ratio for the North Hollywood Community Area and Citywide as of June 2023 and the annual number of crimes, and crimes per 1,000

[14] Michel R. Moore, Chief of Police; Billy B. Brockway, Commander, Department Homeless Coordinator, Office of Operations; Officer James Nichols, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, dated August 24, 2023. Provided in Appendix J-2 of this Draft EIR.

[15] City of Los Angeles, COMPSTAT Webpage, COMPSTAT Division - LAPD Online, accessed December 2, 2022.

residents for the North Hollywood Community Area and Citywide for 2022, as the last reported full year.

Table IV.J.2-3, *LAPD North Hollywood Community Area Crime Statistics (2022),* summarizes the crime statistics for the North Hollywood Community Area from 2022 (the latest whole year for which annual crime data is available). As indicated therein, crimes in the North Hollywood Community Area totaled 6,693 with most of the crimes related to property crime.

TABLE IV.J.2-2
POPULATION, OFFICER, AND CRIME COMPARISON

Service Area	Square Miles	Resident Population	Sworn Officers	Officers/ Resident Ratio	Annual Reported Crimes[c]	Crimes per 1,000 Residents
North Hollywood Community Area[a]	25	167,500	203	1/786	6,693[d]	40
Citywide[b]	472.93	3,985,516	9,204	1/433	132,211[e]	33

[a] Appendix J-2 of this Draft EIR
[b] Appendix J-2 of this Draft EIR
[c] Appendix J-2 of this Draft EIR. Annual reported crimes for 2022 as the last full year reported.
[d] 6,693 crimes/167,500 residents = 0.040 X 1,000 = 40 crimes per 1,000 residents
[e] 132,211 crimes/3,985,516 residents = 0.033 X 1,000 = 33 crimes per 1,000 residents.
SOURCE: ESA, 2022.

TABLE IV.J.2-3
NORTH HOLLYWOOD COMMUNITY AREA CRIME STATISTICS (2022)

	North Hollywood Community Area	
Crime	Number	Percent of North Hollywood Community Area Crime[a]
Homicide	7	0%
Rape	67	1%
Robbery	418	6%
Aggravated Assault	571	9%
Burglary	839	13%
Motor Vehicle Theft	948	14%
Burglary From Motor Vehicle	1,571	23%
Personal/Other Theft	2,272	34%
Total	**6,693**	**100%**

[a] Percentages are rounded.
SOURCE: Michel R. Moore, Chief of Police; Billy B. Brockway, Commander, Department Homeless Coordinator, Office of Operations; Officer James Nichols, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, dated August 24, 2023. Provided in Appendix J-2 of this Draft EIR.

(5) Existing Project Site Features

The Project Site is currently developed with the Existing Hotel Building and associated improvements. The primary on-site improvements (described from north-to-south) consist of: a) a motorcourt and porte cochere entryway to the Existing Ancillary Hotel Building, and landscaping (i.e., the North Plaza); b) the low-rise Existing Ancillary Hotel Building; c) a motorcourt with Americans with Disabilities Act (ADA) accessible parking spaces, landscaped median, and a porte cochere entryway to the Existing Hotel Building's lobby area (i.e., the South Plaza); d) the Existing Hotel Building; and e) the Existing Outdoor Pool Area.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to police protection services if it would:

a) 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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions. The factors to evaluate police protection services impacts include:

- The population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area;
- 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
- Whether the project includes security and/or design features that would reduce the demand for police services.

b) Methodology

The analysis of impacts on police protection services addresses the Project's effects on the ability of police personnel to adequately serve existing and future population in the Project vicinity, taking into consideration the Project's security and/or design features intended to reduce the demand for police protection services and potential need for new or expanded police facilities. The analysis presents statistical data for the North Hollywood Community Area and Citywide, including the ratio of crimes to residents and

the ratio of sworn police officers to residents. The ratio of police officers to residential population is used by LAPD as an indicator of the level of service offered and serves as a basis for measuring the increase in policing required for the Project.

The Project's police service population, which was calculated using Police Service Population Conversion factors in the 2006 L.A. CEQA Thresholds Guide, was used to determine the population increase resulting from the Project. The 2006 L.A. CEQA Thresholds Guide's Police Service Population Conversion factors account for the number of visitors who would be present at any one time due to, or generated by, the Project. While the police service population calculates service population for non-residential uses, the LAPD does not provide crime rates or police officer service ratios for non-residential uses and does not use such ratios to measure service levels.

As described above, the Project Site is currently developed with the Existing Hotel Building and associated improvements that generate a demand for police services. To accommodate the Project's development, the Existing Outdoor Pool Area on the southern portion of the Project Site would be demolished, and the existing North and South Plazas would be reconfigured. The demolition and renovations required under the Project would not affect the existing demand associated with the Existing Hotel Building and associated improvements. Therefore, analysis of demand for police services is focused solely on demand associated with the new uses proposed for the Project Site.

In consideration of the above factors, a determination is made as to whether the LAPD would require the addition of a new or physically altered facility to maintain acceptable service levels, the construction of which could result in a potentially significant environmental impact. As part of the analysis, the LAPD was consulted and its responses were incorporated regarding the Project. Information provided by the LAPD is included in Appendix J of this Draft EIR.

c) Project Design Features

Refer to Project Design Features TRAF-PDF-2 (Construction Management Plan) in Section IV.K, *Transportation,* of this Draft EIR. In addition, the following project design feature related to police protection services during Project construction will be implemented as part of the Project:

> **POL-PDF-1: Security Features During Construction.** During construction, on-site security measures will include security lighting and a construction security fence with gated and locked entry around active construction areas.
>
> **POL-PDF-2: Operational Security Features.** During operation, the Hotel would continue to implement its comprehensive 24 hours per day/seven days per week security program, which includes comprehensive coverage and monitoring of key areas through closed circuit television (CCTV), electronically controlled and locking access cards for non-public areas, full time 24-hour, security provided by Hotel staff at the front desk and security personnel. Security personnel duties

include, but are not limited to, assisting guests and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the Project Site. Initial alarms such as intruder alarms or duress alarms will be the responsibility of site security personnel as first responders. Access to the parking garage will be controlled by an electronic access gate and is monitored by CCTV.

d) Analysis of Project Impacts

Threshold a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities (i.e., police), need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

(1) Impact Analysis

(a) Construction

During Project construction, equipment, building materials, vehicles, and temporary offices, would be temporarily located on the Project Site, which could be subject to theft or vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. This could result in an increase in demand for police protection services. Consequently, developers typically take precautions to prevent trespassing through construction sites, such as installation of temporary fencing around the construction site to keep potential trespassers out and deployment of roving security guards to prevent problems during a project's construction. When such precautions are taken, there is less of a need for local law enforcement at the construction site.

The Project Site is easily accessed from the adjacent roadways. The Project Site would need to be secured during construction in order to avoid potential theft. The security measures in Project Design Feature POL-PDF-1 such as fencing and lighting will ensure that valuable materials (e.g., building supplies and metals, such as copper wiring), as well as construction equipment, are not easily stolen or abused. The specific type and combination of construction site security features would depend on the phase of construction. Implementation of these security features would minimize the Project's potential need for police protection services during the construction phase.

Emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Some partial roadway closures may occur in the roadways immediately adjacent to the

Project Site, including Universal Hollywood Drive and Hotel Drive. Project impacts to police protection services would be less than significant for the following reasons:

1. Emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAPD (refer to Project Design Feature TRAF-PDF-2 in Section IV.K, *Transportation*, of this Draft EIR);
2. Construction impacts are temporary in nature and do not cause lasting effects; and
3. Partial lane closures, if determined to be necessary, would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic, in accordance with Section 21806 of the CVC. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

Emergency access to and from the Project Site during construction would be maintained through development of a Construction Management Plan, subject to review and approval by the City of Los Angeles Department of Transportation (LADOT), that will be incorporated into the Project as provided in Project Design Feature TRAF-PDF-2. As described in Project Design Feature TRAF-PDF-2, a detailed Construction Management Plan will include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan, would formalize how construction would be carried out, and would identify specific actions that would be required to reduce effects on the surrounding community.

As the Project would include fencing and security lighting, as part of Project Design Feature POL-PDF-1, no additional officers from LAPD would be needed to monitor the Project Site during construction outside of existing officers that patrol the area already. Thus, LAPD officers which patrol the Project Site and surrounding area would be staffed from the existing officers at the North Hollywood Community Police Station. Additionally, the various safety and control features that would be implemented during Project construction would reduce the potential for incidents that would require police responses.

While Project construction would create new employment opportunities, many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills. Construction workers would remain at a job site for only the timeframe in which their specific skills are needed to complete a particular phase of the construction process, which would occur over an approximate two-year timeframe. Therefore, it is not likely that construction workers hired for the Project would relocate their households as a result of their employment. Therefore, Project construction activities would not result in an increase in population that would generate additional demand for police protection services.

Based on the above analysis, construction of the Project would not generate a demand for additional police protection services that could exceed the LAPD's capacity to serve

the Project Site. **Therefore, impacts resulting from Project construction would not create the need for new or physically altered police facilities, the construction of which would result in substantial adverse environmental impacts, in order to maintain acceptable service. As such, impacts would be less than significant.**

(b) Operation

As discussed in Chapter II, *Project Description*, of this Draft EIR, the Project includes: a new 18-story Hotel Expansion Building with 395 guest rooms and a one-story Meeting Room Addition to the Existing Ancillary Hotel Building. As there are no proposed residential uses, the Project would only contribute to increasing the number of non-resident site populations (visitors and employees). Therefore, the Project would not generate demand for police protection related to residential land uses as the number of residences would not change compared to existing conditions.

As shown below in **Table IV.J.2-4**, *Project Increases in Police Service Non-Residential Population,* the Project would introduce new visitor populations and would increase the existing number of employees at the Project Site, which would increase the demand for police protection services from the LAPD.

TABLE IV.J.2-4
PROJECT INCREASES IN POLICE SERVICE NON-RESIDENTIAL POPULATION

Land Use	Amount of Development	Generation Factor (population per unit)[a,b]	Police Service Population[c]
Hotel (including restaurant, facilities, etc.)	395 rooms	0.5 persons/room/day	198
Total Police Service Population			**198**

[a] The generation factors are based on the City of Los Angeles VMT Calculator Documentation Guide Version 1.3, Table 1, Land Use and Trip Generation Base Assumptions, May 2020.

[b] Per the methodology for trip generation provided in the 2023 TA Addendum (Appendix K-4) of this Draft EIR, all vehicle trips generated by the hotel and its ancillary uses, including meeting rooms, are captured in the trip generation rate based on the number of rooms. Similarly, the non-residential population for the Project is based on the number of rooms and guests for the Meeting Room Addition are captured within this service population.

[c] Service population is rounded to the nearest whole number.

SOURCE: ESA, 2023. City of Los Angeles, VMT Calculator Documentation. May 2020. (lacity.org) Accessed May 2023.

As discussed in Subsection IV.J.2.2, *Environmental Setting*, the Project Site is served by the North Hollywood Community Police Station, which has approximately 203 sworn officers. This station currently serves a population of approximately 167,500 people and reported 6,693 total crimes in 2022. This represents an officer-to-population ratio of approximately 1:786 and an annual crime rate of 0.040 crimes per capita. The Project does not propose any residential uses and would therefore not directly generate any new residential population in the North Hollywood Community Area. As shown in Table IV.J.2-

3, the estimated net non-resident service population associated with the 395 room Hotel Expansion Building and Meeting Room Addition would be 198 people, inclusive of both visitors and employees.

However, LAPD does not provide crime rates for non-resident population; rather, crime associated with non-resident population is incorporated into the overall community service ratio based on the residential population. The City does not separately consider non-residential population increases when calculating increased demand for police services. Moreover, the Project's operational demand for police protection services would be offset as the result of the security services currently provided on the Project Site. As detailed in Chapter II, *Project Description*, of this Draft EIR, the Hotel would continue to implement its comprehensive 24 hours per day/seven days per week security program following the completion of the Project to ensure the safety of Hotel guests and other visitors to the Project Site. Project design would include well-lit public and semi-public spaces, as well as active security features. These features include comprehensive coverage and monitoring of key areas through closed circuit television (CCTV). Access to non-public areas of the Hotel would be restricted by electronically controlled and locking access cards. Full time 24-hour, security would be provided by Hotel staff at the front desk and security personnel. Security personnel duties would include, but not be limited to, assisting guests and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. Initial alarms such as intruder alarms or duress alarms would be the responsibility of site security personnel as first responders. Access to the parking garage is controlled by an electronic access gate and is monitored by CCTV.

According to the LAPD, there are no current plans to expand the North Hollywood Community Police Station or increase the number of personnel assigned to the North Hollywood Community Area.[16] Additionally, there are no special police protection requirements needed by law enforcement, such as the presence of military facilities or hazardous materials, because of the specific attributes of this Project as a hotel on an existing developed commercial site. In addition, the Project would include the continuation of existing site security features through PDF-POL-2. As stated in the letter from LAPD, the Project would not result in the need for new or altered police facilities. Therefore, no expansion of police facilities would be required and operational impacts on police protection services would be less than significant.

As previously discussed, the average emergency response time within the North Hollywood Community Area is 4.6 minutes for emergency calls, 13.6 minutes for medium high priority (Code 2) calls and 24.4 minutes for low priority, non-emergency calls for

16 Michel R. Moore, Chief of Police; Billy B. Brockway, Commander, Department Homeless Coordinator, Office of Operations; Officer James Nichols, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, dated August 24, 2023. Provided in Appendix J-2 of this Draft EIR.

service.[17] As described in Section IV.K, *Transportation*, of this Draft EIR, the Project would generate a total of 4,309 daily vehicle trips, with implementation of the TDM measures included in PDF-TRA-1. While the Project would add trips within the local transportation network, the Project would not alter the existing circulation network of within the City. While it is acknowledged that the Project would increase traffic on surrounding roadways, the area surrounding the Project Site includes an established street system, consisting of freeways, arterials, and collector and local streets, which provide regional, sub-regional, and local access and circulation within the Project vicinity. Emergency response is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel (including bypassing of signalized intersections), driving in the lanes of opposing traffic pursuant to CVC Section 21806 and multiple station response. Given the existing average emergency response time, existing circulation network, and reduced demand for police services as the result of on-site security personnel and operational safety features included in PDF-POL-2, emergency response times would not significantly increase under the Project and, therefore, would remain below the citywide average. Further, emergency response to a site is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Thus, Project-related traffic would not impair the LAPD from responding to emergencies at the Project Site or the surrounding area. Accordingly, Project operational impacts associated with emergency response times and emergency access would be less than significant.

Based on the above analysis, development of the Project would not generate a demand for additional police protection services that could exceed the LAPD's capacity to serve the Project Site. Therefore, the Project would not generate a demand for additional police protection services that could exceed the LAPD's capacity to serve the Project Site. Furthermore, the Project would not result in substantial adverse physical impacts associated with the provision of a new or physically altered police facility, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection, and impacts would be less than significant.

(2) Mitigation Measures

Project-level construction and operational impacts regarding police protection services would be less than significant without mitigation. Therefore, no mitigation measures are required.

[17] Michel R. Moore, Chief of Police; Billy B. Brockway, Commander, Department Homeless Coordinator, Office of Operations; Officer James Nichols, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, dated August 24, 2023. Provided in Appendix J-2 of this Draft EIR.

(3) Level of Significance After Mitigation

Project-level construction and operational impacts regarding police protection services would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant without mitigation.

e) Cumulative Impacts

(1) Impact Analysis

Chapter III, *Environmental Setting*, of this Draft EIR, identifies 15 related projects (one in the County of Los Angeles and 14 in the City of Los Angeles) that are anticipated to be developed in the Project vicinity within a 1.1-mile radius of the Project Site. While a related Project is located in the County of Los Angles, for purposes of this analysis, it was assumed that all 15 related projects would be served by the North Hollywood Community Police Station. The related projects in the North Hollywood Community Area include residential, commercial/retail, office, hotel, studio, and entertainment uses.

(a) Construction

In general, impacts to LAPD services and facilities during the construction of each related project would be addressed as part of each project's respective environmental review process conducted by the City. Similar to the Project, each related project would be required to implement a construction management plan to ensure that adequate emergency access to the property and neighboring properties is maintained. Related projects would also be required to implement similar security measures as under the Project to limit access to construction areas, such as installing construction fencing and gating and including security lighting. The specific type and combination of construction site security features would depend on the phase and duration of construction. The related projects would need to coordinate emergency accessibility with LAPD and/or LADOT, as necessary, to their respective sites to ensure that emergency access would be maintained through temporary lane closures or marked emergency access points. Construction-related traffic generated by the Project and related projects would not adversely affect LAPD service in the Project vicinity as drivers of police and emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic, pursuant to Section 21806 of the California Vehicle Code. Finally, the Project, in and of itself, would not cause a significant impact to police protection services during construction as discussed above in the Project-level analysis.

Based on the above, the Project's contribution to cumulative impacts on police protection during construction would not be cumulatively considerable, and cumulative construction impacts would be less than significant.

(b) Operation

As discussed above, the related projects in the North Hollywood Community Area include residential, commercial/retail, office, hotel, studio, and entertainment uses. **Table IV.J.2-5**, *Cumulative Population for Police Services,* shows the estimated cumulative residential and non-residential populations for the related projects in the North Hollywood Community Area. As indicated in Table IV.J.2-5, the Project (198 non-residents) in addition to the related projects (1,727 residents and 6,936 non-residents) would increase the service population of LAPD's North Hollywood Community Area by an estimated 1,727 residents and 7,134 non-residents.

TABLE IV.J.2-5
CUMULATIVE POPULATION FOR POLICE SERVICES

Land Use	Amount of Development	Generation Factor (population per unit)[a]	Residential Population	Non-Residential Population
Related Projects				
Multi-Family Residential[b]	796 du	2.25 persons/unit	1,791	-
Single-Family Residential	(9 du)	3.15 persons/unit	(29)	
Affordable Housing	23 du	3.14 persons/unit	73	
Assisted Living	(58 du)	1.85 persons/unit	(108)	
Other Commercial/Retail	61.87 ksf	2 persons/ksf	-	124
Office[c]	1,088.37 ksf	4 persons/ksf	-	4,354
Restaurant	6.37 ksf	4.0 persons/ksf	-	26
Hotel[d]	665 rooms	0.5 persons/room	-	333
Studio[e]	307.95 ksf	4 persons/ksf	-	1,232
Entertainment[f]	166.07 ksf	4 persons/ksf	-	665
Supermarket	53.26 ksf	4 persons/ksf	-	214
Convenience Store	2.56	2 persons/ksf	-	6
Health Club	(17.81)	1 person/ksf	-	(18)
Total Related Projects			**1,727**	**6,936**
Project Generation			-	*198*
Related Projects + Project			**1,727**	**7,134**

du = dwelling units; ksf = 1,000 square feet

[a] The generation factors are based on the City of Los Angeles VMT Calculator Documentation Guide Version 1.3, Table 1, Land Use and Trip Generation Base Assumptions, May 2020.

[b] Includes a reduction of 58 persons to account for the removal of 58 beds as part of the 11201 Ventura Boulevard Project (Related Project No. 8)

[c] Includes office uses from Related Project No. 1 and office use to be removed from Related Project No. 15.

[d] Includes hotel rooms from Related Project No. 1 (500 hotel guests rooms per the 2010 NBC Universal Evolution Plan EIR), Related Project No. 14 (46 rooms), and Related Project No. 15 (119 rooms).

[e] Uses General Office Land Use Generation Rate.

[f] Uses General Office Land Use Generation Rate. Includes new entertainment (177.45 ksf) and entertainment to be removed (50.6 ksf).

SOURCE: ESA, 2023.

The new residents generated by the related projects (residential only) would result in an officer-to-resident ratio of 1:795 and would require an additional 3 officers to maintain the existing ratio of 1:786.[18,19] Note that these are conservative estimates since the projections do not account for related projects that do not proceed beyond the application phase or ultimately are not built, or are reduced in scale. The projections also do not consider the reduction in criminal activity that is likely to occur as a result of development of the related projects as the related projects would seek to activate their frontages and increase the amount of activity around their respective sites. Similar to the Project, the non-residential related projects, such as those with office, commercial/retail, studio, and entertainment uses, would also be expected to provide on-site security, personnel and/or design features for their visitors and patrons.

With regard to response times, the Project and related projects would introduce new uses that would generate additional traffic in the North Hollywood Community Area. Traffic from the Project and related projects has the potential to increase emergency vehicle response times due to travel time delays caused by the additional traffic. However, related projects are anticipated to include adequate security features similar to the Project's, including mitigation measures, if appropriate, that would serve to reduce cumulative impacts to police protection service. Furthermore, as previously stated, emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic, in accordance with CVC Section 21806. Therefore, despite the cumulative increase in traffic, the Project and related projects would not significantly impair the LAPD from responding to emergencies at the Project Site or the surrounding area.

Additionally, the Project and the related projects would contribute revenue to the City's General Fund which could fund LAPD expenditures as necessary to offset the cumulative incremental impact on police services. Through this process, LAPD would be able to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Additional increased demands for LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding), to which both the Project and related projects would contribute.

With regard to cumulative impacts on police protection, consistent with *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), provided in Subsection IV.H.2.2.a.(2)(a), *California Constitution Article XIII, Section 35*, the obligation to provide adequate police protection services is the responsibility of the

[18] 167,500 existing residents + 1,727 new population =169,227 population/213 existing officers (sworn and reserve) = one officer per 795 residents. 1,727 new residents X (one officer per 786 residents) = 2.2 rounded to 3 additional officers.

[19] Similar to the Project, construction activities associated with non-residential related projects are not anticipated to result in an increase in the local residential population, due to the short-term, temporary, and specialized nature of construction employment. Operation of non-residential uses for the Project and related projects would result in an increase in employees, which would result in additional daytime service population, but would not affect the officer to resident ratio.

City. Through the City's regular budgeting efforts, LAPD's resource needs, and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time. At this time, LAPD has not identified whether it will be constructing a new station in the area impacted by this Project either because of this Project or this Project and other projects in the service area. If LAPD determines that new facilities are necessary at some point in the future, such facilities (1) would occur where allowed under the designated land use, (2) would be located on parcels that are infill opportunities on lots that are typically between 0.5 and 1 acre in size, and (3) could qualify for a categorical exemption under CEQA Guidelines Section 15301 or 15332 or Mitigated Negative Declaration and would not be expected to result in significant impacts. Further analysis, including a specific location, would be speculative and beyond the scope of this document. As such, cumulative impacts on police protection services would be less than significant.

Based on the above, the Project's contribution to cumulative operational impacts to police protection services would not be cumulatively considerable. The Project would not result in cumulative adverse impacts associated with the provision of new or physically altered government facilities (i.e., police), need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain service. As, such, cumulative impacts on police protection services would be less than significant.

(2) Mitigation Measures

Cumulative construction and operational impacts regarding police protection services would be less than significant without mitigation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative construction and operational impacts with regard to police protection services would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

K. Transportation

1. Introduction

This section analyzes the Project's potential impacts on Transportation. The analysis is primarily based on the *Transportation Assessment for the Hilton Universal City Project* (TA) prepared by Linscott, Law & Greenspan, Engineers (LLG), dated November 2020 and included as **Appendix K-1** of this Draft EIR.

The analysis of Vehicle Miles Traveled (VMT) is also based on the TA provided in Appendix K-1 of this Draft EIR. The 2020 TA was prepared pursuant to Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG), dated July 2020, which establish the guidelines and methodology for assessing transportation impacts for development projects based on the updated California Environmental Quality Act (CEQA) Guidelines from the State of California that require transportation impacts be evaluated based on VMT rather than level of service (LOS) or any other measure of a project's effect on automobile delay. The TA was approved by LADOT on December 18, 2020. A copy of LADOT's Assessment Letter for the TA is included as **Appendix K-2** of this Draft EIR.

Subsequent to the preparation of the 2020 TA, minor changes to the Project were proposed. Additionally in August 2022, LADOT published an updated version of the TAG with revised requirements.[1] As such, a TA Addendum (2022 TA Addendum) was prepared by LLG, accounting for the updated 2022 TAG and changes to the Project. The 2022 TA Addendum and corresponding LADOT Assessment Letter are provided as **Appendix K-3** of this Draft EIR. Subsequent to the 2022 TA Addendum, additional revisions to the Project were proposed and another TA Addendum (2023 TA Addendum) was prepared by LLG. The 2023 TA Addendum was approved by LADOT on May 10, 2023. A copy of the 2023 TA Addendum and LADOT's Assessment Letter for the 2023 TA Addendum are included as **Appendix K-4** of this Draft EIR. This analysis is also based on the TA and Addenda.

1 LADOT, Transportation Assessment Guidelines, August 2022.

2. Environmental Setting

a) Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding transportation at the federal, state, regional, and City of Los Angeles levels that apply to the Project. As described below, these plans, guidelines, and laws include:

- Americans with Disabilities Act of 1990
- Complete Streets Act
- Assembly Bill 32 and Senate Bill 375
- California Vehicle Code
- Senate Bill 743
- CEQA Guidelines Section 15064.3
- Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Los Angeles Mobility Plan 2035
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan
- Los Angeles Municipal Code
- LADOT Transportation Assessment Guidelines (TAG)
- LADOT Manual of Policies and Procedures Section 321
- LADOT Vision Zero
- Interim Guidance for Freeway Safety
- Citywide Design Guidelines
- Plan for A Healthy Los Angeles

(1) Federal

(a) Americans with Disabilities Act of 1990

Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code (USC), beginning at Section 12101. Title III prohibits discrimination based on disability in “places of public accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

(2) State

(a) Complete Streets Act

Assembly Bill (AB) 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of State highway projects, from planning to construction to maintenance and repair.

(b) Assembly Bill 32 and Senate Bill 375

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing Statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted its Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the State comply with AB 32.

There are five major components to SB 375. First, regional GHG emissions targets: California ARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the State. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50 percent residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

(c) California Vehicle Code

The California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

(d) Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed SB 743, which went into effect in January 2014. SB 743 directed the Governor's Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines by July 1, 2014, to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic LOS. This started a process that changes transportation impact analysis under CEQA. These changes include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects and plans in California. Additionally, as discussed further below, as part of SB 743, parking impacts for particular types of development projects in areas well served by transit are not considered significant impacts on the environment. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

On January 20, 2016, OPR released the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which was an update to *Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743*, which was released on August 6, 2014. Of particular relevance was the updated text of the proposed new CEQA Guidelines Section 15064.3 that relates to the determination of the significance of transportation impacts, alternatives, and mitigation measures. Specifically, CEQA Guidelines Section 15064.3, which is discussed further below, establishes VMT as the most appropriate measure of transportation impacts. In November 2018, the

California Natural Resources Agency (CNRA) finalized the updates to the CEQA Guidelines and the updated guidelines became effective on December 28, 2018.

Based on these changes, on July 30, 2019, the City of Los Angeles City Council adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, LADOT adopted its Transportation Assessment Guidelines (TAG), which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743, in July 2019 with updates in July 2020 and August 2022.

(e) CEQA Guidelines Section 15064.3

As discussed above, recent changes to the CEQA Guidelines include the adoption of Section 15064.3, *Determining the Significance of Transportation Impacts*. CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. Generally, land use projects within 0.5 mile of either an existing major transit stop[2] or a stop along an existing high quality transit corridor[3] should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may also use models to estimate VMT, and may revise those estimates to reflect professional judgment based on substantial evidence. As discussed further below, LADOT developed City of Los Angeles VMT Calculator Version 1.3 (July 2020) (VMT Calculator) to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The methodology for determining VMT based on the VMT Calculator is consistent with CEQA Guidelines Section 15064.3 and the current version of the TAG.

(3) Regional

(a) Southern California Association of Governments 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy

In compliance with SB 375, on September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the 2020-2045 Regional

2 "Major transit stop" is defined in Public Resources Code (PRC) Section 21064.3 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.

3 "High-quality transit corridors" are defined in PRC Section 21155 as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a long-range visioning plan that incorporates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern while meeting GHG reduction targets set by CARB. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, as well as the provision of services by the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system.

The 2020-2045 RTP/SCS builds on the long-range vision of SCAG's prior 2016-2040 RTP/SCS to balance future mobility and housing needs with economic, environmental and public health goals. A substantial concentration and share of growth is directed to Priority Growth Areas (PGAs), which include high quality transit areas (HQTAs), Transit Priority Areas (TPAs), job centers, Neighborhood Mobility Areas (NMAs) and Livable Corridors. These areas account for four percent of SCAG's total land area but the majority of directed growth. HQTAs are corridor-focused PGAs within 0.5 mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours. TPAs are PGAs that are within 0.5 mile of a major transit stop that is existing or planned. Job centers are defined as areas with significantly higher employment density than surrounding areas which capture density peaks and locally significant job centers throughout all six counties in the region. NMAs are PGAs with robust residential to non-residential land use connections, high roadway intersection densities, and low-to-moderate traffic speeds. Livable Corridors are arterial roadways, where local jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.

The 2020-2045 RTP/SCS' "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Strategies to achieve the "Core Vision" include, but are not limited to, Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. The 2020-2045 RTP/SCS intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include, but are not limited to, a five percent reduction in VMT per capita, nine percent reduction in vehicle hours traveled, and a two percent increase in work-related transit trips.

(4) Local

(a) City of Los Angeles Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several

amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.[4] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. The Mobility Plan includes five main goals that define the City's high-level mobility priorities:

(1) Safety First;

(2) World Class Infrastructure;

(3) Access for All Angelenos;

(4) Collaboration, Communication, and Informed Choices; and

(5) Clean Environments and Healthy Communities.

Each of the goals contains objectives and policies to support the achievement of those goals.

Street classifications are designated in the Mobility Plan, may be amended by a Community Plan, and are intended to create a balance between traffic flow and other important street functions, including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The Complete Streets Design Guide, which was adopted by the City Council alongside the Mobility Plan, defines the street classifications as follows:

- Arterial Streets: Major streets that serve through traffic and provide access to major commercial activity centers. Arterials are divided into two categories:
  - Boulevards represent the widest streets that typically provide regional access to major destinations and include two further categories, Boulevard I and Boulevard II.
  - Avenues pass through both residential and commercial areas and include three further categories, Avenue I, Avenue II, and Avenue III.
- Collector Streets: Generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic.
- Local Streets: Intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street.
  - Continuous local streets connect to other streets at both ends.
  - Non-Continuous local streets lead to a dead-end.

The Mobility Plan also identifies enhanced networks of major and neighborhood streets that facilitate multi-modal mobility within the citywide transportation system. This layered

[4] Los Angeles Department of City Planning, Mobility Plan 2035: An Element of the General Plan, approved by City Planning Commission on June 23, 2016 and adopted by City Council on September 7, 2016.

approach to complete streets selects a subset of the City's streets to prioritize travel for specific transportation modes. In all, there are four enhanced networks: the Bicycle Enhanced Network (BEN), Transit Enhanced Network (TEN), Vehicle Enhanced Network (VEN), and Neighborhood Enhanced Network (NEN). In addition to these networks, many areas that could benefit from additional pedestrian features are identified as Pedestrian Enhanced Districts (PED). These networks and PED are defined as follows:

- The NEN is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes, such as walking, bicycling, or other slow speed motorized means of travel.
- The TEN is the network of arterial streets prioritized to improve existing and future bus service for transit riders.
- The BEN is a network of streets to receive treatments that prioritize bicyclists. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035.
- The VEN identifies streets that prioritize vehicular movement and offer safe, consistent travel speeds and reliable travel times.
- The PEDs identify where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

(b) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The Land Use Element of the City's General Plan includes 35 community plans. Community plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The community plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems. The community plans implement the City's General Plan Framework Element (Framework Element) at the local level and consist of both text and an accompanying generalized land use map. The community plans' texts express goals, objectives, policies, and programs to address growth in the community, including those that relate to the transportation system required to support such growth. The community plans' maps depict the desired arrangement of land uses, as well as street classifications and the locations and characteristics of public service facilities.

The Project Site is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area. The Community Plan includes the following transportation and circulation goals, objectives, and policies that are applicable to the Project:

> **Objective 10-2**: To increase the work trips and non-work trips made on public transit.

Goal 11: Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicle trips.

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policy 11-1.1: Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, walking, bicycles, etc.).

Objective 13-1: To the extent feasible and consistent with the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policy 13-1.4: New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

Goal 14: A system of safe, efficient, and attractive bicycle, pedestrian, and equestrian facilities.

Objective 14-1: To promote an adequate system of safe bikeways for commuter, school, and recreational use.

Policy 14-1.2: Encourage the provision of showers, changing rooms, and bicycle storage at new and existing non-residential developments and public places.

Objective 14-2: To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.

Goal 15: A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the Plan Area.

Objective 15-1: To provide parking in appropriate locations in accord with Citywide standards and community needs.

Policy 15-1.1: Consolidate parking where appropriate, to minimize the number of ingress and egress points onto arterials.

Policy 15-1.3: New parking lots and new parking garages shall be developed in accordance with design standards.

(c) Los Angeles Municipal Code

With regard to construction traffic, Los Angeles Municipal Code (LAMC) Section 41.40 limits construction activities to the hours from 7:00 a.m. to 9:00 p.m. on weekdays and from 8:00 a.m. to 6:00 p.m. on Saturdays and national holidays. No construction is permitted on Sundays.

LAMC Section 12.37 sets forth requirements for street dedications and improvements for new development projects. Specifically, LAMC Section 12.37 states that no building or structure shall be erected or enlarged on any property, and no building permit shall be issued therefore, on any R3 or less restrictive zone, or in any lot in the RD1.5, RD2, or R3 Zones, if the lot abuts a major or secondary highway or collector street unless one-half of the street adjacent to the subject property has been dedicated and improved to the full width to meet the standards for a highway or collector street as provided in the LAMC. While LAMC Section 12.37 generally applies to projects meeting the above criteria, the authority to require right-of-way dedications and improvements for discretionary projects that involve zone changes or divisions of land falls under LAMC Sections 12.32 G.1 and 17.05.

With regard to on-site bicycle parking, LAMC Section 12.21 A.16 sets forth requirements for long-term and short-term bicycle parking for residential and commercial buildings. Where there is a combination of uses on a lot, the number of bicycle parking spaces required shall be the sum of the requirements of the various uses. LAMC Section 12.21 A.16 also includes facility requirements, design standards and siting requirements for bicycle parking.

LAMC Section 12.26 J provides for Transportation Demand Management (TDM) and Trip Reduction Measures that are applicable to the construction of new non-residential gross floor area. Different TDM requirements are provided for developments in excess of 25,000 square feet of gross floor area, 50,000 square feet of gross floor area, and 100,000 square feet of gross floor area. The TDM requirements set forth therein vary depending upon the maximum non-residential gross floor area described above, and include measures such as the provision of a bulletin board, display case, or kiosk with transit information and carpool/vanpool parking spaces.

(d) LADOT Transportation Assessment Guidelines

On July 30, 2019, LADOT updated its Transportation Impact Study Guidelines, travel demand model, and transportation impact thresholds based on VMT pursuant to CEQA Guidelines Section 15064.3 and the 2019 CEQA updates that implement SB 743. The City established the TAG that includes both CEQA thresholds (and screening criteria) and non-CEQA thresholds (and screening criteria). LADOT most recently updated the TAG in August 2022. The CEQA thresholds provide the methodology for analyzing the Appendix G transportation thresholds, including providing the City's adopted VMT thresholds. The non-CEQA thresholds provide a method to analyze projects for purposes of entitlement review and making necessary findings to ensure the project is consistent with adopted plans and policies including the Mobility Plan. Specifically, the TAG is intended to effectuate a review process that advances the City's vision of developing a safe, accessible, well-maintained, and well-connected multimodal transportation network. The TAG have been developed to identify land use development and transportation projects that may impact the transportation system, to ensure proposed land use development projects achieve site access design requirements and on-site circulation best practices,

to define whether off-site improvements are needed, and to provide step-by-step guidance for assessing impacts and preparing Transportation Assessment Studies.[5]

(e) LADOT Manual of Policies and Procedures Section 321

LADOT Manual of Policies and Procedures (MPP) Section 321 provides the basic criteria for the review of driveway design. As discussed in MPP Section 321, the basic principle of driveway location planning is to minimize potential conflicts between users of the parking facility and users of the abutting street system, including the safety of pedestrians.

(f) Vision Zero

The Vision Zero program, implemented by LADOT, represents a citywide effort to eliminate traffic deaths in the City by 2025. Vision Zero has two goals: a 20-percent reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT has identified a network of streets, called the High Injury Network (HIN), which has a higher incidence of severe and fatal collisions. The HIN, which was last updated in 2018, represents six percent of the City's street miles but accounts for approximately two thirds (64 percent) of all fatalities and serious injury collisions involving people walking and biking.

(g) Interim Guidance for Freeway Safety

In May 2020, LADOT issued Interim Guidance for Freeway Safety Analysis (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment. The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

(h) Citywide Design Guidelines

The Citywide Design Guidelines serve to implement the urban design principles set forth in the City of Los Angeles General Plan Framework Element (Framework Element) and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. The Citywide Design Guidelines were updated in October 2019 and include guidelines pertaining to pedestrian-first design which serves to reduce VMT.

(i) Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (Plan for a Healthy Los Angeles) provides guidelines to enhance the City's position as a regional

[5] Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines, 2022.

leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.[6] Plan for a Healthy Los Angeles addresses GHG emission reductions and social connectedness, which are affected by the land use pattern and transportation opportunities.

b) Existing Conditions

(1) Street System

The Project Site is located at 555 Universal Hollywood Drive within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area. As shown in Figure II-1 of Chapter II, *Project Description*, of the Draft EIR, the Project Site is generally bounded by undeveloped parcels and Universal Hollywood Drive to the north; landscaped hillside, a surface parking lot, and W.C. Fields Drive to the south; a surface parking lot and Hotel Drive to the east; and the Sheraton Universal Hotel to the west. The streets in the Project vicinity are under the jurisdiction of the City of Los Angeles. Freeways are under the jurisdiction of Caltrans. Immediate public access to the Project Site is provided via Universal Hollywood Drive. In addition, access is also provided to the Project Site via Hotel Drive, which is a private street owned by NBC Universal, for which the Project Applicant has a vehicular easement.

(a) Freeways

Primary regional access to the Project Site is provided by US-101 (Hollywood Freeway). The Hollywood Freeway runs in a northbound/southbound direction and is located south of the Project Site. The Hollywood Freeway extends from the Los Angeles County border to downtown Los Angeles. In the Project vicinity, five mixed-flow freeway lanes are provided in each direction of the Hollywood Freeway. Northbound off-ramps are provided at Lankershim Boulevard (0.25 mile west of the Project Site) and Campo de Cahuenga Way (0.4 mile northwest of the Project Site). Northbound on-ramps are provided at Universal Studios Boulevard (0.4 mile southeast of the Project Site) and Campo de Cahuenga Way (0.45 mile northwest of the Project Site). Southbound on-ramps are provided at Universal Studios Boulevard (0.4 mile southeast of the Project Site), Cahuenga Boulevard (0.15 mile southwest of the Project Site) and Ventura Boulevard (0.4 mile west of the Project Site). A southbound off-ramp is provided at Cahuenga Boulevard (0.15 mile south of the Project Site).

(b) Roadways

The characteristics of the local roadways in the Project vicinity are described below, including City of Los Angeles General Plan roadway designations, if applicable.

6 City of Los Angeles Department of City Planning. Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, 2015.

(i) East/West Roadways

Campo de Cahuenga Way is located northwest of the Project Site. In the Project area, the City has not provided a roadway designation for Campo de Cahuenga Way. Three through travel lanes are provided in the eastbound direction on Campo de Cahuenga Way. In the westbound direction, two through travel lanes are provided on Campo de Cahuenga Way east of the Metro B (Red) Line Universal City/Studio City Station Parking Lot Driveway intersection, and three through travel lanes are provided west of the Metro Station Parking Lot Driveway intersection. Separate exclusive left-turn lanes are provided in the eastbound direction on Campo de Cahuenga Way at the US-101 Ramps and Lankershim Boulevard intersection. A separate exclusive right-turn lane is provided in the westbound direction on Campo de Cahuenga Way at the US-101 Ramps intersection. Additionally, a separate exclusive left-turn lane for use by transit vehicles only is provided in the westbound direction on Campo de Cahuenga Way at the Metro Station Parking Lot Driveway intersection. East of Lankershim Boulevard, Campo de Cahuenga Way becomes Universal Hollywood Drive.

Universal Hollywood Drive borders the northerly boundary of the Project Site. North of the Project Site, Universal Hollywood Drive curves to become a north-south oriented roadway. In the Project area, Universal Hollywood Drive is designated as a Private Street. Three through travel lanes are provided in each direction on Universal Hollywood Drive. Separate exclusive left- and right-turn lanes are provided in the westbound direction on Universal Hollywood Drive at the Lankershim Boulevard intersection. West of Lankershim Boulevard, Universal Hollywood Drive becomes Campo de Cahuenga Way.

Ventura Boulevard is located west of the Project Site. In the Project area, Ventura Boulevard is designated as a Boulevard II. Two through travel lanes are provided in each direction on Ventura Boulevard. A separate exclusive left-turn lane is provided in the eastbound direction on Ventura Boulevard at the Lankershim Boulevard intersection. Southeast of Lankershim Boulevard, Ventura Boulevard becomes Cahuenga Boulevard.

Cahuenga Boulevard is located south and west of the Project Site. In the Project area, Cahuenga Boulevard is designated as a Boulevard II. Two through travel lanes are provided in each direction on Cahuenga Boulevard. Separate exclusive left-turn lanes are provided on Cahuenga Boulevard in each direction at the US-101 Southbound Ramps – Regal Place intersection, in the westbound direction at the Lankershim Boulevard intersection, and in the eastbound direction at the Universal Studios Boulevard intersection. Separate exclusive right-turn lanes are provided on Cahuenga Boulevard in the westbound direction at the Lankershim Boulevard, US-101 Southbound Ramps/Regal Place, and Universal Studios Boulevard intersections. North and west of Lankershim Boulevard, Cahuenga Boulevard becomes Ventura Boulevard.

W.C. Fields Drive is located south of the Project Site. Between Barham Boulevard and Universal Studios Boulevard, W.C. Fields Drive is a one-way eastbound roadway. In the Project area, W.C. Fields Drive is designated as a Private Street west of Universal Studios Boulevard and as a Local Street – Standard east of Universal Studios Boulevard. One through travel lane is provided in each direction on W.C. Fields west of Universal Studios Boulevard. Three through travel lanes are provided in the eastbound direction on W.C. Fields east of Universal Studios Boulevard. Separate exclusive left- and right-turn lanes are provided in each direction on W.C. Fields Drive at the Universal Studios Boulevard intersection. East of Barham Boulevard, W.C. Fields Drive becomes Cahuenga Boulevard East.

Cahuenga Boulevard East is located southeast of the Project Site. Cahuenga Boulevard East is a one-way westbound roadway. In the Project area, Cahuenga Boulevard East is designated as a Local Street – Standard. Two through travel lanes are provided in the westbound direction on Cahuenga Boulevard East within the Project study area. Separate exclusive right-turn lanes are provided on Cahuenga Boulevard East at the Barham Boulevard intersection. West of Barham Boulevard, Cahuenga Boulevard East becomes W.C. Fields Drive.

(ii) North/South Roadways

Hotel Drive is located east of the Project Site. Hotel Drive is a private roadway owned by NBC Universal. In the Project area, Hotel Drive has one travel lane in each direction north and south between Universal Hollywood Drive/Coral Drive intersection and W.C. Fields Drive, where this road terminates. The Project Applicant currently has a vehicular easement over Hotel Drive as this roadway provides direct access to the existing Hilton Universal City Hotel and would provide access to the Project.

Lankershim Boulevard is located west of the Project Site. Lankershim Boulevard is designated as a Boulevard II north of Ventura Boulevard/Cahuenga Boulevard and as a Local Street – Standard south of Ventura Boulevard/Cahuenga Boulevard. In the Project area, Lankershim Boulevard provides three through travel lanes in each direction north of Ventura Boulevard/Cahuenga Boulevard. South of Ventura Boulevard/Cahuenga Boulevard, one through travel lane is provided in each direction on Lankershim Boulevard. Separate exclusive left- and right-turn turn lanes are provided in each direction on Lankershim Boulevard at the Campo de Cahuenga Way/Universal Hollywood Drive intersection, and in the southbound direction at the Ventura Boulevard/Cahuenga Boulevard intersection.

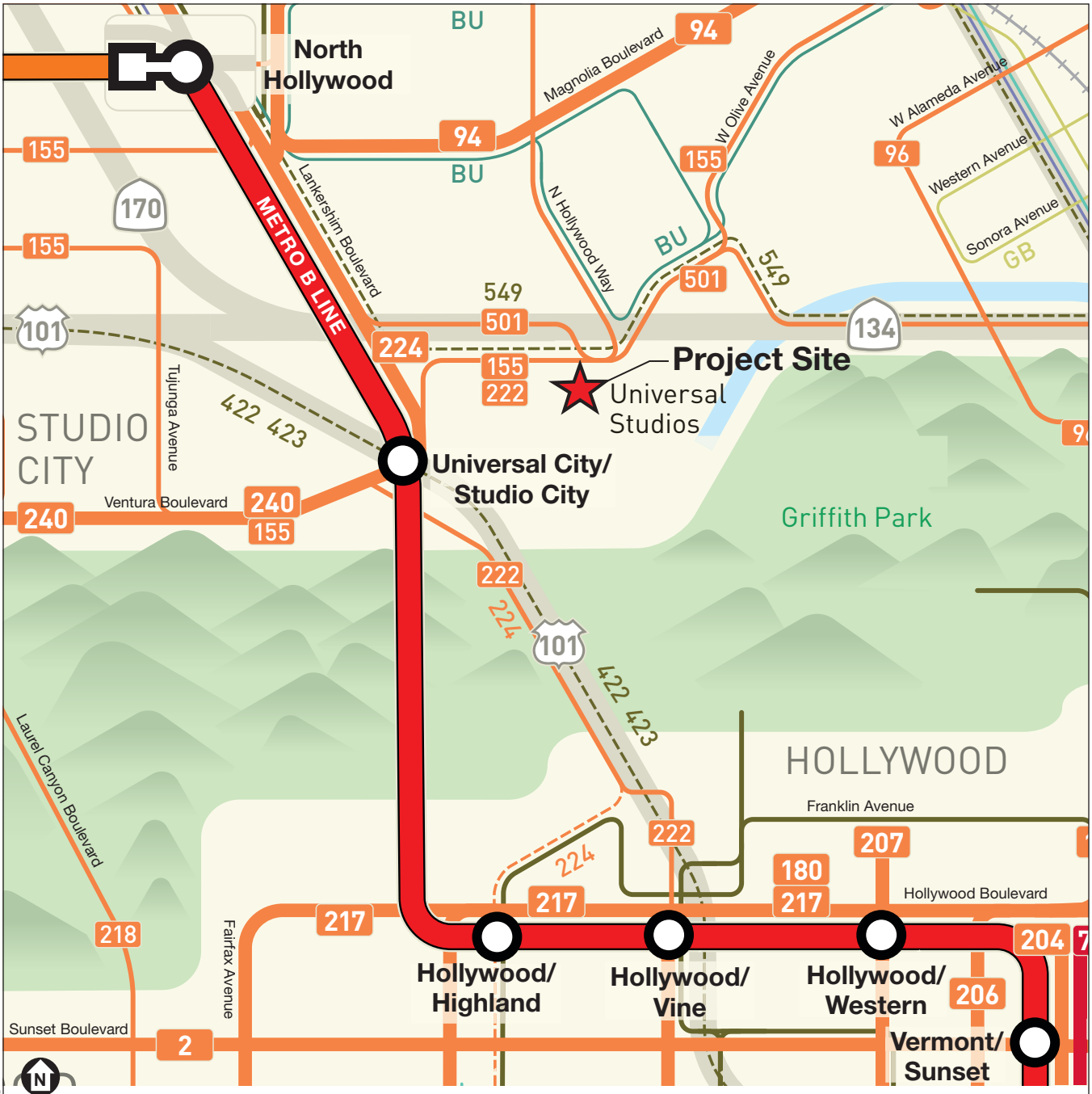
Regal Place is located southwest of the Project Site and is designated as a Local Street – Standard. In the Project area, Regal Place provides one through travel lane in each direction.

Universal Studios Boulevard is located southeast of the Project Site. In the Project area, Universal Studios Boulevard is designated as Private Street north of the US-101 overpass and as a Local Street – Standard south of the US-101 overpass. North of W.C. Fields Drive, Universal Studios Boulevard is designated as a Private Drive within the County of Los Angeles' Universal Studios Specific Plan. Three through travel lanes are provided in each direction on Universal Studios Boulevard, south of the W.C. Fields Drive intersection. North of W.C. Fields Drive, four through travel lanes are provided in each direction on Universal Studios Boulevard. Separate exclusive left-turn turn lanes are provided on Universal Studio Boulevard in the northbound direction at the W.C. Fields Drive intersection and in the southbound direction at the US-101 Southbound On-Ramp intersection. Separate exclusive left- and right-turn lanes are provided in the southbound direction on Universal Studios Boulevard at the Cahuenga Boulevard West intersection.

Barham Boulevard is located southeast of the Project Site. In the Project area, Barham Boulevard is designated as an Avenue I Scenic. Two through travel lanes are provided in each direction on Barham Boulevard. A separate exclusive right-turn lane is provided in the southbound direction on Barham Boulevard at the W.C. Fields Drive/Cahuenga Boulevard East intersection.

(2) Public Transit

Public transit service in the Project area is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Burbank. **Figure IV.K-1**, *Existing Transit Service*, shows the various transit lines providing service in the Project vicinity, while **Table IV.K-1**, *Existing Transit Service*, details the transit service near the Project Site. Universal Studios Hollywood also provides a complimentary shuttle service from the existing Hilton Los Angeles/Universal City Hotel (i.e., the Existing Hotel Building) to Universal Studios Hollywood and Universal CityWalk and a complimentary tram from the Metro B (Red) Line) Universal City/Studio City Station to the theme park entrances.



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SOURCE: Los Angeles County Metropolitan Transportation Authority

Hilton Universal City Project

Figure IV.K-1
Existing Transit Service

TABLE IV.K-1
EXISTING TRANSIT SERVICE

Transit Route	Operator	Service Type	Service From/To	Roadway(s) Near Site	Weekday Headways	
					A.M.	P.M.
B (Red) Line	Metro	Heavy Rail	North Hollywood to Downtown Los Angeles	Lankershim Boulevard	10-20 mins.	10-12 mins.
150/240	Metro	Local	Studio City to Canoga Park, Northridge (via Ventura Boulevard and Reseda Boulevard)	Campo de Cahuenga Way, Ventura Boulevard	12-15 mins.	12-15 mins.
155	Metro	Local	Burbank to Sherman Oaks (via Riverside Drive and Olive Avenue)	Lankershim Boulevard, Campo de Cahuenga Way, Ventura Boulevard	60 mins.	30-60 mins.
222	Metro	Local	Sun Valley to Hollywood (via Hollywood Way, Barham Boulevard, and Cahuenga Boulevard)	Barham Boulevard, Cahuenga Boulevard West, Cahuenga Boulevard East	60 mins.	30 mins.
224	Metro	Local	Sylmar to Studio City (via San Fernando Road and Lankershim Boulevard)	Lankershim Boulevard, Campo de Cahuenga Way	10 mins.	20-30 mins.
237	Metro	Local	Mission Hills to Hollywood (via Woodley Avenue, Chandler Boulevard, and Lankershim Boulevard)	Lankershim Boulevard, Ventura Boulevard, Cahuenga Boulevard West, Cahuenga Boulevard East	60 mins.	30-60 mins.
750	Metro	Rapid	Studio City to Canoga Park (via Ventura Boulevard)	Campo de Cahuenga Way, Ventura Boulevard	20 mins.	20 mins.
Pink Route	BurbankBus	Local	Burbank to Studio City (via Riverside Drive and Olive Avenue)	Lankershim Boulevard, Campo de Cahuenga Way	15 mins.	15 mins.

SOURCE: LLG, TA, 2020; LLG, 2022 TA Addendum; LLG, 2023 TA Addendum.

(3) Bicycle and Pedestrian Facilities

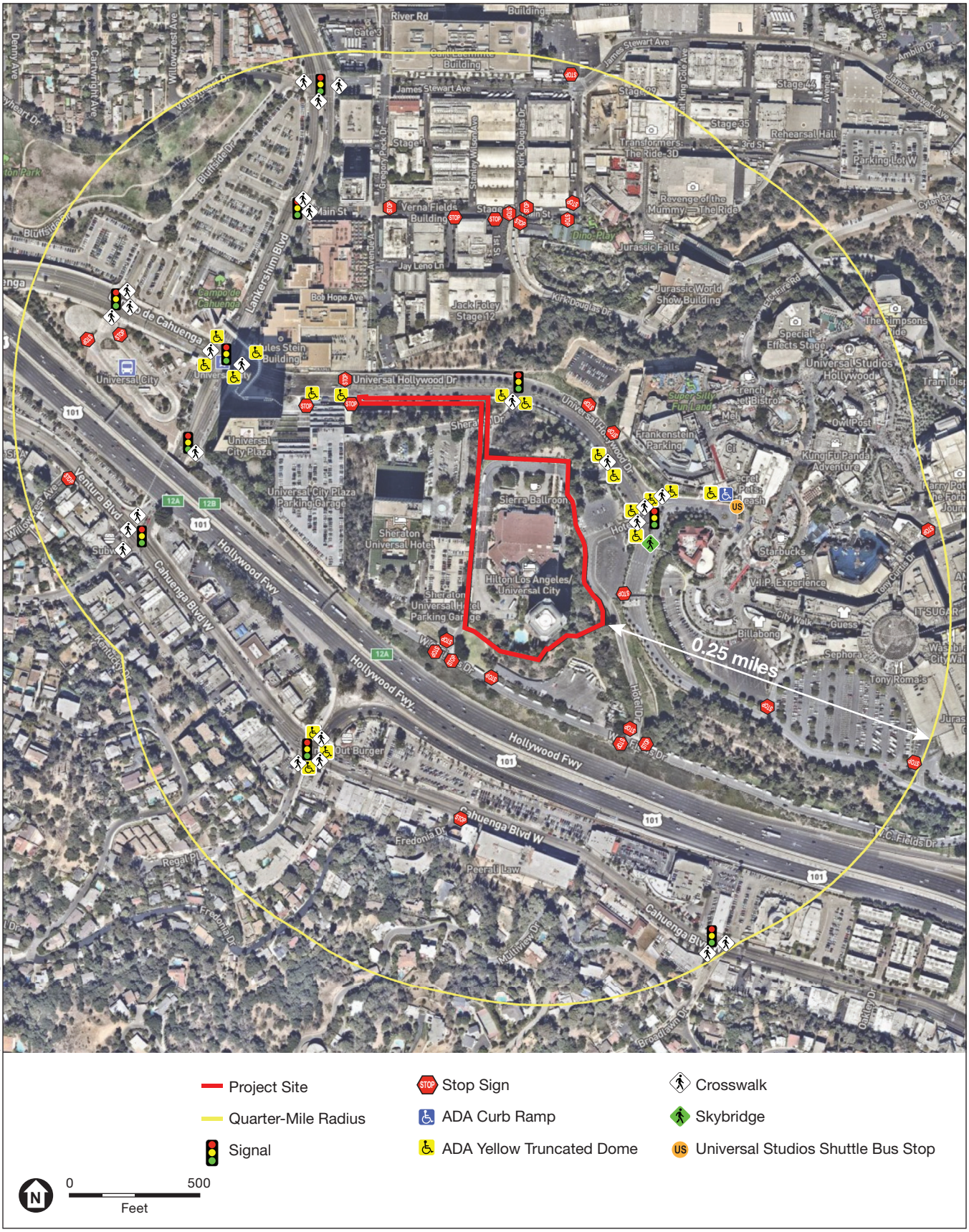
Existing designated bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan and located within an approximately 0.75-mile radius from the Project Site include Lankershim Boulevard, Ventura Boulevard, and Cahuenga Boulevard, which are designated for Class II Bicycle Lanes.[7]

Public sidewalks and pedestrian facilities are provided on Universal Hollywood Drive. Specifically, public sidewalks approximately five feet in width are provided along the Project Site's Universal Hollywood Drive frontage. **Figure IV.K-2**, *Pedestrian Facilities in Project Vicinity,* show the following pedestrian facilities in the direct vicinity of the Project Site:

- Americans with Disabilities Act (ADA) compliant access ramps, including some with the yellow truncated domes, which are designed to assist and warn pedestrians who are blind or visually impaired, are provided at the following intersections in the immediate vicinity of the Project Site:
  - Sheraton Drive / Universal Hollywood Drive
  - Universal Hollywood Drive / Hilton Driveway
  - Universal Hollywood Drive / Coral Drive / Hotel Drive
- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 10 feet and 12 feet are provided at the following intersections in the direct vicinity of the Project Site:[8]
  - Sheraton Drive / Universal Hollywood Drive
  - Universal Hollywood Drive / Hilton Driveway
  - Universal Hollywood Drive / Coral Drive / Hotel Drive
- A pedestrian bridge (Skybridge) over Lankershim Boulevard provides safe and convenient pedestrian access surrounding the Metro B (Red) Line Universal City/Studio City Station and the Universal Studios Tram Stop.
- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in Figure IV.K-2. Additionally, a skybridge across Coral Drive is located approximately 300 feet south of the Universal Hollywood Drive / Hilton Driveway intersection. This skybridge allows for safe pedestrian crossing across Coral Drive without potential conflict with vehicular traffic.

7 City of Los Angeles. 2010. 2010 Bicycle Plan. Bicycle Plan - 2010.pdf (lacity.org) Accessed September 20, 2022.

8 Continental crosswalks are high-visibility roadway markings using thick vertical striping.



SOURCE: ESA, 2022

Hilton Universal City Project

Figure IV.K-2
Pedestrian Facilities in Project Vicinity

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ESA

(4) Vision Zero

No roads within the direct vicinity of the Project Site (e.g., within 0.25 mile) have been identified within the HIN.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines and the City's CEQA Transportation Thresholds,[9] a project would have a significant impact related to transportation if it would:

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

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

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

d) Result in inadequate emergency access?

In analyzing potential transportation impacts, the City has adopted the thresholds included in its CEQA Transportation Thresholds, which are the same as the impact questions included in Appendix G of the CEQA Guidelines.[10] The City's CEQA Transportation Thresholds, along with the 2022 TAG, supersede the guidance and factors included the City's 2006 L.A. CEQA Thresholds Guide. The impact criteria in the TAG are discussed below. With regard to emergency access, neither the 2022 TAG nor the City's CEQA Transportation Thresholds include specific factors or thresholds for determining potentially significant impacts. The methodology discussed below describes the City's standard considerations when assessing emergency access impacts.

b) Methodology

(1) Requirements for Transportation Assessments

The analysis of potential transportation impacts considers potential Project effects related to (1) potential conflicts with transportation-related plans, ordinances, or policies; (2) a

9 City of Los Angeles, California Environmental Quality Act (CEQA) Transportation Thresholds, July 2020.

10 On July 30, 2019, the City adopted the CEQA Transportation Analysis Guidelines Update, which sets forth the revised thresholds of significance for evaluating transportation impacts, as well as screening and evaluating criteria for determining impacts.

substantial increase in VMT; (3) increased hazards due to a geometric design feature or incompatible use; and (4) emergency access.

The scope of the analysis was developed in consultation with LADOT. The CEQA Transportation Analysis Guidelines Update (adopted February 2019) establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, LADOT updated the TAG in 2022. The subsections below describe the methodologies to evaluate each significance threshold.

(2) Review for Conflicts with Plans, Programs, Ordinances, or Policies

As previously stated, the 2022 TAG requires projects to be reviewed for conflicts with transportation-related plans, programs, ordinances, or policies. For projects meeting the screening criteria set forth in Section 2.1.2 of the 2022 TAG, the analysis addresses whether the Project would conflict with an adopted program, policy, plan, or ordinance addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. The focus is on policies or standards adopted to protect the environment and those that support multimodal transportation options and a reduction in VMT.

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance addressing the circulation system (including transit, roadways, bicycle, and pedestrian facilities) that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. A project that does not implement a particular program, plan, policy, or ordinance would not necessarily result in a conflict or an impact. Many of these programs must be implemented by the City itself over time and over a broad area, and the intention of this threshold test is to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans, and policies. The Project would result in a conflict if it would preclude the City from implementing adopted transportation-related programs, plans and policies. Furthermore, if a conflict is identified in association with the Project, under CEQA, it would only equate to a significant impact if precluding implementation of a given program, plan and policy would foreseeably result in a physical impact on the environment.[11]

Regarding cumulative impacts, each of the plans, ordinances, and policies are reviewed to assess potential conflicts that may result from the Project in combination with other development projects in the Project area. The analysis considers whether there would be a significant impact to the environment to which both the Project and other projects contribute. For instance, a cumulative impact could occur if the Project, as well as other future development projects located on the same block, were to preclude the City's ability

[11] The rule of general plan consistency is that the project must at least be compatible with the objectives and policies of the general plan. See *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717–718 [29 Cal. Rptr. 2d 182].

to serve transportation user needs as defined by the City's transportation policy framework.[12]

(3) Vehicle Miles Traveled

(a) VMT Impact Thresholds

Per the 2022 TAG, different VMT significance thresholds have been established for each Area Planning Commission (APC) boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven APC boundary areas are presented in **Table IV.K-2,** *VMT Impact Criteria (15 Percent Below APC Average)*. As the Project Site is located within the South Valley APC boundary area, the VMT impact criteria (i.e., 15 percent below the APC average) applicable to the Project is 11.6 Daily Work VMT per Employee.

TABLE IV.K-2
VMT IMPACT CRITERIA (15 PERCENT BELOW APC AVERAGE)

Area Planning Commission (APC)	Daily Household VMT Per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

SOURCE: LADOT, *Transportation Assessment Guidelines*, Table 2.2-1, 2022.

Section 2.2.4 of the 2022 TAG provides screening criteria and thresholds of significance used to determine if other types of land uses occasionally reviewed by LADOT (including hotel projects) would result in significant impacts as it relates to VMT.

For Hotel and Motel Uses, VMT impacts of both employee trips and visitor/guest trips be evaluated, and a separate impact threshold should be applied to each trip type.

The employee trips should be treated similar to those for office uses where the hotel/motel project would result in an impact if it generates work VMT per employee exceeding 15

[12] LADOT Transportation Assessment Guidelines, August 2022, p. 2-3.

percent below the existing average work VMT per employee for the APC in which the project is located.

To evaluate the potential VMT impacts of visitor/guest trips, the analysis should screen out visitor/guest trips from a quantitative analysis where those hotels/motels would be considered to meet a localized demand for visitor/guest travel. Hotel and motel uses could be shown to not contribute to significant visitor/guest trips if they are proposed in locations that are closer to common or desired destinations for guests and visitors than other existing hotel and motel uses and, therefore, result in shorter overall visitor trips that are expected without the project. The conclusion that hotel and motel uses would not result in a significant VMT impact from visitor/guest trips would be more substantiated where the hotel/motel project includes TDM measures that actively promote transit and bike share services to the hotel/motel patrons.

(b) VMT Analysis Methodology

For the purpose of screening the VMT, the Project's daily VMT was estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies were not considered for the purpose of screening in order to see if the Project meets any screening criteria prior to implementation on the sole basis of its design. Per the 2022 TAG, daily VMT for existing land uses present on the Project Site or terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the 2022 TAG) can be estimated using the City VMT Calculator tool and subtracted from the Project's daily VMT to determine the net increase in daily VMT.

(i) Trip Generation

The updated trip generation forecast has been prepared utilizing rates provided in the ITE *Trip Generation Manual*, 11th Edition. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Hotel: ITE Land Use Code 310 (Hotel) trip generation average rates were used to forecast the traffic volumes expected to be generated by the hotel component of the Project (including the Project's Meeting Room Addition).
- Rooftop Restaurant: ITE Land Use Code 931 (Fine Dining Restaurant) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Rooftop Restaurant component of the Project.
- Level 3 and Poolside Restaurants: ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Level 3 Restaurant and the Basement Level pool food component of the Project.
- Level 4 Bar and Lounge: ITE Land Use Code 975 (Drinking Place) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Level 4 Bar and Lounge component of the Project.

- Spa: ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates were used to forecast the traffic volumes expected to be generated by the spa component of the Project.

In addition to the trip generation forecasts for the Project (which are essentially an estimate of the number of vehicles that are expected to enter and exit the Project Site access points), a forecast was also made of the transit and walk-in trips that would be generated by the Project in lieu of trips by the private automobile. The Project Site is within a Transit Priority Area (TPA) and High Quality Transit Area (HQTA) and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Universal Hollywood Drive and Lankershim Boulevard. These transit lines include: Metro Local Lines 155, 222, 224, and 240, Metro B Line (Red), and the BurbankBus Pink Route. The walk-in trip reduction accounts for walk-in patronage both from within the Project, as well as other surrounding land uses, specifically Universal Studios Hollywood and Universal CityWalk, located immediately east of the Project Site. Consistent with the 2022 TAG and approved by LADOT (Appendix A of the 2022 TA Addendum), a transit and walk-in adjustment of 25 percent, the maximum reduction permitted per the TAG, has been utilized due to the Project's proximity to nearby transit lines and pedestrian attractors.

(ii) Mixed-Use Development Methodology

Lastly, an internal capture adjustment has been applied for the Project to account for synergistic effects of the planned land use mix. Internal capture trips are those trips made internal to the site between land uses in a mixed or multi-use development in which land uses tend to interact and, thus, attract a portion of each other's trip generation. An internal capture adjustment of 25 percent has been utilized to account for the interactions between the hotel and the spa, Level 3 Restaurant, Poolside Restaurant, and Level 4 Bar and Lounge uses. An internal capture adjustment of 15 percent has been utilized to account for the interactions between the hotel and the Rooftop Restaurant. A greater internal capture adjustment has been utilized for the interactions between the hotel and the spa, Level 3 Restaurant, Poolside Restaurant, and Level 4 Bar and Lounge uses since these uses are expected to be utilized primarily by hotel guests, while the Rooftop Restaurant is expected to be utilized by a greater percentage of non-hotel guests when compared to the other uses provided within the Project.

(iii) Transportation Demand Management

A TDM Program consists of strategies that are aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. Strategies included in a typical TDM Program address a wide range of transportation factors, including parking, transit, commute trips, shared mobility, bicycle infrastructure, site design, education and encouragement, and management. The Project is committing to implementing four TDM strategies as a Project Design Feature (PDF) (see Project Design Features within Section c), including transit subsidies, promotions and marketing, bicycle parking above the LAMC requirements, and

access to secure bicycle parking and showers. These strategies were included as part of the VMT analysis for the Project.

(iv) Cumulative Analysis

The cumulative analysis considers both short- and long-term Project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis described above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with the RTP/SCS in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less-than-significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. As the Project Site is in a location where the RTP/SCS includes development, this does not apply to the Project. However, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per employee) in the project impact analysis, a less-than-significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of the RTP/SCS.

(4) Hazardous Geometric Design Features

For vehicle, bicycle and pedestrian safety impacts, a review is conducted for all Project access points, internal circulation, and parking access from an operational and safety perspective (e.g., turning radii, driveway queuing, line-of-sight for turns into and out of project driveway[s]). Where Project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), the analysis considers operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result. Project access plans are reviewed in light of commonly-accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant.[13] The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at Project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the Project Site, and the visibility of cars to pedestrians and bicyclists.

[13] One example of traffic engineering design standards includes, but is not limited to, Section 321 of LADOT's Manual of Policies and Procedures, which provides guidance on driveway design.

- The type of bicycle facilities the Project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the Project Site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The Project location or Project-related changes to the public right-of-way relative to proximity to the HIN or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

(a) Freeway Safety Analysis

In addition, in accordance with LADOT's interim guidance on freeway safety analysis issued in May 2020, a freeway safety analysis was conducted to evaluate whether the addition of Project traffic could cause or lengthen an off-ramp queue onto the freeway mainline and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline that could constitute a potential safety impact under CEQA.[14]

The interim guidance on freeway safety analysis requires analysis of freeway off-ramps where a proposed project adds 25 or more trips in either the morning or afternoon peak hour to be studied for potential queuing impacts. If the proposed project is not projected to add 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required. As the Project would add 25 or more trips to a nearby freeway off-ramp in either the weekday peak-hour, a freeway safety analysis was prepared for the Project based on the *Highway Capacity Manual*[15] (HCM) operational analysis methodology pursuant to the 2022 TAG. The Project is anticipated to add 25 or more trips to one off-ramp, the U.S. 101 southbound off-ramp at Lankershim Boulevard.

A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.
2. The project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 miles per hour (mph).

14 City of Los Angeles Department of Transportation, LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis, May 2020.

15 *Highway Capacity Manual 6th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

Pursuant to the 2022 TAG, the HCM methodologies for signalized and unsignalized intersections were utilized to calculate vehicle queuing. The operational analysis reports the 95th percentile queues (in feet) for all approaches for the off-ramp intersection. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues, therefore, represent the calculated maximum back of queue in feet.

The assessment of the off-ramps includes a review of the vehicle queue length as compared to the total available queueing capacity of the ramp to determine whether the vehicle queue would extend beyond the length of the ramp onto the mainline. To this end, the queueing analysis looks at two separate components of the ramp capacity: the length of each approach lane to the intersection, and the remaining length of the ramp, behind any approach lane delineation lines, to the point where the ramp diverges from the freeway mainline. The queue may exceed the striped length of a given approach lane, as long as there is sufficient additional queueing capacity on the ramp, and the queue does not spill over onto the mainline. The HCM methodology worksheets for the analyzed off-ramp are contained in Appendix E of the 2023 TA Addendum (Appendix K-4).

If a potential safety issue is identified, a project should consider preferred corrective measures, including TDM strategies, to reduce the project's trip generation, investments in active transportation or transit system infrastructure to reduce the project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp, to alleviate this potential safety issue. Any physical change to the ramp would have to demonstrate substantial safety benefits and not be a VMT-inducing improvement or result in environmental issues.

(5) Emergency Access

For emergency access impacts, a review is conducted for Project access points, internal circulation, and parking access to determine if adequate emergency access is provided. The analysis considers the physical conditions of the Project Site and surrounding area, such as curves, slopes, walls, landscaping or other barriers. Also, a determination is made as to whether the Project would preclude adequate emergency access within the adjacent roadway network.

c) Project Design Features

The following Project Design Features are applicable to the Project.

TRAF-PDF-1: Transportation Demand Management Program. The Applicant will implement a TDM Program for the Hotel Expansion Building and Meeting Room Addition aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. The Existing Hotel Building currently implements these four

strategies and will continue to do so upon completion of the Project. The strategies in the TDM Program will include:

- Transit Subsidies: Transit fare subsidies will be proactively offered to each employee at least once annually for a minimum of five years. At the time of initial opening, the Project will offer a daily transit subsidy to all employees. This TDM strategy is currently implemented by the Existing Hotel Building and will continue to be upon completion of the Project.
- Promotions and Marketing: The Project will utilize promotional and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that employees can choose to read at their own leisure. This TDM strategy is currently implemented by the Existing Hotel Building and will continue to be upon completion of the Project.
- Include Bicycle Parking per the Los Angeles Municipal Code: Table 12.21 A.16(a)(2) in the LAMC provides the required short-term and long-term bicycle parking spaces for the Project. The Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces on-site.

  The bicycle parking ratios for both short term and long term are as follows:

  - Hotel (395 guestrooms): 1 space per 20 guestrooms (20 spaces);
  - Restaurant (11,933 s.f.): 1 space per 2,000 s.f. (6 spaces);
  - Bar and Lounge (1,590 s.f.): 1 space per 2,000 s.f. (2 spaces[16]);
  - Spa (8,630 s.f.): 1 space per 2,000 s.f. (4 spaces); and
  - Meeting Rooms (3,400 s.f.): 1 space per 10,000 s.f. (2 spaces[17]).

  The long-term bicycle parking ratios are as follows:

  - Hotel (395 guestrooms): 1 space per 10 guestrooms (40 spaces);
  - Restaurant (11,933 s.f.): 1 space per 2,000 s.f. (6 spaces);

16 While the calculation would yield a requirement of one short-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two short-term bicycle parking spaces are required for a bar/lounge use.

17 While the calculation would yield a requirement of one short-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two short-term bicycle parking spaces are required for all other commercial uses not identified in Table 12.21 A.16(a)(2), including the Project's Meeting Room Addition.

- Bar and Lounge (1,590 s.f.): 1 space per 2,000 s.f. (2 spaces[18])
- Spa (8,630 s.f.): 1 space per 2,000 s.f. (4 spaces); and
- Meeting Rooms (3,400 s.f.) 1 space per 10,000 s.f. (2 spaces[19]).

Based on the above, the Project is required to provide 54 short-term and 54 long-term bicycle parking spaces, for a total of 108 bicycle parking spaces. The Project will provide 54 short-term and 64 long-term bicycle parking spaces (10 more than required by the LAMC).

- Include Secure Bicycle Parking and Showers: This strategy involves implementation of additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations. This strategy applies to projects that include bicycle parking on-site per the LAMC. As noted above, the long-term bicycle parking would be secured from the general public in accordance with LAMC Section 12.21 A.16(d)(2). In addition, the Project will ensure showers will be provided for employees within the Existing Hotel Building in accordance with LAMC Section 91.6307.

TRAF-PDF-2: Construction Management Plan. Prior to the issuance of a demolition permit or building permit for the Project, a detailed Construction Management Plan (CMP), including street closure information, traffic management strategies, detour plans, haul routes and a staging plan, will be prepared and submitted to the City for review and approval. The CMP will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The CMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site and will include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation;
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during Project construction.
- Coordinate with the City and emergency service providers to ensure adequate access, including emergency access, is maintained to the Project Site and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary.

18 While the calculation would yield a requirement of one long-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two long-term bicycle parking spaces are required for a bar/lounge use.

19 While the calculation would yield a requirement of one long-term bicycle parking space, Table 12.21 A.16(a)(2) states that a minimum of two long-term bicycle parking spaces are required for all other commercial uses not identified in Table 12.21 A.16(a)(2), including the Project's Meeting Room Addition.

- Prohibition of construction worker or equipment parking on adjacent streets;
- Prohibition of haul truck staging on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route;
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets;
- Containment of construction activity within the Project Site boundaries;
- Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours;
- Spacing of trucks so as to discourage a convoy effect;
- Sufficient watering of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind;
- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day; and
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities posted at the site readily visible to any interested party during site preparation, grading, and construction.

d) Analysis of Project Impacts

Threshold a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

(1) Impact Analysis

The 2022 TAG Guidelines, Table 2.1-1, *City Documents that Establish Regulatory Framework*, includes a list of City plans, policies, programs, ordinances and standards that should be consulted to help identify potential conflicts with projects undergoing CEQA review. Also, Attachment D, Plan Consistency Worksheet, of the 2022 TAG includes screening questions for determining Project applicability to relevant plans, policies, and programs, in order to assess whether the Project would preclude their implementation. The questions and responses to each screening question is included in Attachment D of the 2020 TA (Appendix K-1). Upon review of Table 2.1-1 and the responses to the screening questions, the following plans, policies, programs were determined relevant to the Project and are analyzed in this EIR section: Mobility Plan 2035, the Community Plan, LADOT MPP, Vision Zero, Plan for a Healthy Los Angeles, Citywide Design Guidelines, Mobility Hub Guide, and the Walkability Checklist.

The analysis below includes a consistency analysis with the plans, policies and programs determined to be applicable to the Project.

(a) Mobility Plan 2035

Mobility Plan 2035 includes numerous policies and programs that are applicable to development associated with the Project. **Table IV.K-3**, *Consistency of the Project With Applicable Policies and Programs of Mobility Plan 2035*, provides determinations of whether the Project would conflict with any of the applicable policies and programs in Mobility Plan 2035. Attachment D of the 2020 TA provides a *Plans, Policies and Programs Consistency Worksheet* with responses to the threshold questions. As shown therein, the Project would not conflict with any of the applicable policies and programs.

Overall, the Project design and its features supporting multimodal transportation would not conflict with transportation policies, standards, or programs in Mobility Plan 2035 adopted to protect the environment and reduce VMT.

TABLE IV.K-3
CONSISTENCY OF THE PROJECT WITH APPLICABLE POLICIES AND PROGRAMS OF MOBILITY PLAN 2035

Policy/Issue/Program	Would the Project Conflict?
2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.	**No Conflict.** The Project would not involve making any dedications or improvements to the public right-of-way. The Project would not alter adjacent streets or the right-of-way in a manner that would preclude, or conflict with, future changes by various City Departments. Therefore, the Project would not conflict with this policy.
2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**No Conflict.** The Project would not involve making any changes within the public right-of-way and would not alter pedestrian infrastructure or the right-of-way in a manner that would preclude, or conflict with, future changes by various City Departments. The Project would prioritize pedestrian access and connectivity. Pedestrian access to Universal Studios Hollywood and Universal CityWalk would remain similar to existing conditions. Guests would walk and/or take complimentary Universal Studios Hotel Shuttle to the Universal Studios Hollywood and Universal CityWalk. Currently, guests who choose to walk would take the existing sidewalk/pathway along the northern boundary of the Project Site to Universal Hollywood Drive, then use the signalized crosswalk on Hotel Drive to proceed to the pedestrian bridge that crosses over Universal Hollywood Drive to Universal CityWalk and/or Universal Studios Hollywood. There are also existing ADA ramps present at the stop-controlled crosswalk along the

TABLE IV.K-3
CONSISTENCY OF THE PROJECT WITH APPLICABLE POLICIES AND PROGRAMS OF MOBILITY PLAN 2035

Policy/Issue/Program	Would the Project Conflict?
	Project Site driveway and Universal Hollywood Drive. Therefore, the Project would not conflict with this policy.
2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.	**No Conflict.** All loading activities would continue to occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection, and waste management for the Project would occur within the Existing Ancillary Hotel Building, similar to existing conditions. The loading dock would continue to be accessed by the service road along the east side of the Project Site. Therefore, the Project would not conflict with this policy.
3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**No Conflict.** The Project would not involve making any changes within the public right-of-way and would not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Therefore, the Project would not conflict with this policy.
3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	**No Conflict.** The Project is required to provide 54 short-term and 54 long-term bicycle parking spaces in accordance with the LAMC. The Project would provide bicycle parking spaces in excess of the LAMC-required number of short-term and long-term bicycle parking spaces. Secure bicycle parking would be provided within the on-site parking garage. Showers and changing rooms within the Existing Hotel Building will be provided for all employees commuting to work by bicycle for Project. Therefore, the Project would not conflict with this policy.
4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.	**No Conflict.** The Project would utilize TDM strategies as part of Project Design Feature TRAF-PDF-1, including transit subsidies and promotions and marketing. The Project would also include bike parking above the requirements of the LAMC, secure bike parking, and access to showers to encourage the use of alternative modes of transportation. The Applicant would comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in LAMC Section 12.26 J). Therefore, the Project would not conflict with this policy.

TABLE IV.K-3
CONSISTENCY OF THE PROJECT WITH APPLICABLE POLICIES AND PROGRAMS OF MOBILITY PLAN 2035

Policy/Issue/Program	Would the Project Conflict?
4.13 – Parking and Land Use Management. Balance on-street and off-street parking supply with other transportation and land use objectives.	**No Conflict.** The Project would provide 464 new vehicle parking spaces for a total of 1,116 vehicle parking spaces on-site upon completion of the Project. The Project Site would continue to provide vehicle parking spaces in accordance with the LAMC. Additionally, the Project would provide bicycle parking spaces in excess of the LAMC-required number of short-term and long-term bicycle parking spaces. Moreover, the Project is located in a TPA and is within convenient walking distance to public transit routes along Lankershim Boulevard, including the Metro B (Red) Line. Therefore, the Project would not conflict with this policy.
Program PL.1 - Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.	**No Conflict.** Driveway access to the Project Site is provided from Universal Hollywood Drive, a non-arterial Private Street, which would minimize interference with pedestrian access and vehicular movement by allowing visitors to drive directly to the parking garage or valet, rather than creating more pedestrian traffic from off-site parking. Therefore, the Project would not conflict with this policy.

SOURCE: ESA, 2023.

(b) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles, including the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (Community Plan) area in which the Project is located. Transportation-related objectives, policies, and programs are provided in Chapter III, *Land Use Plan Policies and Programs*.

Table IV.K-4, *Consistency of the Project With Applicable Policies and Programs of the Community Plan*, provides determinations of whether the Project would conflict with any of the applicable policies and programs in the Community Plan. As shown therein, the Project would not conflict with any of the applicable policies and programs.

TABLE IV.K-4
CONSISTENCY OF THE PROJECT WITH APPLICABLE POLICIES AND PROGRAMS OF THE COMMUNITY PLAN

Goal/Objective/Policy	Would the Project Conflict?
Objective 10-2: To increase the work trips and non-work trips made on public transit.	**No Conflict.** The Project is located in a TPA and is within convenient walking distance to many public transit lines along Lankershim Boulevard, such as the Metro Red Line Universal City/Studio City Station and the Metro Local 155 and 244 bus stops. As described in Project Design Feature TRAF-PDF-1, the Project will offer all employees a daily transit subsidy to encourage travel to and from the Project Site by public transit. Therefore, the Project would not conflict with this objective.
Goal 11: Encourage alternative modes of transportation to the use of single occupancy vehicles (SOV) in order to reduce vehicle trips. **Objective 11-1:** To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips. **Policy 11-1.1:** Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, walking, bicycles, etc.).	**No Conflict.** The Project would implement a TDM Program as Project Design Feature TRAF-PDF-1. The TDM Program would include TDM strategies such as the provision of transit subsidies and promotions and marketing. The Project would also include bike parking above the requirements of the LAMC, secure bike parking, and access to showers to encourage the use of alternative modes of transportation. The Applicant would comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in LAMC Section 12.26 J). Further, the Project is within convenient walking distance to Universal Studios Hollywood and Universal CityWalk. Therefore, the Project would not conflict with this goal, objective, and policy.
Objective 13-1: To the extent feasible and consistent with the Mobility Plan's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by new development. **Policy 13-1.4:** New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.	**No Conflict.** Existing vehicular access to the Project Site would be maintained and would be adequate to accommodate new traffic from the Project without disturbance to existing flow based on evaluation of the trip generation forecasts as per the 2020 TA and 2023 TA Addendum. Therefore, the Project would not conflict with this objective and policy.

TABLE IV.K-4
CONSISTENCY OF THE PROJECT WITH APPLICABLE POLICIES AND PROGRAMS OF THE COMMUNITY PLAN

Goal/Objective/Policy	Would the Project Conflict?
Goal 14: A system of safe, efficient, and attractive bicycle, pedestrian, and equestrian facilities. **Objective 14-1:** To promote an adequate system of safe bikeways for commuter, school, and recreational use. **Policy 14-1.2:** Encourage the provision of showers, changing rooms, and bicycle storage at new and existing non-residential developments and public places. **Objective 14-2:** To promote pedestrian oriented areas and pedestrian routes for commuter, school, recreational use, economic revitalization, and access to transit facilities.	**No Conflict.** The Project would promote bicycling as a viable mode of transportation for employees by providing bicycle parking above the requirements of the LAMC and would also provide secure bicycle parking and access to showers and changing rooms for employees commuting to work by bicycle. The Project would provide promotional and marketing materials to employees to educate and encourage alternative modes of travel to and from work. The Project proposes no changes along the public right-of-way, and the existing public pedestrian facilities along Universal Hollywood Drive would be maintained. Therefore, the Project would not conflict with this goal, objectives, and policies.
Goal 15: A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the Plan Area. **Objective 15-1:** To provide parking in appropriate locations in accord with Citywide standards and community needs. **Policy 15-1.1:** Consolidate parking where appropriate, to minimize the number of ingress and egress points onto arterials. **Policy 15-1.3:** New parking lots and new parking garages shall be developed in accordance with design standards.	**No Conflict.** A total of 464 new vehicle parking spaces would be provided on-site in accordance with the LAMC, and existing vehicle access to the Project's on-site parking would be maintained. The expanded on-site parking garage would be developed in accordance with City standards. Therefore, the Project would not conflict with this goal, objective, and policy. Vehicular access to the Project Site would continue to be provided via the existing driveway along the west side of Universal Hollywood Drive that leads to an internal roadway along the north and west perimeter of the Project Site. Additional curb cuts along roadways bordering the Project Site are not proposed as part of the Project. Therefore, the Project would not conflict with this policy.

SOURCE: ESA, 2023.

(c) LADOT Manual of Policies and Procedures

The LADOT MPP Section 321, Driveway Design, includes driveway design standards to minimize adverse effects on street traffic. The Project Site has frontage along Universal Hollywood Drive, which is designated as a Private Street under the Mobility Plan 2035 Street Standards Plan, and Hotel Drive, a Private Drive within the County of Los Angeles' Universal Studios Specific Plan that is not included within the Mobility Plan 2035 Street Standards Plan. Vehicular access to the Project Site would continue to be provided via

the existing driveway along the west side of Universal Hollywood Drive. No additional driveways along the public right-of-way are proposed as part of the Project. While LADOT MPP Section 321 does not provide guidance for driveway placement along Private Streets, it is noted that the existing driveway is located approximately 150 feet north of the signalized Universal Hollywood Drive/Coral Drive/Hotel Drive intersection. However, LADOT MPP Section 321 states that on a street classified as a Collector or Local, driveways should not be placed within 75 feet of the adjacent street (for a project with frontage greater than 250 feet). The Project would comply with this requirement so as to not adversely affect traffic at the nearby Universal Hollywood Drive/Coral Drive/Hotel Drive intersection. Based on the above, the Project would not conflict with the LADOT MPP.

(d) Vision Zero

Vision Zero is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through strategies, such as modifying streets to better serve vulnerable road users. Projects located in the HIN should make improvements or fund them. Universal Hollywood Drive or other roadways within the immediate vicinity of the Project Site are not located within the HIN.[20] Therefore, the Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way along Universal Hollywood Drive or other roadways within the immediate vicinity of the Project Site.

(e) Plan for a Healthy Los Angeles

The Project supports the transportation-related goals listed in the Plan for a Healthy Los Angeles. The Project is designed in a manner that would allow pedestrian access between the Project Site and the nearby Universal Studios Hollywood and Universal CityWalk attractions. Guests would utilize the existing pedestrian pathway located on the northern edge of the Project Site and cross the existing stop-controlled intersection between Universal Hollywood Drive and the Project Site driveway. Guests would then proceed down Universal Hollywood Drive to Hotel Drive and the pedestrian bridge as under existing conditions. The Project would provide more than the LAMC-required number of bicycle parking spaces (108 required and 118 provided) and would provide access to end-of-trip facilities for use by employees in the form of long-term bicycle parking secured from the general public, and showers within the Existing Hotel Building would be available to employees of the Project to use. To reduce dependence on single-occupancy vehicles, all employees would be offered a daily transit subsidy to encourage travel to and from the Project Site by means other than vehicles. Therefore, the Project would not conflict with, limit, or preclude the City's ability to implement mobility-related programs and policies in furtherance of the Plan for Healthy Los Angeles.

[20] City of Los Angeles Department of Transportation. 2018. High Injury Network. High-Injury Network (2018) | High-Injury Network (2018) | City of Los Angeles Hub (lacity.org) Accessed September 20, 2022.

(f) Citywide Design Guidelines

The Citywide Design Guidelines identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. The design guidelines are organized around Pedestrian-First Design, 360-Degree Design, and Climate-Adapted Design.

Guideline 2 of the Citywide Design Guidelines recommends incorporating vehicle access such that it does not discourage and/or inhibit the pedestrian experience, in accordance with the Site Planning Best Practices. Specifically, Guideline 2 calls for prioritizing pedestrian access first and automobile access second; orienting parking and driveways toward the rear or side of buildings and away from the public right-of-way; and on corner lots, orienting parking as far from the corner as possible. The Project prioritizes pedestrian access first. Vehicular access to the Project Site's existing parking garage, which would be expanded as part of the Project, is provided internal to the Project Site and away from the public right-of way. The Project Site is not located on a corner lot. There is a walkway along the north side of the existing internal driveway that provides pedestrian access to Universal Hollywood Drive, which in turn provides pedestrian access to off-site attractions. The existing walkway involves crossing the internal Hotel driveway twice (back and forth) to get to the same access points to the attractions from Universal Hollywood Drive; however there are currently crosswalks and ADA ramps at the existing crossing points. Therefore, no safety hazard exists under existing conditions or would occur under the Project. The Guideline also calls to minimize both the number of driveway entrances and overall driveway widths. The existing curb cut along Universal Hollywood Drive would be maintained, and the Project would not propose the addition of new curb cuts along the public right-of-way. The existing curb cut along Universal Hollywood Drive is located midblock and away from nearby intersections. Specifically, the Universal Hollywood Drive / Coral Drive / Hotel Drive intersection is located approximately 150 feet south of the existing Hilton Driveway curb cut. The Sheraton Drive / Universal Hollywood Drive intersection is located approximately 400 feet northwest of the existing Hilton Driveway curb cut. This is consistent with Guideline 2 which specifies that vehicular access must be oriented as far from street intersections as possible.

The Project does not propose any drive-through elements. The Project's drop-off/pick-up areas would be located internal to the Project Site and away from the public right-of-way. Hotel guests and visitors choosing to utilize the Hotel's valet service would drop-off their vehicles at the valet area on Level 4. The South Plaza would also continue to serve as the primary rideshare (i.e., Uber/Lyft, airport shuttle, etc.) pick-up/drop-off location. Additional valet stations may be made available on Level 4 in the North Plaza or on Level 3 within the expanded parking garage during high traffic volume special events.

Loading activities associated with service and delivery operations, trash collection, and waste management for the Project would occur within the Existing Ancillary Hotel Building and away from on-site pedestrian and vehicular circulation. The loading dock would

continue to be accessed by the service road along the east side of the Project Site. The service road and loading dock are located away from areas that are used for public parking and public entrances.

Based on the above, the Project would not conflict with the Citywide Design Guidelines.

(g) Mobility Hubs Reader's Guide

The Mobility Hubs Reader's Guide specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections. The Project would incorporate several components of the Mobility Hubs Reader's Guide, including LAMC-required short-term and long-term bicycle parking that both facilitate and encourage employees to bicycle to and from the Project Site. Additionally, the Project would ensure showers and changing rooms in the Existing Hotel Building are available for all employees. Further, as part of the Project's TDM Program (TRAF-PDF-1), the Project would support strategies to encourage public transit such as offering all employees a daily transit subsidy to encourage travel by public transit to and from the Project Site, and utilizing promotional and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices. Based on the above, the Project would not conflict with the Mobility Hubs Reader's Guide.

(h) Walkability Checklist

The Project would result in the retention of all sidewalks and curb ramps along the Project Site's Universal Hollywood Drive frontage. The Project would not add additional curb cuts along the public right-of-way in order to provide a continuous walkway that ensures a safe pedestrian connection between the Project Site and the nearby Universal Studios Hollywood and Universal CityWalk attractions by avoiding any conflict with motorists accessing the Project Site. The existing walkway along the north side of the existing internal driveway would continue to provide access to Universal Hollywood Drive, which in turn provides access to off-site attractions, including ADA ramps at the crosswalk for the Project Site driveway and Universal Hollywood Drive. Pedestrian circulation would remain the same as under existing conditions, which does provide for continuous pedestrian access to and from the Project Site. Based on the above, the Project would not conflict with the Walkability Checklist.

Based on the above, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, which have been adopted to facilitate mobility through alternatives to single passenger vehicles and reduce VMT. Therefore, Project impacts would be less than significant.

(2) Mitigation Measures

Impacts regarding the Project's consistency with programs, plans, ordinances or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts regarding the Project's consistency with programs, plans, ordinances or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

(1) Impact Analysis

As explained in Subsection 3.b.2., *Methodology*, above, the City's VMT Calculator (Version 1.3) was used to determine the Project's VMT per employee and daily vehicle trips based on Project characteristics, such as land uses, land use quantities, and TDM measures that are included as part of the Project (see Project Design Feature TRAF-PDF-1). The Project, with the inclusion of the Project Design Features, is estimated to generate a total of 4,309 daily vehicle trips.

As estimated by the VMT Calculator, the Project would generate 8.8 daily work VMT per employee, which is below the threshold of significance for the South Valley APC of 11.6 daily work VMT per employee. It should be noted that the Project would incorporate Project Design Feature TRAF-PDF-1 (TDM Program), which includes TDM strategies. A TDM Program can be considered as a Project Design Feature if no VMT impact would result without consideration of the associated TDM strategies. Accordingly, without consideration of the TDM strategies, the Project would generate a total of 4,902 daily vehicle trips and generate 10.0 daily work VMT per employee, which would still be below the threshold of significance for the South Valley APC of 11.6 daily work VMT per employee. The VMT Calculator outputs and additional details regarding the analysis are provided in Appendix D of the 2023 TA Addendum (Appendix K-4).

Per the 2022 TAG, the Project's quality restaurant, high-turnover restaurant, bar/lounge, and spa components, which total 25,397 square feet of floor area, are considered local-serving retail uses. As the Project's local-serving retail uses total less than 50,000 square feet, a no impact determination can be made as it relates to VMT for these uses.

Per the 2022 TAG, hotel uses, such as the Project, could be shown to not contribute to significant visitor/guest trips if they are proposed in locations that are closer to common or desired destinations for guests and visitors than other existing hotel uses and,

therefore, result in shorter overall visitor trips than are expected without the Project. The Project proposes to add 395 guestrooms across Universal Hollywood Drive from Universal Studios Hollywood and Universal CityWalk. The Existing Hotel Building is the closest hotel to the main entrance of Universal Studios Hollywood and Universal CityWalk. The only other hotel use within a similar proximity to these destinations is the Sheraton Universal, which abuts the Project Site to the west.

Given the Project's location relative to Universal Studios Hollywood and Universal CityWalk, it is reasonable to assume that many hotel visitors/guests would walk between these destinations and the Project Site. These walking trips would potentially replace current vehicle trips to these destinations by the visitors staying at off-site hotels. Additionally, the Existing Hotel Building provides a shuttle service which transports visitors and guests to and from Universal Studios Hollywood and Universal CityWalk, which would be available to future visitors and guests of the Project, thereby further reducing vehicle trips. Furthermore, the Project would provide 118 bicycle parking facilities for visitors and guests per the requirements of the LAMC. As the Project would provide 395 additional guestrooms within the direct vicinity of Universal Studios Hollywood and Universal CityWalk, would provide a shuttle transporting guests to and from these destinations, and would provide bicycle parking amenities, the Project would not contribute to significant visitor/guest trips, and, therefore, VMT impacts would be less than significant.

The Project would be below the City's work VMT significance thresholds and would not contribute to significant visitor/guest trips due to the Project's proximity to Universal Studios and Universal CityWalk, and would contain local-serving services of under 50,000 square feet. Therefore, Project impacts would be less than significant.

(2) Mitigation Measures

Impacts related to VMT were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts related to VMT were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

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

(1) Impact Analysis

(a) Local Safety

As discussed in Subsection VI.6, *Impacts Found not to be Significant*, and in the Initial Study (**Appendix A**) of this Draft EIR, the roadways adjacent to the Project Site are part of an established urban roadway network and contain no sharp curves or dangerous intersections. While the Project would increase the number of vehicle trips to and from the Project Site, it would not construct new access driveways along the Project Site perimeter, significantly alter internal circulation patterns with the exception of the fire lane expansion/connection into the parking structure or create new pedestrian paths or stairways with the potential for substantial pedestrian/vehicle conflicts. Vehicles and pedestrians would continue to access the Project Site via the Project Site's existing driveway on Universal Hollywood Drive, which would not require modification to accommodate the proposed expansion. **Therefore, the Project would not substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, and impacts with respect to Threshold (c) as they relate to local safety would be less than significant. As such, no further analysis is required.**

(b) Freeway Safety

As noted previously, the interim guidance on freeway safety analysis requires freeway off-ramps where a proposed project adds 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak-hour.

The Project would add 29 trips to the US-101 Southbound Off-Ramp at Lankershim Boulevard during the weekday PM peak hour. The Project would not add 25 trips during the weekday AM and PM peak hours at other freeway off-ramps in the immediate vicinity of the Project Site.

As described in the 2023 TA Addendum, the change in queue length associated with the Project at the US-101 Freeway Southbound Off-Ramp right-turn approach under Future Cumulative with Project conditions increases by approximately 27 feet (i.e., just over one vehicle length) during the weekday PM peak hour (refer to Table 4, *Freeway Off-Ramp Queue Evaluation US-101 Freeway Southbound Off-Ramp at Lankershim Boulevard Weekday PM Peak Hour*, of the 2023 TA Addendum). This extension in queue length can be accommodated by the existing off-ramp and the vehicle queue would not extend onto the mainline. The change in queue length at the US-101 Freeway Southbound Off-Ramp right-turn approach would be less than the City's threshold of two vehicles, the Project would cause a less than significant freeway safety impact. There is no change in queue length associated with the Project's PM peak hour trips at the US-101 Freeway Southbound Off-Ramp's left-turn and through approaches. Therefore, the Project would cause a less-than-significant freeway safety impact.

Based on the above, the Project would not substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses and impacts on freeway safety would be less than significant.

(2) Mitigation Measures

Impacts related to hazardous design features were determined to be less than significant; therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts related to hazardous design features were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold d) Would the Project result in inadequate emergency access?

As discussed in Subsection VI.6, *Impacts Found not to be Significant*, and in the Initial Study (Appendix A) of this Draft EIR, the Project Site is located in an established urban area that is well-served by a roadway network. As described above, implementation of Project Design Feature TRAF-PDF-2 will ensure access will remain unobstructed for land uses in proximity to the Project Site during Project construction and will require coordination with the City and emergency service providers to ensure adequate access, including emergency access, is maintained to the Project Site and neighboring businesses and residences. Emergency access points will be marked accordingly in consultation with LAFD, as necessary. Access to the Project Site would continue to be accommodated via the existing driveway entrance on Universal Hollywood Drive. Emergency vehicle access would also continue to be available via the existing service road along the eastern side of existing buildings. Furthermore, LADOT and the City's Bureau of Engineering would review all design plans to ensure that there are no Project traffic-related design features, which would impede access along Universal Hollywood Drive or with the Project vicinity. **Therefore, the Project would not result in inadequate emergency access, and impacts would be less than significant with respect to Threshold (d). As such, no further analysis is required.**

e) Cumulative Impacts

(1) Impact Analysis

The transportation analysis prepared in the 2023 TA Addendum utilized related projects lists provided by LADOT and the City of Los Angeles Department of City Planning (LADCP) within the Project vicinity as of August 2022. Per the 2022 TAG, related projects within a radius of one-quarter mile from the farthest outlying study intersection should be included. Therefore, related projects within a 1.15-mile radius (one-quarter mile past the farthest outlying study intersection, Barham Boulevard/W.C. Fields Drive – Cahuenga Boulevard East) of the Project Site were included. The list of related projects in the Project

area is presented in Chapter 3, *Environmental Setting*, of this Draft EIR, along with the location of the related projects in Figure III-1.

As discussed under Threshold (a), the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, which have been adopted to protect the environment and reduce VMT. Each of the related projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be subject to individual discretionary review by the City for environmental impacts under CEQA, including a check for their consistency with applicable programs, plans, ordinances, and policies. Collectively, the Project and the related projects would add development and density in TPA/HQTA as an area with robust transit accessibility and high levels of pedestrian activity. As with the Project, related projects would be expected to support, include and/or enhance pedestrian, bicycle, and/or other alternative transportation facilities, increasing access to the City's multi-modal transportation network. The Project and the related projects would not preclude the City's ability to serve transportation needs as defined by the City's transportation policy framework. Therefore, the Project, in combination with the related projects, would not create inconsistencies or result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances. **As such, the Project's contribution to a cumulative impact related to a conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, would not be cumulatively considerable, and, therefore, cumulative impacts would be less than significant.**

According to the 2022 TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the project impact analysis, a less-than-significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of the SCAG 2020-2045 RTP/SCS. As demonstrated in the Project–level VMT analysis above, the Project's daily work VMT per employee would be below the City's efficiency-based impact threshold, and, as such, the Project's contribution to cumulative transportation VMT impacts would not be considerable. Furthermore, as discussed in Section IV.A, *Air Quality*, and Section IV.F*, Greenhouse Gas Emissions*, of this Draft EIR, the Project would be consistent with, and would not conflict with, applicable 2020-2045 RTP/SCS actions and strategies to reduce GHG emissions associated with passenger vehicles and light duty trucks. **As such, the Project's contribution to a cumulative impact related to VMT would not be cumulatively considerable, and, therefore, cumulative impacts would be less than significant.**

With regard to design hazards, the Project would not result in a significant impact for local or freeway safety. Each related project would be reviewed by the City to ensure compliance with the City's requirements relative to the provision of safe access for vehicles, pedestrian, and bicyclists, which would incorporate standards for adequate sight

distance, sidewalks, crosswalks, and pedestrian movement controls to protect pedestrian and enhance bicycle safety. Furthermore, modifications to access and circulation plans are largely confined to a project site and immediate surrounding area. No improvements that could significantly alter access and circulation in the immediate vicinity of the Project Site are proposed by either the Project or the related projects. Therefore, no cumulative impacts related to design hazards would occur. **Therefore, the Project's contribution to cumulative impacts associated with hazardous design conditions would not be considerable, and cumulative impacts would be less than significant.**

Based on the above, the Project's contribution to cumulative transportation impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

(2) Mitigation Measures

Cumulative impacts related to transportation were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative impacts on transportation were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

L. Tribal Cultural Resources

1. Introduction

This section identifies and evaluates potential Project impacts on tribal cultural resources. The analysis in this section is based on the results of the records search conducted for the Project at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University at Fullerton, the record search conducted with the Native American Heritage Commission of the Sacred Lands File (SLF), and consultation with California Native American Tribes conducted by the City of Los Angeles (City) for the Project, as required by the California Environmental Quality Act (CEQA) as amended by Assembly Bill (AB) 52. The Native American consultation documentation, along with a detailed discussion of the studies and findings related to tribal cultural resources, is provided in the *Tribal Cultural Resources Report*, prepared by ESA, dated April 2023, in Appendix L of this Draft EIR.

2. Environmental Setting

a) Regulatory Framework

The following describes the primary regulatory requirements regarding tribal cultural resources. Applicable plans and regulatory documents/requirements include the following:

- Assembly Bill 52
- California Public Resources Code Section 5097
- California Penal Code

(1) State

(a) Assembly Bill 52

Assembly Bill (AB) 52 was approved on September 25, 2014. The act amended California Public Resources Code (PRC) Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. The primary intent of AB 52 is to involve California Native American Tribes early in the CEQA environmental review process and to establish a category of resources related to Native Americans, known as tribal cultural resources, that require consideration under CEQA. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe” that are either included or determined to be eligible for inclusion in the California

Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. A tribal cultural resource is further defined by PRC Section 20174(b) as a cultural landscape that meets the criteria of subdivision (a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. PRC Section 20174(c) provides that a historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

PRC Section 21080.3.1 requires that, within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern.[1] Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation.[2]

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[3]

In addition to other CEQA provisions, the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource, only if a California Native American tribe has requested consultation pursuant to PRC Section 21080.3.1 and has failed to provide comments to the lead agency, or requested a consultation but failed to engage in the consultation process, or the consultation process occurred and was concluded as described above, or if the California Native American tribe did not request consultation within 30 days.[4]

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a

1 PRC Sections 21080.3.1(b) and (c).

2 PRC Sections 21080.3.1(d) and 21080.3.1(e)

3 PRC Section 21080.3.2(b)

4 PRC Sections 21082.3(d)(2) and (3)

California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Confidentiality does not apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the applicant or the applicant's agents, or are lawfully obtained by the project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.[5]

(b) California Public Resources Code

PRC Section 5097.98, as amended by AB 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the Native American Heritage Commission (NAHC), upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

PRC Section 5097.99 prohibits acquisition or possession of Native American artifacts or human remains taken from a Native American grave or cairn after January 1, 1984, except in accordance with an agreement reached with the NAHC.

PRC Section 5097.5 provides protection for tribal resources on public lands, where PRC Section 5097.5(a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized*

5 PRC Section 21082.3(c)(2)(B).

footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

(c) California Penal Code

California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

California Penal Code Section 623 provides the following: "Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate, door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained."

b) Existing Conditions

(1) Project Site Conditions

The Project Site is located west of the intersection of Universal Hollywood Drive and Hotel Drive and is located in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan Area of the City. The Project Site is situated on a promontory (a point of high land) that descends moderately to the west, south, and east at a grade of approximately 50 percent (2:1 horizontal-to-vertical gradient). The Project Site is developed with the Existing Hotel Building and associated improvements. The Existing Hotel Building, which was designed by master architect William L. Pereira, was constructed in 1984. The primary on-site improvements (described from north to south) consist of (a) a motorcourt and porte cochere entryway to the Existing Ancillary Hotel Building and landscaping (collectively, the North Plaza); (b) the low-rise Existing Ancillary Hotel Building; (c) a motorcourt with Americans with Disabilities Act (ADA)-accessible parking spaces, landscaped median, and a porte cochere entryway to the Existing Hotel Building's lobby area (collectively, the South Plaza); (d) the Existing Hotel Building; and (e) the Existing Outdoor Pool Area. No known tribal resources exist on the Project Site.

(2) Ethnographic Setting

The Project Site is located within the territories that have been traditionally assigned to the Gabrielino and the Fernandeño Tataviam. Each of these groups is described in detail below.

(a) Gabrielino

According to Bean and Smith (1978:538), the Gabrielino, with the exception of the Chumash to the north, "were the wealthiest, most populous, and most powerful ethnic nationality in aboriginal Southern California." Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Kroeber, 1925). The Gabrielino language was part of the Takic branch of the Uto-Aztecan language family (Kroeber, 1925). The Gabrielino subsisted on a variety of resources in several ecological zones. Acorns, sage, and yucca were gathered throughout the inland areas whereas shellfish, fish, as well as a variety of plants and animals were exploited within the marshes and along the coast. Deer and various kinds of small mammals were hunted on an opportunistic basis. Their material culture reflected the subsistence technology. Lithic tools such as arrow points and modified flakes were used to hunt and process animals. A variety of ground stone grinding implements, such as the mortar, pestle, mano, and metate, were used to process both plant and animal remains for food (Bean and Smith, 1978).

The settlement patterns of the Gabrielino, and other nearby groups, such as the Juaneño and Luiseño, were similar and they often interacted through marriage, trade and warfare. The seasonal availability of water and floral and faunal resources dictated seasonal migration rounds with more permanent villages and base camps being occupied primarily during winter and spring months. In the summer months, the village populations divided into smaller units that occupied seasonal food procurement areas. The more permanent settlements tended to be near major waterways and food sources and various secular and sacred activities, such as food production and storage and tool manufacturing, were conducted at these areas (Bean and Smith, 1978). The closest Gabrielino village to the Project Site is the village of *Kaweenga*, which has been reported as located in Rancho Cahuenga or the present day Universal City (McCawley, 1996).

(b) Fernandeño Tataviam

The Project Site is also located within the territory traditionally occupied by the Fernandeño Tataviam Band of Mission Indians (FTBMI). FTBMI territory was concentrated along the upper reaches of the Santa Clara River drainage between the San Fernando Valley on the south and Pastoria Creek in the Tehachapi Mountains to the north. Their territory also included east Piru Creek and the southern slopes of Sawmill and Liebre Mountains, and also extended into the southern end of the Antelope Valley (King and Blackburn, 1978). Fernandeño Tataviam territory was bounded by the Gabrielino to the south, the Serrano to the east, the Kitanemuk to the northeast, the Emigdiano Chumash to the north, and the Ventureño Chumash to the west.

There are few historical sources regarding the Fernandeño Tataviam. The word "Tataviam" most likely came from a Kitanemuk word that may be roughly translated as "people of the south-facing slope," due to their settlement on south-facing mountain slopes (King and Blackburn, 1978). The Chumash referred to them as "Alliklik" (Kroeber, 1925). What the Fernandeño Tataviam called themselves is not known. The Fernandeño Tataviam spoke a language that was part of the Takic branch of the Uto-Aztecan language family (King and Blackburn, 1978). The language was related to that spoken by the Gabrielino and Kitanemuk.

Fernandeño Tataviam villages varied in size from larger centers with as many as 200 people, to smaller villages with only a few families (King and Blackburn, 1978). At the time of Spanish contact, the Fernandeño Tataviam population is estimated to have been less than 1,000. Primary vegetable food sources included acorns, juniper berries, seeds, and yucca buds. Small game such as antelope and deer supplemented these foods. Trade networks between inland groups such as the Fernandeño Tataviam, the coastal regions, and desert regions enabled the trade of exotic materials such as shell, asphaltum, and steatite. The first European visit to Fernandeño Tataviam territory occurred in A.D. 1769 with the expedition of Gaspar de Portolá, and again in 1776 with the expedition of Friar Francisco Garcés.

(3) Archival Research Summary

(a) SCCIC Record Search

Records searches for the Project were conducted on March 14, 2018, and October 10, 2022, at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University at Fullerton. The search included a 0.5-mile radius for historic architectural and archaeological resources. The 0.5-mile radius is appropriate in developed urban areas in order to provide a context with which to conduct sensitivity analysis.

The records search results indicate that 37 cultural resources studies have been conducted and are presently on-file with the SCCIC and eight cultural resources have been previously recorded within a 0.5-mile radius of the Project Site. Of the eight cultural resources, one is a multicomponent resource (CA-LAN-1945H); five are historic-period archaeological sites (CA-LAN-2394H, P-19-002804, -003303, -003304, and -003305); and two are historic architectural resources (P-19-187794 and -190825). The two historic architectural resources are located close to the Project Site and include Universal City & Studios, approximately 250 feet north of the Project Site, and a potential Universal Studios Historic District situated approximately 500 feet north of the Project Site. No archaeological resources have been previously recorded within the Project Site itself. The National Register-listed (72001602) site of Campo de Cahuenga Adobe (CA-LAN-1945H) is located approximately 0.25-mile northwest of the Project Site. The Campo de Cahuenga site is composed of a historic-period archaeological site (including the adobe's stone foundations, tile floors, and Chinese porcelain) and a prehistoric

archaeological site (comprised of Native American pottery, stone pestles, kaolin pipe bowls, and a pipe stem).

(4) Identification of Tribal Cultural Resources

(a) Sacred Lands File Search

The NAHC maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community, which may also be considered historic and/or archaeological resources under CEQA. The NAHC was contacted on March 23, 2018, to request a search of the SLF. The NAHC responded to the request in a letter dated March 26, 2018, indicating that the SLF search conducted for the Project Site yielded negative results, that is, the search did not identify any tribal cultural resources associated with the Project Site. On September 15, 2022, an updated SLF request was submitted to the NAHC. On November 1, 2022, the NAHC indicated that the SLF results were positive, that is, the updated search identified the potential for the Project Site to contain tribal cultural resources. The letter did not provide details on potential resources identified within or near the Project Site, or why the SLF results were positive, but suggested contacting the FTBMI for additional information regarding the potential to encounter tribal cultural resources on the Project Site. The City conducted consultation with appropriate tribes per CEQA requirements and pursuant to AB 52. The results of the tribal consultations are provided in Appendix L of this Draft EIR and summarized below.

(b) Assembly Bill 52 Tribal Consultation

In compliance with the requirements of AB 52, the City's Department of City Planning provided formal notification of the Project via certified mail to Native American groups that are listed on the City's AB 52 contact list, on September 1, 2020. A summary is provided below in **Table IV.L-1**, *Summary of AB 52 Consultation*. The notification letters included a description of the Project, the Project location, and a notification of the type of consultation being initiated. The City received a response from the FTBMI and Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) (Andrew Salas, Tribal Chairman). No communication or request for consultation was received from any of the other notified tribes within the response period.

In an email dated September 8, 2020, Jairo Avila, Tribal Historic and Cultural Preservation Office for the FTBMI, responded to the City's notification requesting formal AB 52 consultation. As part of the email, Mr. Avila requested Project design and excavation plans, as well as any geotechnical reports and cultural resources reports prepared for the Project. On October 2, 2020, FTBMI provided a list of known nearby cultural resources and requested a thorough literature review be conducted to capture the Native American use of the area through the mission period, Native American settlements and Spanish land grants, and mortuary sites in the area. On February 16, 2021, Mr. Avila sent an email to the City inquiring on the status of the Project, which the City responded to stating the NOP/Initial Study had just been released. On July 12, 2021, FTBMI requested a follow up

consultation meeting. A follow-up call was held on July 22, 2021, to discuss Project status, which was on hold by the Applicant at the time.

TABLE IV.L-1
SUMMARY OF AB 52 CONSULTATION

Contact	Tribe/Organization	Date AB 52 Notice Sent	Response Received	Consultation Results
Rudy Ortega, Tribal President	Fernandeño Tataviam Band of Mission Indians	9/01/2020	No response	-
Jairo Avila, Tribal Historic and Cultural Preservation Officer	Fernandeño Tataviam Band of Mission Indians	9/01/2020	9/8/2020 - Request for Consultation	Consultation meetings held on 9/24/2020 and 7/22/21. Consultation On-going.
Robert F. Dorame, Chairperson	Gabrielino Tongva Indians of California Tribal Council	9/01/2020	No response	-
Charles Alvarez	Gabrielino-Tongva Tribe	9/01/2020	No response	-
Andrew Salas, Chairperson	Gabrieleño Band of Mission Indians – Kizh Nation	9/01/2020	9/25/2020 - Request for Consultation	Consultation meeting held on 11/5/2020
Donna Yocum, Chairperson	San Fernando Band of Mission Indians	9/01/2020	No response	-
Anthony Morales, Chairperson	Gabrielino/Tongva San Gabriel Band of Mission Indians	9/01/2020	No response	-
Scott Cozart, Chairperson	Soboba Band of Luiseño Indians	9/01/2020	No response	-
Sandonne Goad, Chairperson	Gabrielino/Tongva Nation	9/01/2020	No response	-
Thomas Tortez, Chairperson	Torres Martinez Desert Cahuilla Indians	9/01/2020	No response	-

SOURCE: ESA, 2022.

On November 21, 2022, the City provided updated Project materials to Ms. Brunzell, Manager of the Cultural Resources Management Division for the FTBMI, which included the draft tribal cultural resources report, and the geotechnical report. In an email dated December 19, 2022, Ms. Brunzell stated that the provided materials were reviewed and concluded the Project has the potential to impact tribal cultural resources due to the Project Site's proximity to the ancestral village of Cahuenga, located within 0.25-mile of the Project Site, and to a body of water, located within 0.5-mile of the Project Site. Ms. Brunzell stated the Project Site's proximity to these two features indicated habitation of the Tribe within the area and therefore, indicated the potential to encounter tribal cultural resources. Ms. Brunzell provided proposed mitigation measures that outline procedures

to be enacted should tribal cultural resources be encountered during construction, significance assessment of the find, retention of a FTBMI monitor should the find be significant, and consultation with the FTBMI regarding the final disposition of any finds.

In a letter dated September 9, 2020, Andrew Salas, Chairman of the Gabrieleno Band of Mission Indians - Kizh Nation, responded to the City's notification requesting formal AB 52 consultation. On November 5, 2020, the City and Chairman Salas held a consultation meeting via phone to discuss the Project. Following the meeting, the City provided Project information regarding soil conditions on November 24, 2020. The City sent a follow up email to the Kizh Nation on June 15, 2023 requesting that the tribe provide their proposed mitigation measures to be included in this Draft EIR and to close consultation. The Kizh Nation responded with their requested mitigation measures in an email on June 15, 2023. An email closing consultation was submitted to the Kizh Nation on June 16, 2023.

As a result of the City's AB 52 consultation efforts, no tribal cultural resources were identified within the Project Site. However, based on the materials provided by Ms. Brunzell of the FTBMI, and Chairman Salas, of the Kizh Nation, both groups consider the Project Site sensitive either for potentially containing cultural resources, or due to the location along potential trails and routes, and the proximity of the Project Site to other tribal cultural sites and villages.

3. Project Impacts

a) Thresholds of Significance

In accordance with the Appendix G of the CEQA Guidelines, a project would have a significant impact related to tribal cultural resources if it would:

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

i) 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

ii) 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.

The City's *L.A. CEQA Thresholds Guide* does not specifically address tribal cultural resources. In assessing impacts related to tribal cultural resources in this section, the City will use Appendix G as the thresholds of significance.

b) Methodology

Under CEQA, the evaluation of impacts to tribal cultural resources consists of two-parts: (1) identification of tribal cultural resources within the project site or immediate vicinity through AB 52 consultation, as well as a review of pertinent academic and ethnographic literature for information pertaining to past Native American use of the project area, SLF search, and SCCIC records review; and (2) a determination of whether the project may result in a "substantial adverse change" in the significance of the identified resources.

c) Project Design Features

There are no project design features that relate to tribal cultural resources.

d) Project Impacts

Threshold a) ***Would the project would 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:***

i) 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

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

(1) Impact Analysis

In accordance with AB 52, the City submitted request to consult letters to 10 Native American individuals and organizations on the City's AB 52 Notification List on September 1, 2020. The City received two response letters, one from the FTBMI and one from the Kizh Nation requesting formal consultation.

In addition, separate from the City's AB 52 consultation process, results of the records searches through the NAHC Sacred Lands Files search were positive and suggested reaching out the FTBMI.

As a result of the City's AB 52 consultation efforts and the records searches conducted through SCCIC and the NAHC, one tribal cultural resource – Campo de Cahuenga Adobe – was identified as being located within 0.25-mile of the Project Site. In addition, based on consultation with the Kizh Nation and FTBMI, the Project Site was identified as being located in close proximity to ancestral villages and water bodies, indicative of habitation and potentially the presence of tribal cultural resources. While there are no known resources within the Project Site, construction activities associated with the Project may impact unknown buried tribal cultural resources. In consideration of the previously disturbed on-site soil with the Project Site, the distance from the Project Site to historic and prehistoric villages and water bodies, as well as a review of the additional maps and documentation provided by the Kizh Nation and FTBMI, exercising its discretion, the City has concluded that there is not substantial evidence of the presence of a specific tribal cultural resource within the Project Site or in its immediate vicinity. As such, based upon the record, the City has determined that no substantial evidence exists to support a conclusion that the Project may cause a significant impact on tribal cultural resources. Therefore, the City has no basis under CEQA to impose any related mitigation measures. However, as discussed further below, as an additional protection, the City will implement conditions of approval under its police powers to protect the inadvertent discovery of tribal cultural resources. The conditions of approval incorporate elements of the requested measures proposed by the Kizh Nation and FTBMI, including specific notification requirements in the event of inadvertent discovery. In addition, the conditions of approval would not provide less protection of any finds in the event of inadvertent discovery of a prospective resource.

In the event that buried tribal cultural resources are encountered during construction, the Project Applicant will be required to comply with the City's conditions of approval for the treatment of inadvertent tribal cultural resource discoveries. These City conditions require the immediate halt of construction activities in the vicinity of the discovery, the coordination with appropriate Native American tribes and the City, and the development and implementation of appropriate measures for treating the discovery. The Project Applicant would also follow the tribe's recommendations if a qualified archaeologist reasonably concludes that the tribe's recommendations are reasonable and feasible. The recommendations would then be incorporated into a tribal cultural resources monitoring plan and once the plan is approved by the City, ground disturbance activities can resume. In accordance with this condition of approval, all activities would be conducted in accordance with regulatory requirements. ***As a result, with adherence to the City's conditions of approval for the inadvertent discovery of tribal cultural resources, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined by PRC Section 21074, and impacts to tribal cultural resources would be less than significant.***

(2) Mitigation Measures

Project-level impacts related to tribal cultural resources would be less than significant with adherence to the City's conditions of approval for the treatment of inadvertent tribal cultural resource discoveries. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Project-level impacts related to tribal cultural resources would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

e) Cumulative Impacts

(1) Impact Analysis

As stated above, while no known tribal cultural resources have been identified within the Project Site, there is one tribal cultural resource within 0.25-mile of the Project Site. However, with adherence to the City's conditions of approval for the inadvertent discovery of tribal cultural resources, the Project would result in less than significant impacts to tribal cultural resources. In addition, as with the Project, each related project within the City would also be required to adhere to the City's conditions of approval for the inadvertent discovery of tribal cultural resources. Furthermore, as with the Project, in association with CEQA review, each related project would be required to engage in AB 52 consultation with Native American tribes in order to identify tribal cultural resources that could potentially be impacted by the related project, and to mitigate any identified potential impact. Because no known tribal cultural resources are located within the Project Site and adherence to the City's conditions of approval would ensure potential impacts to unknown resources would be less than significant, **the Project's contribution to cumulative impacts would not be cumulatively considerable, and therefore, cumulative impacts would be less than significant.**

(2) Mitigation Measures

Cumulative impacts regarding tribal cultural resources were determined to be less than significant without mitigation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative impacts related to tribal cultural resources would be less than significant without mitigation. Therefore, no mitigation measures are required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

M.1 Utilities and Service Systems – Water Supply

1. Introduction

This section of the Draft EIR evaluates the impacts on water supply and whether the Project would require or result in the construction of new water treatment facilities, including conveyance infrastructure, the construction of which would cause significant environmental effects. The Los Angeles Department of Water and Power (LADWP) is the water supplier for the Project Site. This section describes LADWP's available water supplies, current and projected regional water demand, municipal water infrastructure serving the Project Site, and the adequacy of water supplies and infrastructure to meet Project demand. Project consistency with relevant plans and regulations regarding the provision of water is also discussed.

The data and conclusions in this section regarding the availability of water supply to serve the Project are based on a Water Supply Assessment (WSA) prepared for the Project and adopted by LADWP and included in **Appendix M-2** of this Draft EIR, along with a copy of Resolution No. 021085 approving the WSA. Additional technical information used in the analysis is based on a Utility Infrastructure Technical Report: Water (Infrastructure Report) prepared for the Project by KPFF Consulting Engineers and included in **Appendix M-1**. Additionally, as the Project's development program was refined after the WSA was approved, an updated WSA request letter was submitted to LADWP. LADWP recalculated the Project's water demand based on the Project Description as described in Chapter II of this Draft EIR, and determined the Project's total water demand would not result in a substantial increase to the previous water demand as approved by the Board of Water and Power on November 17, 2020. As such, no additional WSA is required for the refinements to the Project' s development program. The email received from LADWP on May 9, 2023, confirming that no additional WSA is required is included in **Appendix M-3**.

2. Environmental Setting

a) Regulatory Framework

There are several plans, policies, and programs regarding Water Supply and Infrastructure at the State, regional, and local levels that apply to the Project. Described below, these include:

- California Urban Water Management Plan Act
- Senate Bill 610, Senate Bill 221, and Senate Bill 7
- Senate Bill X7-7 (Water Conservation Act of 2009)
- Sustainable Groundwater Management Act of 2014
- California Code of Regulations
  - Title 20
  - CALGreen Code
  - Plumbing Code
- Executive Order B-40-17
- Executive Order N-10-21
- Metropolitan Water District
  - 2020 Urban Water Management Plan
  - 2015 Integrated Resources Plan
  - Water Surplus and Drought Management Plan
  - Long-Term Conservation Plan
  - Water Supply Allocation Plan
- Los Angeles Department of Water and Power's 2020 Urban Water Management Plan
- Green New Deal
- One Water LA 2040 Plan
- City of Los Angeles General Plan, including:
  - Framework Element
  - Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Community Plan
- Los Angeles Municipal Code (Ordinance Nos. 180,822, 181,480, 181,899, 183,833, 182,849, 184,692, and 184,248)

(1) State

(a) California Urban Water Management Plan Act

The California Urban Water Management Planning Act (Water Code, Section 10610, et seq.) addresses several state policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires Urban Water Suppliers to develop Urban Water Management Plans (UWMPs) every five years to identify short-term and long-term demand management measures to meet growing water demands

during normal, dry, and multiple-dry years. Urban Water Suppliers are defined as water suppliers that either serve more than 3,000 customers or provide more than 3,000 acre-feet per year (AFY) of water to customers.

Recent changes to the California Urban Water Management Planning Act further enhance state policies which promote resilience of the State's water supplies. For example, Senate Bill (SB) 606 requires Urban Water Management Plans to include contingency plans addressing the possibility of prolonged water shortage conditions and further requires consideration of climate change impacts on water supplies. Additionally, SB 606 and Assembly Bill (AB) 1414 require drought risk assessment for a five-year historic drought sequence.

(b) Senate Bill 610, Senate Bill 221, and Senate Bill 7

Two of the state laws addressing the assessment of water supply necessary to serve large-scale development projects, Senate Bill (SB) 610 and SB 221, became effective January 1, 2002. SB 610, codified in Water Code Sections 10910–10915, specifies the requirements for water supply assessments (WSAs) and their role in the California Environmental Quality Act (CEQA) process and defines the role UWMPs play in the WSA process. SB 610 requires that, for projects subject to CEQA that meet specific size criteria, the water supplier prepare WSAs that determine whether the water supplier has sufficient water resources to serve the projected water demands associated with the projects. SB 610 provides specific guidance regarding how future supplies are to be calculated in the WSAs, where an applicable UWMP has been prepared. Specifically, a WSA must identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' actual water deliveries received by the public water system. In addition, the WSA must address water supplies over a 20-year period and consider normal, single-dry, and multiple-dry year conditions. In accordance with SB 610, projects for which a WSA must be prepared are those subject to CEQA that meet any of the following criteria:

- Residential developments of more than 500 dwelling units;
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- Mixed-use projects that include one or more of the projects specified in this subdivision; or

- Projects that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling-unit project. (Water Code Section 912, CEQA Guidelines Section 15155[a]).

The WSA must be approved by the public water supplier serving the project at a regular or special meeting and must be incorporated into the CEQA document. The lead agency must then make certain findings related to water supply based on the WSA.

In addition, under SB 610, a water supplier responsible for the preparation and periodic updating of an UWMP must describe the water supply projects and programs that may be undertaken to meet the total project water use of the service area. If groundwater is identified as a source of water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan; (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past 5 years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier.

SB 221 also addresses water supply in the land use approval process for large residential subdivision projects. However, unlike SB 610 WSAs, which are prepared at the beginning of a planning process, SB 221-required Water Supply Verification (WSV) is prepared at the end of the planning process for such projects. Under SB 221, a water supplier must prepare and adopt a WSV, indicating sufficient water supply is available to serve a proposed subdivision, or the local agency must make a specific finding that sufficient water supplies are or will be available prior to completion of a project, as part of the conditions for the approval of a final subdivision map. SB 221 specifically applies to residential subdivisions of 500 units or more. However, Government Code Section 66473.7(i) exempts "…any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses; or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses; or housing projects that are exclusively for very low and low-income households."

SB 7, enacted on November 10, 2009, mandates new water conservation goals for UWMPs, requiring Urban Water Suppliers to achieve a 20-percent-per-capita water consumption reduction by the year 2020 statewide, as described in the "20 x 2020" State Water Conservation Plan.[1] As such, each updated UWMP must incorporate a description of how each respective Urban Water Supplier will quantitatively implement this water conservation mandate, which requirements in turn must be taken into consideration in preparing and adopting WSAs under SB 610.

[1] California State Water Resources Control Board (SWRCB), 20 x 2020 Water Conservation Plan, February 2010.

(c) Senate Bill X7-7 – Water Conservation Act

SB X7-7 (Water Conservation Act of 2009), codified in California Water Code Section 10608, requires all water suppliers to increase water use efficiency. Enacted in 2009, this legislation sets an overall goal of reducing per capita urban water use, compared to 2009 use, by 20 percent by December 31, 2020. The State of California was required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent on or before December 31, 2015. Monthly statewide potable water savings reached 25.1 percent in February 2017 as compared to that in February 2013.[2] Cumulative statewide savings from June 2015 through February 2017 were estimated at 22.5 percent.[3] Following a multi-year drought and improvements to hydrologic conditions, statewide potable water savings reached 14.7 percent in August 2017 as compared to August 2013 potable water production.[4] As provided in LADWP's 2020 Urban Water Management Plan, in accordance with SB X7-7, LADWP developed a final reported 2020 target of 142 gallons per capita per day. LADWP's actual gallons per capita per day in 2020 was 106 gallons per capita per day, less than the 2020 target.[5]

(d) Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act (SGMA) of 2014,[6] passed in September 2014, is a comprehensive three-bill package that provides a framework for the sustainable management of groundwater supplies by local authorities[7]. The SGMA requires the formation of local groundwater sustainability agencies to assess local water basin conditions and adopt locally based management plans. Local groundwater sustainability agencies were required to be formed by June 30, 2017. The SGMA provides 20 years for groundwater sustainability agencies to implement plans, achieve long-term groundwater sustainability, and protect existing surface water and groundwater rights. The SGMA provides local groundwater sustainability agencies with the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and request revisions of basin boundaries, including establishing new subbasins. Furthermore, SGMA requires governments and water agencies of high and medium priority basins to stop overdraft and bring groundwater basins into balanced

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2 State Water Resources Control Board, Fact Sheet, February 2017 Statewide Conservation Data, updated April 4, 2017.

3 State Water Resources Control Board, Media Release, "Statewide Water Savings Exceed 25 Percent in February; Conservation to Remain a California Way of Life," April 4, 2017.

4 State Water Resources Control Board, Fact Sheet, August 2017 Statewide Conservation Data, updated October 3, 2017.

5 City of Los Angeles, Los Angeles Department of Water and Power. 2020 Urban Water Management Plan for the Los Angeles Department of Water & Power, page 1-8.

6 Sustainable Groundwater Management Act [And Related Statutory Provisions from SB1168 (Pavley), AB1739 (Dickinson), and SB1319 (Pavley) as Chaptered], 2015 Amendments, effective January 1, 2016.

7 California Department of Water Resources. SGMA Groundwater Management. https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management. Accessed January 2023.

levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For the basins that are critically over-drafted, the timeline is 2040. For the remaining high and medium priority basins, the deadline is 2042.

(e) California Code of Regulations

(i) Title 20

Title 20, Sections 1605.3 (h) and 1505(i) of the California Code of Regulations (CCR) establishes applicable State efficiency standards (i.e., maximum flow rates) for plumbing fittings and fixtures, including fixtures, such as showerheads, lavatory faucets, and water closets (toilets). Among the standards, the maximum flow rate for showerheads manufactured on or after July 1, 2018, is 1.8 gpm (gallons per minute) at 80 pounds per square inch (psi) and for lavatory faucets manufactured after July 1, 2016, is 1.2 gpm at 60 psi. The standard for toilets sold or offered for sale on or after January 1, 2016, is 1.28 gallons per flush.[8]

(ii) CALGreen Code

Part 11 of Title 24, the title that regulates the design and construction of buildings, establishes the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or a positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code includes both mandatory measures as well as voluntary measures. The mandatory measures establish minimum baselines that must be met in order for a building to be approved. The mandatory measures for water conservation provide limits for fixture flow rates, which are the same as those for the Title 20 efficiency standards listed above. The voluntary measures can be adopted by local jurisdictions for greater efficiency.

(iii) Plumbing Code

Title 24, Part 5 of the CCR establishes the California Plumbing Code. The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally-regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. The 2022 California Plumbing Code, which is based on the 2021 Uniform

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8 California Code of Regulations, Title 20, Section 1605.3(h), https://energycodeace.com/site/custom/public/reference-ace-t20/index.html#!Documents/section16053state standardsfornonfederallyregulatedappliances.htm. Accessed January 2023.

Plumbing Code, has been published by the California Building Standards Commission and went into effect on January 1, 2023.

(f) Executive Order B-40-17

On April 7, 2017, Executive Order B-40-17 was issued to formally end the drought emergency and lifted the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. In response to Executive Order B-40-17, on April 26, 2017, the SWRCB partially repealed the emergency regulation in regard to water supply stress test requirements and remaining mandatory conservation standards for urban water suppliers. The order also rescinded two drought-related emergency proclamations and four drought-related executive orders. Cities and water districts throughout the State are required to continue reporting their water use each month. Executive Order B-40-17 continued the ban on wasteful practices, including hosing off sidewalks and running sprinklers when it rains.

(g) Executive Order N-10-21

On July 8, 2021, Executive Order N-10-21 (Order) was issued calling for voluntary cutbacks of water usage by 15% from 2020 usage levels. The Order lists commonsense measures Californians can undertake to achieve water usage reduction goals and identifies the State Water Resources Control Board (Water Board) for tracking of monthly reporting on the State's progress. The Order also directs State agencies, led by the Department of Water Resources and in coordination with local agencies, to encourage actions by all Californians, in their residential, industrial, commercial, agricultural, or institutional use, to reduce water usage, including through the statewide Save Our Water conservation campaign. Thirdly, the Order directs the Department of Water Resources to monitor hydrologic conditions such as cumulative precipitation, reservoir storage levels, soil moisture and other metrics, and the Water Board to monitor progress on voluntary conservation as ongoing indicators of water supply risk that may inform future drought response actions.

(2) Regional

(a) Metropolitan Water District

As discussed in detail below, the Metropolitan Water District of Southern California (MWD) is a primary source of water supply within Southern California. Based on the water supply planning requirements imposed on its member agencies and ultimate customers, MWD has adopted a series of official reports on the state of its water supplies. As described in further detail below, in response to recent developments in the Sacramento Delta, the MWD has developed plans intended to provide solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, including the City of Los Angeles.

(i) 2020 Urban Water Management Plan

MWD's 2020 UWMP (MWD UWMP) addresses the future of MWD's water supplies and demand through the year 2045.[9] Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for multiple-dry year conditions, i.e. under the most challenging weather conditions such as drought and service interruptions caused by natural disasters, is presented in Table 2-5 of the 2020 MWD UWMP.[10] The analysis in the MWD UWMP concluded that reliable water resources would be available to continuously meet demand through 2045.[11] In the MWD UWMP, the projected 2045 demand water during multiple-dry year conditions is 1,564,000 AFY, whereas the expected and projected 2045 supply is 2,239,000 AFY based on current programs, for a potential surplus in 2045 of 675,000 AFY.[12]

MWD has comprehensive plans for stages of actions it would undertake to address up to a 50-percent reduction in its water supplies and a catastrophic interruption in water supplies through its Water Surplus and Drought Management and Water Supply Allocation Plans. MWD has also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region and is working with the State to implement a comprehensive improvement plan to address catastrophic occurrences that could occur outside of the Southern California region. MWD is also working with the State on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of State Water Project (SWP) deliveries. In addition, MWD has plans for supply implementation and continued development of a diversified resource mix, including programs in the Colorado River Aqueduct, SWP, Central Valley transfers, local resource projects, and in-region storage that enables the region to meet its water supply needs.

(ii) 2015 Integrated Resources Plan

MWD prepares an Integrated Water Resources Plan (IRP) that provides a water management framework with plans and programs for meeting future water needs. It addresses issues that can affect future water supply, such as water quality, climate change, and regulatory and operational changes. The most current IRP (2015 IRP) was adopted in January 2016.[13] It establishes a water supply reliability mission of providing its service area with an adequate and reliable supply of high-quality water to meet present and future needs in an environmentally and economically responsible way. Among other

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9 Metropolitan Water District of Southern California, 2020 Regional Urban Water Management Plan, June 2021,

10 Metropolitan Water District of Southern California, 2020 Urban Water Management Plan, page 2-19.

11 Metropolitan Water District of Southern California, 2020 Urban Water Management Plan, page 2-19.

12 Metropolitan Water District of Southern California, 2020 Urban Water Management Plan, page 2-19.

13 Metropolitan Water District of Southern California, Integrated Water Resources Plan - 2015 Update, Report 1518, page VIII.

topics, the 2015 IRP discusses water conservation, local and imported water supplies, storage and transfers, water demand, and adaptation to drought conditions.

The 2015 IRP reliability targets identify developments in imported and local water supply and in water conservation that, if successful, would provide a future without water shortages and mandatory restrictions under planned conditions. For imported supplies, MWD would make investments to maximize Colorado River Aqueduct deliveries in dry years. MWD would make ecologically-sound infrastructure investments to the SWP so that the water system can capture sufficient supplies to help meet average year demands and to refill the MWD storage network in above-average and wet years.

Planned actions to keep supplies and demands in balance include, among others, lowering regional residential per capita demand by 20 percent by the year 2020 (compared to a baseline established in 2009 state legislation), reducing water use from outdoor landscapes and advancing additional local supplies. IRP Table ES-1, 2015 IRP Update Total Level of Average-Year Supply Targeted (Acre-Feet), of the 2015 IRP, shows the supply reliability and conservation targets. As presented in the IRP, the total supply reliability target for each five-year increase between 2016 and 2040 would exceed the retail demand after conservation. In 2040, retail demand after conservation is estimated to be 4,273,000 acre-feet (af) and the total supply reliability target is approximately 4,539,000 af, representing an excess of 266,000 af.[14]

The 2020 IRP planning process is currently in development.[15] The 2020 IRP analyzes multiple scenarios that could plausibly unfold in the future due to climate change, economic growth, legislation and regulations affecting water sources and demands, and other variables. With the variability of these impacts in mind, MWD is developing four scenarios to help understand the challenges of the future and effectively plan to ensure water reliability in the face of those challenges. These four scenarios include (a) low demand, stable imports; (b) high demand, stable imports; (c) low demand, reduced imports; and (d) high demand, reduced imports.[16,17]

(iii) Water Surplus and Drought Management Plan

In 1999, MWD incorporated the water storage contingency analysis that is required as part of any UWMP into a separate, more detailed plan, called the Water Surplus and

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14 Metropolitan Water District of Southern California, Integrated Water Resources Plan – 2015 Update, Report 1518. page VIII.

15 Metropolitan Water District of Southern California, Integrated Water Resources Plan, 2020.

16 Metropolitan Water District of Southern California, Preliminary Gap Analysis of the 2020 Integrated Resources Plan, December 15, 2020. Low demand = slow economic growth; stable imports = gradual climate change and low regulatory impacts; high demand = high economic growth; and reduced imports = severe climate impacts and high regulatory impacts.

17 Preliminary Gap Analysis of the 2020 Integrated Resources Plan, https://www.mwdh2o.com/media/17999/12152020-irp-6b-presentation.pdf. Accessed December 21, 2022.

Drought Management Plan (WSDM Plan). The overall objective of the WSDM Plan is to ensure that shortage allocation of MWD's imported water supplies is not required. The WSDM Plan provides policy guidance to manage MWD's supplies and achieve the goals laid out in the agency's IRP. The WSDM Plan separates resource actions into two major categories: Surplus Actions and Shortage Actions. The WSDM Plan considers the region to be in surplus only after MWD has met all demands for water, including replenishment deliveries. The Surplus Actions store surplus water, first inside then outside of the region. The Shortage Actions of the WSDM are separated into three subcategories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of MWD's resource management strategy through all categories.[18]

(iv) Long-Term Conservation Plan

The Long-Term Conservation Plan (LTCP) provides a framework of goals and strategies to reduce per capita water use through conservation and water use efficiency. The plan recognizes the challenges and uncertainties to achieving the IRP target. As a result, the LTCP uses adaptive management and strategies to adjust implementation approaches.

(v) Water Supply Allocation Plan

While the WSDM Plan included a set of general actions and considerations for MWD staff to address during shortage conditions, it did not include a detailed water supply allocation plan or implementation approach. Therefore, in February 2008, MWD adopted a water supply plan called the Water Supply Allocation Plan (WSAP).The WSAP includes a formula for determining equitable, needs-based reductions of water deliveries, with the potential application of a surcharge, to member agencies during extreme water shortages in MWD's service area conditions (i.e., drought conditions or unforeseen interruptions in water supplies).

The WSAP allows member agencies the flexibility to choose among various local supply and conservation strategies to help ensure that demands on MWD stay in balance with limited supplies. The WSAP formula addresses shortages of MWD supplies, by taking into account growth, local investments, changes in supply conditions and the demand hardening aspects of non-potable recycled water use and the implementation of conservation savings programs.[19] The allocation period covers 12 consecutive months from July of a given year through the following June.

18 Water Surplus and Drought Management Plan, Report No. 1150, August 1999.

19 Metropolitan Water District, 2015 Urban Water Management Plan, June 2016, page 2-21.

(3) Local

(a) Los Angeles Department of Water and Power's 2020 Urban Water Management Plan (UWMP)

In accordance with the California Urban Water Management Planning Act, UWMPs are updated at five-year intervals. LADWP adopted the 2020 UWMP on May 25, 2021.The 2020 UWMP complies with the Urban Water Management Planning Act, builds upon the goals and progress made in the 2015 UWMP, and currently serves as the City's master plan for reliable water supply and resource management consistent with the City goals and objectives. The UWMP details LADWP's efforts to promote the efficient use and management of its water resources. LADWP's UWMP used a service area-wide methodology in developing its water demand projections. This methodology does not rely on individual development demands to determine area-wide growth. Rather, the projected growth in water use for the entire service area was considered in developing long-term water projections for the City to the year 2050. Long range projections are based on Southern California Association of Government (SCAG) growth projections. The 2020 UWMP is based on projections in the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). LADWP's water use efficiency goals include reducing per capita water use to 100 gallons per capita per day (GPCD) by 2035 and to maintain this usage through 2050.

(b) Green New Deal

On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[20] The Sustainable City pLAn was intended to be updated every four years.

In April 2019, Mayor Eric Garcetti released an update to the Sustainable City pLAn, which has been renamed as L.A.'s Green New Deal, which consists of a program of actions designed to create sustainability-based performance targets through 2050 to advance economic, environmental, and equity objectives.[21] The Green New Deal augments, expands, and elaborates in more detail the City's vision for a sustainable future and includes a multi-faceted approach to developing a locally sustainable water supply to reduce reliance on imported water, reducing water use through conservation, and increasing local water supply and availability.

(c) One Water LA 2040 Plan

In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and

20 City of Los Angeles, Sustainable City pLAn, April 2015.

21 City of Los Angeles, L.A.'s Green New Deal, 2019.

stormwater management.[22] The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040. The One Water LA Plan proposes a collaborative approach to managing the City's future water, wastewater treatment, and stormwater needs with the goal of yielding sustainable, long-term water supplies for Los Angeles to ensure greater resilience to drought conditions and climate change. The One Water LA Plan is also intended as a step toward meeting the Mayor's Executive Directive to reduce the City's purchase of imported water by 50 percent by 2024.[23] Major challenges addressed in the One Water LA Plan include recurring drought, climate change, and the availability of recycled water in the future in light of declining wastewater volumes.

(d) City of Los Angeles General Plan

(i) General Plan Framework Element

The General Plan Framework Element (Framework Element) establishes the conceptual basis for the City's General Plan.[24] The Framework Element sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 9, Infrastructure and Public Services, of the Framework Element identifies goals, objectives, and policies for City utilities, including water service. Goal 9C is to provide adequate water supply, storage facilities, and delivery system to serve the needs of existing and future water needs.[25] The goals, objectives and policies are addressed by the City in its ordinances and preparation of its UWMP.

The General Plan goals, objectives, and policies listed in **Table IV.M.1-1**, *Relevant General Plan Utilities and Service Systems Goals, Objectives, and Policies*, relate to water supply.

22 City of Los Angeles, One Water LA 2040 Plan, Volume 1, Summary Report, April 2018.

23 City of Los Angeles, Office of the Mayor, Executive Directive No. 5, Emergency Drought Response – Creating a Water Wise City, October 14, 2014.

24 City of Los Angeles Department of City Planning, Citywide General Plan Framework, An Element of the Los Angeles General Plan, July 27, 1995.

25 City of Los Angeles, General Plan Framework Element, Chapter 9: Infrastructure and Public Services – Water Supply.

TABLE IV.M.1-1
RELEVANT GENERAL PLAN UTILITIES AND SERVICE SYSTEMS GOALS, OBJECTIVES, AND POLICIES

Goal/Objective/ Policy	Goal/Objective/Policy Description
FRAMEWORK ELEMENT – CHAPTER 9 INFRASTRUCTURE AND PUBLIC SERVICES	
Goal 9C	Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.
Objective 9.1	Monitor and forecast demand based upon actual and predicted growth.
Objective 9.8	Monitor and forecast water demand based upon actual and predicted growth.
Policy 9.8.1	Monitor water usage and population and job forecast to project future water needs.
Objective 9.9	Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.
Policy 9.9.1	Pursue all economically efficient water conservation measures at the local and statewide level.
Policy 9.9.7	Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.
Objective 9.10	Ensure that water supply, storage, and delivery systems are adequate to support planned development.
Policy 9.10.1	Evaluate the water system's capability to meet water demand resulting from the Framework Element's land use patterns.
Policy 9.10.2	Solicit public involvement, when appropriate, in evaluating options for the construction of new and/or expansion of existing water facilities.
Objective 9.11	Ensure, to the maximum extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency.
Policy 9.11.1	Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency.

SOURCE: City of Los Angeles, *City of Los Angeles General Plan*, Framework Element, re-adopted 2001.

(ii) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Community Plan

The Land Use Element of the City's General Plan includes 35 community plans. Community plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The community plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems. The community plans implement the City's General Plan Framework at the local level and consist of both text and an accompanying generalized land use map. The community plans' texts express

goals, objectives, policies, and programs to address growth in the community, including those that relate to utilities and service systems required to support such growth. The community plans' maps depict the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities.

The Project is located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (Community Plan) area. The Community Plan was adopted in 1998 and addresses growth and the arrangement of land uses within its boundaries through the year 2010.[26] The Community Plan does not provide specific policies for provision of water supply. However, it does provide general guidance to ensure the availability of utilities and facilities to support development within hillside areas and to install utilities underground when feasible.

(e) Los Angeles Municipal Code

The City has adopted several ordinances, later codified in the Los Angeles Municipal Code (LAMC), in an effort to reduce water consumption. A summary of the City's key regulations regarding water conservation is provided below.

- Ordinance No. 180,822-amended LAMC Chapter XII, Article 5 to establish water efficiency requirements for new development and renovation of existing buildings, and mandate installation of high efficiency plumbing fixtures in residential and commercial buildings.
- Ordinance No. 181,480-amended LAMC Chapter IX by adding Article 9 (Green Building Code) to the LAMC to incorporate various provisions of the CALGreen Code. This ordinance added mandatory measures for newly constructed low-rise residential and non-residential buildings to reduce indoor water use by at least 20 percent by (1) using water saving fixtures or flow restrictions and/or (2) demonstrating a 20-percent reduction in baseline water use.
- Ordinance Nos. 181,899 and 183,833-amended LAMC Chapter VI, Article 4.4, Section 64.72, regarding stormwater and urban runoff to include new requirements, including Low Impact Development (LID) requirements that promote water conservation.
- Ordinance No. 182,849-amended LAMC Chapter IX, Article 9 (Green Building Code) to mandate that for new water service or for additions or alterations requiring upgraded water service for landscaped areas of at least 1,000 square feet, separate sub-meters or metering devices shall be installed for outdoor potable water use. This ordinance also required that for new non-residential construction with at least 1,000 square feet of cumulative landscaped area, weather or soil moisture-based irrigation controllers and sensors be installed.

[26] City of Los Angeles Department of City Planning, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, adopted May 13, 1998.

- Ordinance No. 184,692-amended LAMC Chapter IX, Article 4 (Plumbing Code) by adopting by reference various sections of the California Plumbing Code. This ordinance also added requirements for plumbing fixtures and fixture fitting.
- Ordinance No. 184,248-amended LAMC Chapter IX, Article 4 (Plumbing Code) and Article 9 (Green Building Code) to establish Citywide water efficiency standards and mandate a number of new fixture requirements and methods of construction for plumbing and irrigation systems.

The City of Los Angeles also has adopted numerous requirements related to the provision of water for purposes of fire protection. These requirements are set forth in the Fire Code (LAMC Chapter V, Article 7). LAMC Section 57.507.3.1 establishes fire water flow standards. Fire water flow requirements, as determined by the Los Angeles Fire Department (LAFD), vary by project site as they are dependent on land use (e.g., higher intensity land uses require higher flow from a greater number of hydrants), life hazard, occupancy, and fire hazard level. As set forth in LAMC Section 57.507.3.1, fire water flow requirements vary from 2,000 gpm in low density residential areas to 12,000 gpm in high density commercial or industrial areas. A minimum residual water pressure of 20 psi is to remain in the water system with the required gpm flowing. LAMC Section 57.507.3.2 also addresses land use-based requirements for fire hydrant spacing and type. Land uses in the Industrial and Commercial category require one hydrant per 80,000 square feet of land with 300-foot distances between hydrants and 2.5-inch by 4-inch double fire hydrants or 4-inch by 4-inch double fire hydrants. Regardless of land use, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant.

b) Existing Conditions

(1) Water Supply

LADWP is responsible for providing water for the City and various parts of Culver City, South Pasadena, and West Hollywood. As the Project Site is located within the City, LADWP is the urban water provider for the Project Site.

LADWP ensures that the delivered water quality meets applicable California health standards for drinking water. Water is supplied to the City from the following sources: Los Angeles Aqueducts (LAA), local groundwater, imported water from the MWD and recycled water. **Table IV.M.1-2**, *LADWP Water Supply*, summarizes LADWP water supplies from these sources over the last 10 years. As indicated therein, in 2019, LADWP had an available water supply of 480,539 AFY, including 72 percent from the Los Angeles Aqueducts; six percent from groundwater; 21 percent from the MWD; and two percent from recycled water.[27]

[27] The total percentages do not add up to 100 percent of the total LADWP water supply because the amounts from the respective sources do not take into account the transfer, spread, spills, and storage reductions that affect the total LADWP water supply availability.

TABLE IV.M.1-2
LADWP WATER SUPPLY (IN ACRE-FEET PER YEAR)

Year	Los Angeles Aqueducts	Local Groundwater	MWD	Recycled Water	Transfer, Spread, Spills, and Storage	Total
2015	33,244	80,155	378,539	9,829	430	501,337
2016	95,573	72,503	314,336	9,095	-981	492,487
2017	380,329	14,695	113,033	8,509	5,730	510,835
2018	245,942	42,458	212,938	8,832	-858	511,027
2019[a]	344,622	26,433	101,722	8,807	1,045	480,539

[a] 2019 supply data are preliminary as of the date of the approved WSA.

SOURCE: LADWP, WSA, p. 22. Provided in Appendix M-2 of this Draft EIR.

Based on Table VI in the approved WSA, included in Appendix M-2 of this Draft EIR, LADWP determined that there would be adequate water supply for the demands within the MWD service area from 2020 to 2040 based on an average weather year.[28] As identified in LADWP's UWMP, LADWP's available water supply is generally equivalent to the demand from year to year, as LADWP purchases additional water from MWD only on an as-needed basis. As specified within LADWP's UWMP, should a significant shortage (up to 30 percent) or worse shortage occur, under the Water Shortage Contingency Plan, withdrawal from available emergency storage along the Los Angeles Aqueduct System and local groundwater basins would occur. These water sources are described in further detail below.

(a) Los Angeles Aqueducts (LAA)

As discussed in the WSA for the Project, included in Appendix M-2 of this Draft EIR, water from the LAA comes primarily from streams and groundwater originating from snowmelt runoff from the eastern Sierra Nevada Mountains. In response to varying hydrologic conditions, water supply from these sources can fluctuate yearly. The City holds water rights in the eastern Sierra Nevada where the LAA water supplies originate. Pursuant to various legislative enactments, regulations, and written agreements between LADWP and the Great Basin Unified Air Pollution Control District (GBUAPCD), LADWP's ability to export LAA water is impacted by water levels in Mono Lake and water commitments necessary to implement a dust mitigation program for Owens Lake[29]; therefore, the LAA's supply to the City in recent years has been at less than historical averages.[30]

28 LADWP, WSA, page 36.

29 LADWP, WSA, page 23.

30 LADWP, WSA, page 24.

On November 14, 2014, the City and the GBUAPCD announced an agreement that defined and limited the full extent of future dust mitigation for LADWP concerning Owens Lake. The agreement also allows LADWP to use water-efficient and waterless dust mitigation measures.[31]

Average deliveries of water from the LAA system have totaled approximately 192,084 AFY from between fiscal year (FY) 2014/15 to 2018/19.[32] The average delivery includes the 5 years that began in FY 2012/2013 and ended in FY 2016/2017 with the highest levels of snowpack at 203 percent of normal.[33] During this period, the record level of snowpack for the LAA watershed was recorded for FY 2016/2017. LAA supplies have provided between 10 percent and 85 percent of the City's total water supplies from FY 1969/1970 to FY 2018/2019. Since LAA supplies vary substantially from year to year depending on the hydrology, LADWP plans to increase resiliency to address climate change and natural disasters by developing sustainable local water supplies.[34]

(b) Groundwater

As discussed in the WSA for the Project, included in Appendix M-2 of this Draft EIR, LADWP extracts groundwater from the San Fernando, Sylmar, and Central groundwater basins.[35] LADWP holds adjudicated extraction rights in each of the groundwater basins, meaning the City has been allocated quantified annual pumping and groundwater storage rights in the basins. The San Fernando and Sylmar Basins are subject to the judgment in *City of Los Angeles vs. City of San Fernando*,[36] which requires that pumping be reported to the court-appointed Upper Los Angeles River Area Watermaster. The Central Basin is also subject to a court judgment that requires that pumping be reported to the Water Replacement District of Southern California, which acts as the administrative member of the Central Basin Water Rights Panel.

The San Fernando Basin underlies approximately 112,000 acres of land in the Upper Los Angeles River Area (ULARA). The majority of LADWP's groundwater is extracted from the San Fernando Basin. The City has an annual pumping right of 87,000 af in the San Fernando Basin and has accumulated 643,105 af of stored water credits in the San Fernando Basin as of October 1, 2019.[37] The Sylmar Basin, located in the northern part of the ULARA, overlies 5,600 acres of land. LADWP's current annual entitlement per the

31 LADWP, WSA, page 24.

32 LADWP, WSA, page 25.

33 LADWP, WSA, p. 25.

34 LADWP, WSA, p. 25.

35 Currently, LADWP does not exercise its pumping rights at the West Coast Basin due to localized water quality issues.

36 Final Judgment in Case No. 650079, Superior Court for the County of Los Angeles (January 26, 1979); see also City of Los Angeles vs. City of San Fernando (1975) 14 Cal.3d. 212, and cases cited therein.

37 LADWP, WSA, page 25.

latest Sylmar Safe Yield is 3,570 AFY. The Sylmar Basin production is anticipated to increase to 4,170 AFY from fiscal-year ending (FYE) 2021 to 2036 to utilize groundwater the City has accumulated into storage, and then return to the entitlement of 3,570 AFY in FYE 2037.[38] The City also holds a right to 17,236 AFY from the Central Basin and holds additional storage rights in that basin.[39]

The supplies of groundwater in recent years, as well as projections through 2040, are shown in **Table IV.M.1-3**, *Local Groundwater Basin Supply*.[40] LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported supplies. However, extraction from the basins may be limited by water quality, sustainable pumping practices, and groundwater elevation. Future projections for groundwater supply at five-year intervals are also shown in Table IV.M.1-3. As indicated, the expected supply available for extraction for the San Fernando, Sylmar, and Central Basins in 2040 is 92,000 AFY, 3,570 AFY, and 18,500 AFY, respectively.

TABLE IV.M.1-3
LOCAL GROUNDWATER BASIN SUPPLY (IN ACRE-FEET)

Fiscal Year (July–June)	San Fernando	Sylmar	Central
Recent Years			
2014–2015	80,097	1	6,948
2015–2016	75,958	683	8,395
2016–2017	55,116	0	3,005
2017–2018	22,259	0	0.77
2018-2019	36,871	1	5
Future Projections[a]			
2019–2020	90,000	4,170	18,500
2024–2025	88,000	4,170	18,500
2029–2030	84,000	4,170	18,500
2034–2035	92,000	4,170	18,500
2039–2040	92,000	3,570	18,500

[a] Future projections are based on LADWP, 2015 UWMP, 2016, Exhibit 6I.
SOURCE: LADWP, WSA, page 26.

(c) Metropolitan Water District of Southern California

MWD is comprised of 26 member agencies, which includes the City. MWD is the largest imported wholesaler water service provider for domestic and municipal uses in Southern

38 LADWP, WSA, pages 25-26.

39 LADWP, WSA, page 26.

40 LADWP, 2015 UWMP, page 6-24.

California. MWD's primary water supply resources are the Colorado River and the SWP. As of June 30, 2019, LADWP has a preferential right to purchase 18.25 percent of MWD's total annual water supply.[41] MWD assesses future supply and demand in reports titled RUWMPs, which by statute, are prepared every five years.

The most recent report is the 2020 RUWMP.[42] The 2020 RUWMP projects and plans for MWD's water supplies and demand through the year 2045. Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for multiple dry-year conditions (i.e., drought lasting five consecutive water years) is presented in Table 2-5 of the 2020 RUWMP.[43] In the 2020 RUWMP, the projected 2045 demand water is 1,564,000 AFY, whereas the projected 2045 supply is 2,239,000 AFY based on current programs for a surplus in 2045 of 675,000 AFY under multiple dry-year conditions.[44]

LADWP plans to reduce purchase of MWD water supplies through increase conservation, increase recycle water production, and enhance groundwater pumping through stormwater capture and groundwater replenishment. This would allow LADWP to reach the Green New Deal's goals to reduce imported water supplies by 50 percent by 2025 from FY 2013/2014 levels.[45]

(d) Water Conservation and Recycling

LADWP's 2020 UWMP details the City's efforts to promote the efficient use and management of its water resources and provides the basic policy principles that guide LADWP's decision-making process to secure a sustainable water supply for the City in the next 25 years. To meet multiple water conservation goals established in the Sustainable City pLAn and the Water Conservation Act of 2009, LADWP's goal is to reduce potable water use per capita by 22.5 percent and 25 percent by 2025 and 2035, respectively, compared to FY 2013/14 average per capita consumption.[46] Following the target reduction of potable water use per capita by 25 percent by 2035, the Green New Deal adds an additional target for the City to maintain or reduce 2035 per capita water use through 2050.[47]

Based on LADWP's 2020 UWMP, LADWP's recycled water use is projected to reach 50,900 AFY by FYE 2025 by adding 8,000 AFY of planned municipal/industrial use and 7,000 AFY of indirect potable reuse (groundwater replenishment), and further increase to 67,600 AFY through FYE 2045. Environmental reuse is expected to remain relatively

41 LADWP, WSA for the Hilton Universal City Project, October 1, 2020, p. 28.

42 MWD, RUWMP, June 2021.

43 MWD, RUWMP, June 2021, page 2-19.

44 MWD, RUWMP, June 2021, page 2-19.

45 LADWP, WSA for the Hilton Universal City Project, October 1, 2020, p. 29.

46 LADWP, 2020 Urban Water Management Plan, page 11-4, 2021.

47 City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn, 2019.

constant at approximately 26,600 AFY.[48] Environmental uses include water delivery to the Japanese Garden and Lake Balboa in the Sepulveda Dam Recreation Area, and the Wildlife Lake in the Sepulveda Basin Wildlife Reserve.

LADWP has developed many progressive water conservation and use efficiency programs in conjunction with State and local conservation ordinances and plumbing codes to achieve water conservation throughout its service area and customer classes. LADWP's conservation program has achieved an estimated cumulative water savings of over 150,000 AFY as for FY 2020.[49]

For additional information and discussion of LADWP's water conservation programs, refer to the WSA provided Appendix M-2 of this Draft EIR.

(e) Stormwater Capture

Stormwater capture is another water supply resource for LADWP. Stormwater capture is achieved by infiltration into groundwater basins and by onsite capture and reuse of stormwater for landscape irrigation (i.e., direct use). The stormwater capture baseline capacity in 2015 was 64,000 AFY.[50] Through the implementation of additional centralized and distributed stormwater capture projects and programs per LADWP's current implementation strategy in its Stormwater Capture Master Plan (2015), the total estimated stormwater capture capacity is projected to be 155,000 AFY by 2035. This amount is between the conservative estimate of 132,000 AFY and aggressive scenario of up to 178,000 AFY by 2035.[51] For additional information and discussion of stormwater capture facilities and systems, refer to the WSA provided Appendix M-2 of this Draft EIR.

(2) Water Demand

(a) Regional Water Demand

LADWP's 2020 UWMP provides water supply and demand projections in five-year increments until the year 2045, based on projected population estimates provided in SCAG's 2020–2045 RTP/SCS. **Table IV.M.1-4** shows the projected water demand from the year 2025 through 2045 for the City of Los Angeles. As shown in Table IV.M.1-4, in 2045 under the multiple dry year scenario, the City's water demand forecast is approximately 724,900 AFY. Based on this forecast, the 2020 UWMP concludes that adequate water supplies would be available to meet the projected demands of the service area under normal, single-dry year, and multiple dry year conditions through 2045.[52] Therefore, the City's water supply projections in the 2020 UWMP are considered

48 LADWP, 2020 Urban Water Management Plan, page 7-26, 2021.

49 LADWP, WSA for the Hilton Universal City Project, October 1, 2020, p. 13.

50 LADWP, WSA for the Hilton Universal City Project, October 1, 2020, p. 17.

51 LADWP, 2020 Urban Water Management Plan, page 6-27, 2021.

52 LADWP, 2020 Urban Water Management Plan, page 11-8, 2021.

adequate to meet the demand of projects considered to be consistent with the growth projections of the adopted 2020–2045 RTP/SCS.

TABLE IV.M.1-4
LADWP WATER DEMAND PROJECTIONS (IN THOUSAND ACRE-FEET PER YEAR)

	Years				
Hydrological Conditions	**2025**	**2030**	**2035**	**2040**	**2045**
Average Year	642.6	660.2	678.8	697.8	710.5
Single Dry Year	674.7	693.2	712.7	732.7	746.0
Multiple Dry Year (Year 5)	655.7	673.6	692.6	712.0	724.9

SOURCE: LADWP, 2020 UWMP, Exhibits 11E, 11F, and 11G.

(b) Project Site Existing Water Demand

The Project Site is currently developed with a 24-story hotel building with 495 guestrooms, an attached ancillary hotel building providing meeting/banquet rooms and ancillary hotel uses, a three-level parking garage, an outdoor pool area, and a cooling tower for the hotel building. The Project Site also currently includes a pool and attached bar area and various landscaping features across the Project Site. Existing water consuming activities across the Project Site currently include guest-related water use in hotel rooms (sinks, showers and toilets), housekeeping, cleaning and laundry-services, communal bathrooms, outdoor swimming pool and associated showers, the on-site restaurant, kitchen and bar, cooling tower, and landscape irrigation. Most of the existing improvements on the Project Site would remain in place throughout development of the Project, except for the Existing Outdoor Pool Area and attached bar/grill area, which would be removed. As shown in Table I of the approved WSA for the Hilton Universal City Project (Appendix M-2), the pool/spa and attached pool bar/grill area that would be removed currently generate a combined water demand of 1,145 gpd or 1.28 AFY.

(3) Water Infrastructure

(a) LADWP Service Area

Water infrastructure in the vicinity of the Project Site is maintained and operated by LADWP. LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes 115 storage tanks and reservoirs, 84 pump stations, 7,326 miles of distribution mains and trunk lines within the City, and a total storage capacity of 323,820.[53] Much of the water flows north to south, entering Los Angeles at the LAA Filtration Plant in Sylmar, which is owned and operated by LADWP.

[53] LADWP website. https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=f06dh5pvk_21&_afrLoop=16215047628097, Accessed May 23, 2023.

Water entering the LAA Filtration Plant undergoes treatment and disinfection before being distributed throughout the LADWP's water service area.[54]

(b) Project Site Water Infrastructure

LADWP maintains the water infrastructure that provides service connections to the Project Site. According to water service maps obtained from LADWP, there is a 12-inch water main that increases to 16 inches as it travels south in Universal Hollywood Drive, west of the Project Site's boundary. Two existing water service laterals, a 10-inch and a 12-inch, serve the Project Site, both of which connect to the Project Site underneath the Hotel's existing access driveways located adjacent to Universal Hollywood Drive.[55]

In addition to providing domestic water service, LADWP provides water for fire protection services in accordance with the City's Fire Code (LAMC Chapter V, Article 7). As discussed in the Utility Infrastructure Technical Report, there are six existing fire hydrants around the Project Site within a 1,000-foot radius.[56]

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to water supply if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction of which would cause significant environmental effects;[57] or

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

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as

54 LADWP, 2021–2022 Briefing Book, 2022.

55 KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water (Infrastructure Report), June 2023, page 3.

56 KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water (Infrastructure Report), June 2023, page 16.

57 Electrical and natural gas are addressed in Section IV.D, *Energy*, of this Draft EIR. Stormwater drainage is addressed in more detail in Section IV.G, *Hydrology and Water Quality*, of this Draft EIR. Telecommunications is addressed in more detail in Chapter VI, *Other CEQA Considerations*, of this Draft EIR.

appropriate, to assist in answering the Appendix G Threshold questions. The factors to evaluate water supply impacts include:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- 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 project completion; and
- The degree to which scheduled water infrastructure or project design features would reduce or offset service impacts.

b) Methodology

(1) Water Supply

The Project was determined by the City's Planning Department to generate a water demand equal to or greater than the amount required by a 500-dwelling unit project. Therefore, a WSA was prepared for the Project in compliance with Section 10912 of the Water Code. The Project, as described in the WSA request letter submitted to LADWP in 2020 included the development of a 20-story Hotel Expansion Building with 395 guest rooms and a spa, a 1-story addition to the Ancillary Hotel Building consisting of a Junior Ballroom/Meeting Room Addition, the expansion of the existing below grade parking garage, a revised surface parking program, a new Gate Entryway structure, and landscape and hardscape improvements. In total, the Project, as described in the WSA request letter to LADWP, would develop 300,000 square feet of additional floor area to the Project Site.

Since the original WSA was prepared, refinements to the Project's development program have occurred, including removal of the Junior Ballroom, and revisions to the square footages of the Meeting Room Addition and amenities within the Hotel Expansion Building (i.e., restaurants, spa, pool areas).

Overall, with these refinements, the Project would add approximately 299,088 square feet of additional floor area to the Project Site, resulting in approximately 912 square feet less floor area than was analyzed in the WSA. As such, and using the Project Description provided in Chapter II of this Draft EIR, LADWP[58] recalculated the Project's water demand and determined per Water Code Section 10910(h), no additional WSA is required for the Project. Accordingly, the analysis below is based on the 2020 WSA, which still applies to the Project.

As required by Water Code Section 10912, the Project's water demand was calculated to determine if the Project's water demand is within the projections of the 2015 UWMP and

[58] LADWP, J. Hwang, Personal Communication - Request for a Water Supply Assessment, 09 May 2023. See Appendix M-3.

whether sufficient water supply is available to meet the Project's demand. LADWP calculated the base water demand for the Project's indoor water uses by multiplying the proposed land uses by the appropriate LASAN Sewer Generation Factors (SGF), which estimates the amount of wastewater generated by use. LASAN publishes a list of SGFs for approximately 176 different building use types in the City and updates factors to make adjustments necessary due to water conservation efforts and increased efficiencies in new appliances and plumbing fixtures. Outdoor landscape water demand is estimated per the CCR Title 23 Division 2 Chapter 2.7 Model Water Efficient Landscape Ordinance. Historical billing records were used to establish existing baseline water demand on the Project Site.[59] The total increase in water demand was then calculated by subtracting the water savings to be achieved through compliance with water conservation requirements (e.g., City Ordinance No. 184,248, Los Angeles Plumbing Code, and Los Angeles Green Building Code) in addition to the Project's conservation measures (reflected in Project Design Feature WS-PDF-1 below).[60] The resulting total demand for water associated with the Project was then analyzed relative to LADWP's existing and planned future water supplies to determine if LADWP can accommodate the Project's water demands during average, single-dry, and multiple-dry years hydrologic conditions.

(2) Water Infrastructure

The analysis of impacts to water infrastructure is based on the analysis in the Utility Technical Report (included as Appendix M-1 of this Draft EIR). The analysis (1) identifies the domestic water mains that would serve the Project; (2) identifies the capacity and water pressures in these mains based on flow tests (e.g., Service Advisory Requests [SARs]) performed by LADWP (included as Exhibit 1 of the Utility Technical Report); and (3) determines whether the subject water mains have the capacity to serve the Project based on the capacity in these mains allotted to the Project by LADWP in the SARs. LADWP performed a flow test to determine if available water conveyance infrastructure (e.g., pipes, hydrants, and mains) exists to support future development. LADWP's approach consists of data ranging from available static pressure, which is the amount of pressure available at the source before applying the Project's demand; residual pressure, which is the amount of pressure exerted on the pipe when water is flowing through it; and the flow rate (in gpm) through the hydrants at 20 psi.

Project impacts regarding the adequacy of water infrastructure for fire-fighting purposes via fire hydrant flow are addressed in Section IV.J.1, *Public Services – Fire Protection*, of this Draft EIR.

59 LADWP, WSA, page 7.

60 LADWP, WSA, page 3.

c) Project Design Features

Based on the commitments by the Applicant to the LADWP (included as Appendix B of the approved WSA) regarding specific design features to conserve water and reduce Project water demand, the following Project Design Feature related to water supply will be implemented as part of the Project:[61]

WS-PDF-1: Water Conservation Features. The Project will provide the following specific water efficiency features:

- Fixtures for the entire Project
  - High Efficiency Toilets with a flush volume of 1.0 gallons per flush, or less
  - High-efficiency Energy Star–rated commercial dishwashers
  - Showerheads with a flow rate of 1.5 gallons per minute, or less
  - Waterless Urinals
- Landscape and irrigation
  - 80 percent California Friendly® plants
  - Artificial Turf on all turf areas
  - Drip/Subsurface Irrigation (Micro-Irrigation)
  - Landscaping contouring to minimize precipitation runoff
  - Micro-Spray
  - Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together)
  - Rotating Sprinkler Nozzles for Landscape Irrigation – 0.5 gallon per minute
- Pool
  - Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired
  - Leak Detection System for swimming pools and Jacuzzi
  - Water-Saving Pool Filter

In addition, refer to Project Design Feature TRAF-PDF-2 (Construction Management Plan) in Section IV.K, *Transportation*, of this Draft EIR, which would maintain lanes of travel and ensuring safe pedestrian access and adequate emergency vehicle access during wherever construction of new water lines would impede such access.

61 LADWP, WSA, pages 3–4.

d) Analysis of Project Impacts

Threshold a) Would the Project require or result in the relocation or construction of new or expanded water facilities, the construction of which would cause significant environmental effects?

(1) Impact Analysis

(a) Construction Impacts

Project construction would result in an intermittent demand for water during demolition, excavation, grading, and construction activities on-site, including but not limited to use in dust control, cleaning of equipment, excavation/export, removal and re-compaction, and other related activities. Based on a review of construction projects of similar size and duration, a conservative estimate of construction water use ranges from 1,000 to 2,000 gpd for the Project.[62] Prior to connection to the existing water system for Project operations, construction water would be provided by one more of the six existing fire hydrants in the immediate vicinity of the Project Site, and per the IFFAR prepared for the Project (see Exhibit 2 of the Infrastructure Report), six of these hydrants would have the capacity to provide a combined 9,000 gpm. In addition, during construction, the Existing Outdoor Pool Area would be demolished, removing approximately 1,145 gpd of existing on-site water demand (see Table I of the approved WSA for the Hilton Universal City Project [Appendix M-2]), which would account for either part of or all of the construction water demand.

Construction of the Project would also include construction and installation of a new on-site water distribution system. The new water system would obtain water from a metered connection and would then distribute the water for Project needs. Prior to buildout of the new water system, during Project construction and with approval from LADWP and the City, temporary water supply may be obtained from metered connections from existing metered water connections or fire hydrants. At the time when the new on-site water distribution lines are constructed, the potential construction impacts would be trenching for the placement of pipe and connection into the existing water main or existing meter lateral location.[63] Construction impacts associated with the water distribution would primarily involve trenching in order to place the water distribution lines below the surface and would be limited to on-site water distribution and minor off-site work associated with connections from the Project buildings to the public mains. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines, and LADWP would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service.[64] As discussed in Section IV.K,

62 KPFF Consulting Engineers, Infrastructure Report, page 26.

63 KPFF Consulting Engineers, Utility Technical Report, pages 6-7.

64 KPFF Consulting Engineers, Utility Technical Report, p. 7.

Transportation, of this Draft EIR, in accordance with Project Design Feature TRAF-PDF-2, the Project will implement a Construction Management Plan to reduce temporary pedestrian and traffic impacts during construction, including maintaining lanes of travel and ensuring safe pedestrian access and adequate emergency vehicle access wherever construction of new water lines would impede such access.

Therefore, Project construction would not require or result in the relocation or construction of new or expanded water facilities, the construction of which would cause significant environmental effects, and impacts would be less than significant.

(b) Operational Impacts

Water service to the Project Site would continue to be provided by LADWP, as under existing conditions, during Project operations. When analyzing the Project for infrastructure capacity, the projected demands for both fire suppression and potable water usage are considered. Although indoor plumbing devices and outdoor irrigation water demand are the Project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure and are, therefore, the primary means for analyzing infrastructure capacity. Nonetheless, both fire suppression and typical daily water flow analyses have been completed by LADWP for the Project.

In regard to fire hydrant flow, the Project would meet the required fire flow of 9,000 gpm from the existing six hydrants flowing simultaneously with a residual water pressure of 20 psi.[65] Furthermore, the Project would incorporate a fire sprinkler suppression system which can provide 1,250 gpm for all buildings on the Project Site. As shown in the approved SAR in Exhibit 3 of the Infrastructure Report, the maximum allowable fire sprinkler demand can be supplied to the Project Site.[66] Therefore, there is adequate fire flow available to meet the flow required for the Project.

New water services would be connected from the 12-inch main on Universal Hollywood Drive. Based on proposed uses listed in the approved WSA, which includes interior uses associated with the Hotel Expansion Building, Meeting Room Addition, restaurants (including bars), spa, outdoor pools, landscaping, and covered parking, the net additional water demand for the Project Site was 112,868 gpd (refer to Table I of the approved WSA [Appendix M-2]). However, with implementation of WS-PDF-1, the Project's total water demand increase is approximately 77,619 gpd (refer to Table 5 in Appendix M-1), which would be a decrease as compared to the domestic water demand estimated in the approved WSA. LADWP reviewed the Project Description as provided in Chapter II of this Draft EIR and responded that the approved WSA did not require updating based on the refinements to the Project's development program since 2020 because the Project would not result in a substantial increase to the water demand estimated in the approved WSA (refer to Appendix M-3 for a record of this correspondence). The approved WSA for the

65 KPFF Consulting Engineers, Infrastructure Report, p. 27.

66 KPFF Consulting Engineers, Infrastructure Report, p. 27.

Project demonstrates that the existing public water distribution infrastructure on Universal Hollywood Drive has sufficient capacity to serve the Project. While the Project would require new service connections, such work would be subject to LADWP's review and approval of final design and the recommendations of the Project's civil engineers. All infrastructure improvements would be undertaken with the approval and oversight of LADWP and other applicable parties as required. Therefore, the Project would not have a significant impact on existing water infrastructure.

Based on the above, while Project operation would require the construction of new on-site water distribution lines and connections to existing off-site water lines, the Project would not exceed the available capacity of the existing water infrastructure that would serve the Project Site. Accordingly, Project operation would not require construction of new or expanded water facilities. Operational impacts on water infrastructure would be less than significant.

(2) Mitigation Measures

Project-level impacts related to water infrastructure would be less than significant; therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

(1) Impact Analysis

(a) Construction Impacts

As stated under Threshold (a), water would be required for Project construction activities, such as dust control, cleaning of equipment, excavation/export, removal and re-compaction, and other related activities. Construction activities would be intermittent, with demand for water consumption variable but generally temporary in nature. As stated above and in the Infrastructure Report, based on a review of construction projects of similar size and duration, a conservative estimate of construction water demand would be approximately 1,000 to 2,000 gpd over the duration of construction.[67] Using the upper range of 2,000 gpd to facilitate a more conservative analysis, construction water use would be substantially less than the Project's approved water consumption during long-term operation (estimated to be approximately 112,868 gpd for the Project according to the approved WSA). Considering temporary construction water use would be substantially less than the approved water consumption at the Project Site, there would

[67] KPFF Consulting Engineers, Utility Technical Report, p. 27.

be sufficient water supplies available to serve the Project Site during construction. Furthermore, Project construction includes demolition of the Existing Outdoor Pool Area which would also reduce existing water demand on the Project Site.

Furthermore, as described further below, the approved WSA determined that adequate water supplies exist to meet the Project's projected water demand between 2015 and 2040, in addition to the existing and planned future demands for normal, single-dry, and multiple-dry years on LADWP.[68] As Project construction would require a nominal amount of water compared to Project operation, and construction would be completed by 2025, the Project's intermittent construction-related water demand can be met by LADWP's available water supplies during each year of construction through 2040. For these reasons, adequate water supplies would be available from existing entitlements and resources for Project construction activities. **Therefore, LADWP has sufficient water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple-dry years, and impacts on water supply during construction would be less than significant.**

(b) Operational Impacts

Estimated water demand for Project operation was determined to be approximately 112,868 gpd in the approved WSA (as shown in Table I of the WSA, *Calculated Total Additional Water Demand)*. LADWP determined that no additional WSA was required considering the refinements to the Project's development program, and the operational information contained within the WSA still applies to the Project regardless of the components having changed.[69]

According to the estimates provided in the WSA, the Project would result in a net additional domestic water demand of 112,868 gpd or 126.44 AFY. This estimate considered the removal of existing uses (i.e., Existing Outdoor Pool Area), regulatory required water conservation features, and the additional Project-specific water conservation features (Project Design Feature WS-PDF-1).

LADWP determined in the approved WSA that there are adequate water supplies available from existing LADWP entitlements and supplies to meet the projected water demand of 112,868 gpd, when considering the existing and planned future demand on LADWP, annually during normal, single-dry, and multiple-dry water years over the next 20 years, as required by SB 610, as well as through at least 2040 (the planning horizon of the LADWP's 2015 UWMP). In addition, as stated in the approved WSA, the projected water demand falls within the LADWP's 2015 UWMP's projected increases in Citywide water demands, while anticipating multi-dry year water conditions during the planning

68 LADWP, WSA, p. 4.

69 LADWP, J. Hwang, Personal Communication - Request for a Water Supply Assessment, 09 May 2023. See Appendix M-3.

period.[70] As described above and in Table 5 of the Infrastructure Report, the Project, as described in Chapter II, *Project Description*, of this Draft EIR, would result in a proposed water demand increase of 77,619 gpd. As this water demand is less than the demand projected in the approved WSA, the conclusion that there is adequate water supplies available from existing entitlements to the meet the demand through 2040 remains applicable.

The approved WSA found that: (1) the Project would be consistent with the demographic projections for the City in both of the SCAG 2012-2035 and 2016–2040 Regional Transportation Plans/Sustainable Communities Strategy (RTP/SCS); (2) the Project's water demand falls within LADWP's 2015 UWMP's projected water supplies for normal, single-dry, and multiple-dry years through the year 2040; and (3) the Project's water demand is within LADWP's 2015 UWMP's 25-year water demand growth projections.[71]

Furthermore, as described above in Subsection IV.M.1.2.b)(2)(a), LADWP determined there would be sufficient capacity for normal, single-dry year, and multiple-dry year conditions through 2045 in the current 2020 UWMP for all projects consistent with the population projects in the 2020–2045 RTP/SCS. Refer to Section IV.H, *Land Use and Planning,* of this Draft EIR for a detailed discussion of the Project's consistency with the 2020–2045 RTP/SCS.

LADWP determined that it could provide a highly reliable water supply to its customers through 2040, which would include the Project's buildout year, including during each interim year. Therefore, as determined by the approved WSA, the 2015 UWMP's projections for water demand and supply would include the water demand required for the Project. **Therefore, LADWP has sufficient water supplies to serve the Project and reasonably foreseeable future development during normal, dry, and multiple-dry years, and impacts on water supply during operation would be less than significant.**

(2) Mitigation Measures

Impacts with regard to water supply would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts with regard to water supply would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

70 LADWP, WSA, page 5.

71 LADWP, WSA, page 5.

e) Cumulative Impacts

(1) Impact Analysis

The geographic context for the cumulative impact analyses on water infrastructure and water supply is the vicinity of the Project Site and the LADWP service area, respectively. Chapter III, *Environmental Setting*, of this Draft EIR, identifies 15 related projects, 14 of which are in the City and one of which is in the County of Los Angeles. All 15 related projects are served by LADWP.

(a) Water Supply

As discussed above in Subsection IV.M.1.2.b)(2)(a), LADWP, as a public water service provider, is required to prepare and periodically update its UWMP to plan and provide for water supplies to serve existing and projected demands. LADWP's 2020 UWMP accounts for existing development within the LADWP service area, as well as projected growth through the year 2045. Additionally, under the provisions of SB 610, LADWP is required to prepare a comprehensive WSA for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that meets certain criteria. The WSAs for such projects, in conformance with the UWMP, would evaluate the reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed, on a project-by-project basis. The 15 related projects would contribute, in conjunction with the Project, to overall water demand from LADWP. Water demand for related projects is calculated the same was as for the Project, and as detailed in the 2020 UWMP, using sewer generation factors published by the City of Los Angeles Department of Public Works, Bureau of Sanitation and Environment.

As indicated in **Table IV.M.1-5**, *Estimated Cumulative Water Demand*, the estimated water demand generated by the related projects would be 404,089 gpd or 452.6 AFY. With inclusion of the Project's net added water demand (using the Project's demand as of the approved WSA), the cumulative water demand would be 516,957 gpd or 579.1 AFY. These estimates are likely conservative since they do not quantify code-required conservation or applicant conservation commitments that would reduce demand by the related projects nor deduct for existing uses and assumes all the related projects would be fully built out.

As discussed with respect to Project impacts above and according to the 2020 UWMP, LADWP expects to have a reliable supply of up to 724,900 AFY of water in 2045 to service an estimated demand of 724,900 AFY based on anticipated growth (565,700 AFY with implementation of all existing and planned future water conservation measures), which would include projects that are accounted for within SCAG's 2020-2045 RTP/SCS.[72]

[72] LADWP, 2020 UWMP, page ES-24.

TABLE IV.M.1-5
ESTIMATED CUMULATIVE WATER DEMAND

Land Uses	Quantity	Water Factor	Estimated Water Demand (gpd)[a]	Estimated Water Demand (AFY)
Multi-Family Residential	796 du	150 gpd/du[b]	119,400	133.7
Single-Family Residential	(9 du)	185 gpd/du[c]	(1,665)	(1.9)
Affordable Housing	23 du	150 gpd/du[d]	3,450	3.9
Assisted Living[e]	(58 beds)	70 gpd/bed	(4,060)	4.5
Other Commercial/Retail	60.77 ksf	50 gpd/ksf	3,039	3.4
Car Wash	1.10 ksf	Actual[f]	3,500	3.9
Office[g]	1,088.37 ksf	170 gpd/ksf	185,023	207.3
Restaurant[h]	6.37 ksf/25 seats[i]	30/seat	750	0.8
Hotel	665 rooms	120 gpd/room	79,800	89.4
Studio[j]	307.95 ksf	50 gpd/ksf	15,398	17.2
Entertainment[k]	166.07 ksf	50 gpd/ksf	8,304	9.3
Supermarket[l]	53.26 ksf	50 gpd/ksf	2,663	3.0
Convenience Store[m]	2.56 ksf	25 gpd/ksf	64	0.1
Health/Fitness Club	(17.81 ksf)	650 gpd/ksf	(11,577)	13.0
Subtotal Related Projects			404,089	452.6
Project Subtotal			112,868	126.4
Related Projects + Project Water Demand Total			516,957	579.1

gpd = gallons per day; AFY = acre-feet per year; ksf = thousand square feet; du = dwelling units.

NOTES:

1 AFY = 892.75 gpd.

Parentheses indicate removal of a use and subtraction of the water demand.

[a] Totals may not add up due to rounding.

[b] All multi-family residential units assume an average of 2 bedrooms per unit and, as such, uses the consumption factor for a 2-bedroom unit.

[c] Single family residential units assume an average of 3 bedrooms per unit.

[d] LASAN does not include a separate generation factor for affordable housing, as such, the same generation factor applied to multi-family residential is applied.

[e] Assisted Living uses Rest Home factor.

[f] Car Wash assumes 35 gallons of water used per vehicle and approximately 100 cars per day.

[g] Office uses the Office Building with Cooling Tower factor.

[h] Assumes full service indoor seating restaurant factor.

[i] Restaurant area assumes 60% of the area is used for patron seating, and 15sf per seat, for a total of approximately 25 seats.

[j] Assumes regular use indoor filing areas factor.

[k] Entertainment uses the Commercial Use factor.

[l] Supermarket uses the Retail (greater than 100,000 sf) factor.

[m] Convenience Store uses the Retail (less than 100,000 sf) factor.

SOURCE: ESA, 2023; LASAN, 2012.

LADWP expects to accommodate future demand in part by increasing the proportion of water supply being purchased from the MWD. The MWD's 2020 RUWMP shows that with its investments in storage, water transfers, and improving the reliability of the Delta, water shortages are not expected to occur within the next 25 years. As previously indicated, both the 2020 RUWMP and 2020 IRP anticipate a surplus of available water to meet projected demand.[73]

Compliance by the Project and the related projects with regulatory requirements that promote water conservation, such as the CALGreen Code, City's Green Building Code, and the LAMC, would also ensure that cumulative water demands are reduced compared to what could occur without such measures. Moreover, the approved WSA for the Project provides a more detailed accounting of the reliable water supply sources for the Project and cumulative growth in the future than is presented in this impact analysis. For example, the approved WSA identifies long-term water conservation strategies, including conservation rebates and incentives to reduce indoor and outdoor water use, retrofitting facilities with water-efficient hardware, promoting water efficiency in new developments, water recycling, enhanced stormwater capture, and accelerating clean-up of the San Fernando Basin to increase its contribution to the water supply.

In addition, similar to the Project, for each related project, LADWP would be required to determine whether or not it could provide a highly reliable water supply to its customers. The related projects that would trigger SB 610 would require an approved WSA, which would require for (1) the project to be consistent with the demographic projections for the City of the current adopted RTP/SCSs, as applicable, whereas other projects that would not trigger SB 610 would be required to coordinate with the service provider, LADWP, to ensure that the respective project would have available supply and capacity to serve the project; (2) the project's water demand has been accounted for in the City's overall total demand projections in the LADWP current UWMP; and (3) LADWP water supplies would be adequate during normal, single-dry and multi-year dry years to meet the project, existing, and projected future demand. As LADWP's UWMPs would use the SCAG projections, the related projects that are consistent with the City's General Plan are included in the planned growth of the City's water demand. Further, related projects would be required to comply with SB 610 as needed and would be evaluated on a case-by-case basis. Additionally, as previously stated, LADWP expects to have a reliable supply of up to 675,700 AFY of water in 2040 and to 724,900 AFY of water in 2045, which would service the water demand generated by the Project and related projects. **Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable. As such, cumulative impacts on water supply would be less than significant.**

[73] MWD, 2020 RUWMP, page 2-24.

(b) Water Infrastructure

Development of the Project, in conjunction with the related projects, would cumulatively increase service demand on the existing water infrastructure system. Related Project 1, the NBC Universal Evolution Plan, is the most proximate of the related projects to the Project Site. While the NBCU Universal Evolution Plan is the only related project in close enough proximity to have cumulative impacts that might affect the Project Site, all of the identified related projects have the potential to cumulatively impact the capacity of water infrastructure throughout the City and County of Los Angeles. However, each related project would be subject to City review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project. All projects are required to obtain a SAR, based on flow testing of facilities, to verify that there is available service and a WSA if the Project's water demand is enough to warrant one. Individual projects are required to improve facilities where appropriate and development cannot proceed without appropriate verification and approval. Furthermore, LADWP, together with the City's Department of Public Works, conducts ongoing evaluations to ensure facilities are adequate and requires infrastructure system improvements as needed. **Based on these facts and the above analysis relating to the Project's construction and operational impacts on the City's water infrastructure system, the Project's incremental effects on the water infrastructure system would not be cumulatively considerable. As such, cumulative impacts on water infrastructure would be less than significant.**

(2) Mitigation Measures

Cumulative impacts with regard to water supply would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Cumulative impacts with regard to water supply would be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

IV. Environmental Impact Analysis

M.2 Utilities and Service Systems – Wastewater

1. Introduction

This section analyzes the Project's potential impacts on wastewater collection and treatment facilities and infrastructure, including whether such existing infrastructure has sufficient capacity to serve the Project. This analysis utilizes the *Utility Infrastructure Technical Report: Water, Wastewater, and Energy* (Infrastructure Report) prepared for the Project by KPFF Consulting Engineers and is included as **Appendix M-1** of this Draft EIR.

The data and conclusions in this section regarding the availability of water supply to serve the Project are based on a Water Supply Assessment (WSA) prepared for the Project and adopted by LADWP and included in **Appendix M-2** of this Draft EIR, along with a copy of Resolution No. 021085 approving the WSA. Additional technical information used in the analysis is based on a Utility Infrastructure Technical Report: Water (Infrastructure Report) prepared for the Project by KPFF Consulting Engineers and included in Appendix M-1. As part of the Infrastructure Report, a Request of Wastewater Services Information (WWSI) was prepared for the Project dated April 11, 2023, which contains the results of the LASAN preliminary analysis, the following sewer mains are within the vicinity of the Project Site and is included as Exhibit 4 in Appendix M-1. Additionally, as the Project's development program was refined after the WSA was approved, an updated WSA request letter was submitted to LADWP. LADWP recalculated the Project's water demand based on the Project Description as described in Chapter II of this Draft EIR, and determined the Project's total water demand would not result in a substantial increase to the previous water demand as approved by the Board of Water and Power on November 17, 2020. As such, no additional WSA is required for the refinements to the Project' s development program. The email received from LADWP on May 9, 2023, confirming that no additional WSA is required is included in **Appendix M-3**.

2. Environmental Setting

a) Regulatory Framework

There are several plans, policies, and programs regarding Wastewater at the State and local levels that are applicable to the Project. Described below, these include:

- California Green Building Standards Code
- City of Los Angeles General Plan Framework
- Los Angeles Integrated Resources Plan
- One Water LA 2040 Plan
- Los Angeles Municipal Codes
  - Los Angeles Green Building Code (Ordinance No. 181,480),
  - Water Efficiency Requirements Ordinance (Ordinance No. 180,822)
  - Sewer Capacity Availability Review (SCAR; LAMC Section 64.15)
  - Sewerage Facilities Charge (LAMC Sections 64.11.2 and 64.16.1)
  - Bureau of Engineering Special Order No. SO 06-0691

(1) State

(a) California Green Building Standards Code

The California Green Building Standards Code (CALGreen Code) is set forth in California Code of Regulations (CCR) Title 24, Part 11, and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development and water conservation, among other issues. Under the 2022 CALGreen Code, all flush toilets are limited to 1.28 gallons per flush, and urinals are limited to 0.5 gallon per flush. In addition, maximum flow rates for faucets are established at 1.8 gallons per minute (gpm) at 80 pounds per square inch (psi) for showerheads, 0.5 gpm at 60 psi for nonresidential lavatory faucets, and 1.8 gpm at 60 psi for kitchen faucets.

(2) Local

(a) City of Los Angeles General Plan Framework

The Citywide General Plan Framework Element (Framework Element) establishes the conceptual basis for the City's General Plan.[1] The Framework Element sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 9, Infrastructure and Public Services, of the Framework Element identifies goals,

[1] City of Los Angeles, Ordinance No. 181480.

objectives, and policies for utilities in the City, including wastewater collection and treatment. Goal 9A is to provide adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.[2]

(b) Los Angeles Integrated Resources Plan

The City of Los Angeles Integrated Resources Plan (IRP) was developed by multiple departments in order to address the facility needs of the City's wastewater program, recycled water, and urban runoff/stormwater management through the year 2020.

The Final IRP 5-Year Review was released in June 2012, which included 12 projects that were separated into two categories: (1) "Go Projects" for immediate implementation and (2) "Go-If Triggered Projects" for implementation in the future once a trigger is reached.[3] Triggers for these projects include wastewater flow, population, regulations, or operational efficiency. Based on the Final IRP 5-Year Review, the Go Projects consisted of six capital improvement projects for which triggers were considered to have been met at the time the IRP EIR was certified. The Go-If Triggered Projects consisted of six capital improvement projects for which triggers were not considered to have been met at the time the IRP EIR was certified.

Since the implementation of the IRP, new programs and projects, which have resulted in a substantial decrease in wastewater flows, have affected the Go Projects and Go-If Triggered Projects. Based on the Final IRP 5-Year Review, two of the Go Projects have been moved to the Go-If Triggered category (Go Project 2 and Go Project 3), and two have been deferred beyond the 2020 planning window of the IRP (Go Project 4 and Go Project 5). Construction of wastewater storage facilities at the Donald C. Tillman Water Reclamation Plant (Go Project 1) has been completed. In addition, Go Project 6, involving the design of the North East Interceptor Sewer Phase II, is no longer being pursued.[4]

(c) One Water LA 2040 Plan

In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management. The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040. The One Water LA Plan proposes a collaborative approach to managing the City's future water, wastewater treatment, and stormwater needs with the goal of yielding sustainable, long-term water supplies for Los Angeles to ensure greater resilience to drought conditions and climate change. The One Water LA

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2 City of Los Angeles Department of City Planning, Citywide General Plan Framework Element, Chapter 9: Infrastructure and Public Services – Wastewater, originally adopted by City Council on December 11, 1996 and re-adopted on August 8, 2001.

3 City of Los Angeles Department of Public Works Bureau of Sanitation and Department of Water and Power, *Water Integrated Resources Plan 5-Year Review FINAL Documents*, June 2012.

4 City of Los Angeles Department of Public Works, Bureau of Engineering, *Project Information Report, North East Interceptor Sewer (NEIS) Phase 2A*.

Plan is also intended as a step toward meeting the Mayor's Executive Directive to reduce the City's purchase of imported water by 50 percent by 2024.[5] Major challenges addressed in the One Water LA Plan include recurring drought, climate change, and the availability of recycled water in the future in light of declining wastewater volumes.

(d) Los Angeles Municipal Code

(i) Los Angeles Green Building Code

The City has been pursuing a number of green development initiatives intended to promote energy conservation and reductions in the amount of greenhouse gas emissions generated within the City. While these ordinances do not focus on the provision of sewer services, they do mandate the use of water conservation features in new developments. Examples of such water conservation features include, but are not limited to, low water shower heads, toilets, clothes washers and dishwashers. Because the flow through these fixtures is reduced, residual wastewater passing through is reduced, in turn reducing the demand for sewage conveyance and treatment.

LAMC Chapter IX, Article 9, the Los Angeles Green Building Code (LA Green Building Code, Ordinance No. 181,480),[6] was adopted in April 2008 and provides standards and a mechanism for evaluating projects for their water conservation features during site plan review. The LA Green Building Code has been subsequently amended to incorporate various provisions of the CALGreen Code. The LA Green Building Code includes mandatory requirements and elective measures pertaining to wastewater for three categories of buildings, the second of which applies to this Project: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alterations to residential and non-residential buildings.

(ii) Water Efficiency Requirements Ordinance

LAMC Chapter XII, Article 5, the Water Efficiency Requirements Ordinance (Ordinance No. 180,822),[7] effective December 1, 2009, requires the installation of efficient water fixtures, appliances, and cooling towers in new buildings and renovation of plumbing in existing buildings, to minimize the effect of water shortages for City customers and enhance water supply sustainability.

(iii) Sewer Capacity Availability Review

The LAMC includes regulations that require the City to assure available sewer capacity for new projects and to collect fees for improvements to the infrastructure system. LAMC Section 64.15 requires that the City perform a SCAR when an applicant seeks a sewer permit to connect a property to the City's sewer system, proposes additional discharge

5 City of Los Angeles, *Office of the Mayor, Executive Directive No. 5, Emergency Drought Response – Creating a Water Wise City*, October 14, 2014.

6 City of Los Angeles, Ordinance No. 181480

7 City of Los Angeles, Ordinance No. 180,822.

through their existing public sewer connection, or proposes a future sewer connection or future development that is anticipated to generate 10,000 gallons or more of sewage per day. A SCAR provides a preliminary assessment of the capacity of the existing municipal sewer system to safely convey a project's newly generated wastewater to the appropriate sewage treatment plant.

(iv) Sewerage Facilities Charge

LAMC Sections 64.11 and 64.12 require approval of a sewer permit, also called an "S" Permit, prior to connection to the wastewater system. LAMC Sections 64.11.2 and 64.16.1 require the payment of fees for new connections to the City's sewer system to assure the sufficiency of sewer infrastructure. New connections to the sewer system are assessed a Sewerage Facilities Charge. The rate structure for the Sewerage Facilities Charge is based upon wastewater flow strength, as well as volume. The determination of wastewater flow strength for each applicable project is based on City guidelines for the average wastewater concentrations of two parameters, biological oxygen demand and suspended solids, for each type of land use. Sewerage Facilities Charge fees are deposited in the City's Sewer Construction and Maintenance Fund for sewer and sewage-related purposes, including, but not limited to, industrial waste control and water reclamation purposes.

(v) Bureau of Engineering Special Order

The City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City standards (Bureau of Engineering Special Order No. SO 06-0691). Per the Special Order, lateral sewers, which are sewers 18 inches or less in diameter, must be designed for a planning period of 100 years. The Special Order also requires that sewers be designed so that the peak dry weather flow depth during their planning period does not exceed one-half of the pipe diameter (D) (i.e., depth-to-diameter ratio or d/D).[8]

b) Existing Conditions

(1) Wastewater Generation

As discussed in Chapter II, *Project Description*, of this Draft EIR, the Project Site is currently developed with the Existing Hotel Building, Existing Ancillary Hotel Building, Existing Outdoor Pool Area, a parking garage, and other circulation and landscaping facilities associated with the Hilton Universal City Hotel. As the Existing Hotel Building and Existing Ancillary Hotel Building would remain unaffected by construction and operation of the Project, for the purpose of this analysis, the existing wastewater generation considers only those uses that would be removed by as a result of the Project, which include the Existing Outdoor Pool Area and associated facilities. **Table IV.M.2-1**, *Estimated Existing Wastewater Generation*, contains the existing wastewater generation

[8] City of Los Angeles Department of Public Works, Bureau of Engineering, Special Order No. 006-0691, Planning Period, Flow, and Design Criteria for Gravity Sanitary Sewers and Pumping Plants, effective June 6, 1991.

of existing uses that will be removed as part of the Project and therefore will not require any additional water demand. Existing wastewater generation for the Existing Outdoor Pool Area was estimated by analyzing the total volume of the pool and standard wastewater generation rates from the City of Los Angeles Bureau of Sanitation (LASAN).

TABLE IV.M.2-1
ESTIMATED EXISTING WASTEWATER GENERATION

Building Use – Existing to be Removed	Generation Rate (GPD/unit)	Units	Quantity	Total Consumption (GPD)
Pool/Spa[a]	7.48	CF[b]	9,101	60,891
Pool Bar/Grill[c]	15	Seat	64	960
Existing Total Wastewater Generation			Total (GPD)	***61,851***

GPD = gallons per day; CF= cubic feet.

[a] Spa/Jacuzzi volume calculated with an estimated 1,809 SF with an assumed average depth of 4.5 ft

[b] Pool and Spa Generation equals to 7.48 gal/1 CF

[c] Pool Bar/Grill units considered as "Bar: Cocktail, Fixed Set" for sewage generation purposes.

SOURCE: KPFF, Infrastructure Report, 2023. Appendix M-1.

(2) Wastewater Infrastructure

(a) Regional

Los Angeles Sanitation and Environment (LASAN) operates and maintains the wastewater treatment, reclamation and collection facilities serving most of the City incorporated areas, including the Project Site, as well as several other cities and unincorporated areas in the Los Angeles basin and San Fernando Valley. The collection infrastructure consists of over 6,700 miles of local, trunk, mainline and major interceptor sewers, five major outfall sewers, and 46 pumping plants, which serves a population of more than 4 million people and conveys approximately 400 million gallons per day (mgd) to the City's four wastewater treatment and water reclamation plants.[9]

(b) Local

The local sanitary sewer system is maintained by LASAN. As described in the Infrastructure Report, included as Appendix M-1 of this Draft EIR, the existing uses on the Project Site currently discharge into a 10-inch sanitary sewer line. This private 10-inch line travels south, then turns via a manhole to a private 12-inch line to the west. This existing private 12-inch line discharges further westerly into a public 15-inch sewer line located within Lankershim Boulevard right-of-way. Both the private 10-inch and 12-inch sanitary sewer lines are

9 LASAN, *Sewers and Pumping Plants*, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-s?_adf.ctrl-state=die4u53h0_5&_afrLoop=2814365992348017#!, accessed June 2023.

located on neighboring NBC Universal (NBCU) property. The Hotel currently has access rights to these two sewer lines pursuant to recorded easements.

Currently, in addition to the existing private 10-inch sewer line serving the Project Site, the existing sanitary sewer manhole also receives flow from a NBCU owned and maintained 12-inch sewer line from the east.

Table IV.M.2-2 provides the approximate flow and design capacity of existing private sewer lines.

TABLE IV.M.2-2
APPROXIMATE FLOW LEVEL AND DESIGN CAPACITY EXISTING PRIVATE SEWER LINES

Pipe Location	Pipe Size (inches)	Estimated d/D (%)	50% Design Capacity (MGD)
South of Project Site flowing southerly[1]	10	8.8	4.09
South of Project Site flowing westerly[2]	12	30.5	2.57

[1] The estimated total existing wastewater generation is 0.13 MGD for the 10-inch sewer line, which includes only the existing Project Site estimated total existing wastewater generation per Table IV.M.2-1 above with an estimated pipe slope of 33.3%.

[2] The estimated total existing wastewater generation is 1.04 MGD for the 12-inch sewer line, which includes the existing Project Site estimated total existing wastewater generation, 0.13 MGD plus the existing NBCU existing total average wastewater generation for Lankershim Boulevard per the 2010 NBC Universal Evolution Plan, Appendix N-2 Wastewater Report (Refer to Exhibit 12), 0.91 MGD with an estimated pipe slope of 5.0%.

[3] d/D Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10

[4] 50% Sewer Design Capacity. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10 of Appendix M-1.

SOURCE: KPFF, Infrastructure Report, 2023. Appendix M-1.

The local public sanitary sewer service to the Project Site from the surrounding streets is owned and maintained by LASAN. Per the results of the WWSI prepared for the Project, the following sewer mains are within the vicinity of the Project Site:

- **Lankershim Blvd right-of-way (W.C. Fields Drive):** There is a public 15-inch vitrified clay pipe (VCP) sewer line that flows west, which has an existing capacity of 4.75 mgd for the 75 percent design capacity.
- **Lankershim Blvd:** There is a public 21-inch VCP sewer line that flows northeast, which has an existing capacity of 7.04 mgd for the 75 percent design capacity.
- **Lankershim Blvd:** There is a public 18-inch VCP sewer line that flows north which has an existing capacity of 7.61 mgd for the 75 percent design capacity.
- **Lankershim Blvd right-of-way (Los Angeles River):** There is a public 24-inch VCP sewer line that flows east, which has an existing capacity of 4.75 mgd for the 75 percent design capacity at one location and 10.33 mgd in the second location.

- **Vista St:** There is a public 42-inch VCP sewer line that flows south, which has an existing capacity of 22.25 mgd for the 75 percent design capacity.
- **Martel Ave:** There is a public 72-inch VCP sewer line that flows south, which has an existing capacity of 68.63 mgd for the 75 percent design capacity at one location and 456.53 mgd in the second location.

Refer to Table IV.M.2-4, Estimated Sewer Capacity Analysis, below for the existing flow rates and design capacity for each public line.

(3) Wastewater Treatment

LASAN is responsible for the operation of wastewater treatment facilities within the City. The main purpose of these facilities is to remove pollutants from sewage in order to protect public health and the environment. The Project Site is located within the Hyperion System service area, which consists of the Hyperion Water Reclamation Plant (HWRP), the Donald C. Tillman Water Reclamation Plant (TWRP), and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The wastewater generated by the existing uses within the Project Site currently flows to the HWRP. The existing design capacity of the Hyperion Service Area is approximately 550 mgd (consisting of 450 mgd at the Hyperion Treatment Plant, 80 mgd at the Donald C. Tillman Water Reclamation Plant, and 20 mgd at the Los Angeles–Glendale Water Reclamation Plant) and the existing average daily flow for the system is approximately 300 mgd.[10,11]

(a) Hyperion Sanitary Sewer System

The current treatment capacity of the Hyperion Service Area is approximately 550 mgd which consists of 450 mgd at HWRP, 80 mgd at the Donald C. Tillman WRP, and 20 mgd at the Los Angeles-Glendale WRP.[12,13,14] Based on the One Water LA 2040 Plan - Wastewater Facilities Plan, the average wastewater flow rate in the Hyperion Sanitary Sewer System was 314 mgd in 2016 (consisting of 250 mgd at the Hyperion WRP, 47 mgd at the Donald C. Tillman WRP, and 17 mgd at the Los Angeles-Glendale WRP.[15]

10 City of Los Angeles Department of Public Works, LA Sanitation, Sewer System Management Plan Hyperion Sanitary Sewer System, January 2019.

11 City of Los Angeles Department of Public Works, Bureau of Sanitation, Water Reclamation Plants, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=oep8lwkld_4&_afrLoop=28344654751341747#, Accessed December 2022.

12 LASAN, Hyperion Water Reclamation Plant Treatment Process, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp-tp?_adf.ctrl-state=if0l71qhd_1072&_afrLoop=5425639494018926#!. Accessed May 2023.

13 LASAN, Donald C. Tillman Water Reclamation Plant, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-dctwrp?_adf.ctrl-state=eu61rh3y2_344&_afrLoop=1039495806625525#!. Accessed May 2023.

14 LASAN, Los Angeles-Glendale Water Reclamation Plant, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-lagwrp?_adf.ctrl-state=eu61rh3y2_344&_afrLoop=1039463772479031. Accessed May 2023.

15 LASAN, One Water LA 2040 Plan – Volume 2: Wastewater Facilities Plan, Table ES-1, April 2018.

The One Water LA 2040 Plan - Wastewater Facilities Plan projects that annual average wastewater flows in the Hyperion Sanitary Sewer System would increase to 323 mgd in 2020, 348 mgd in 2030, and 358 mgd in 2040. All other flow in the Hyperion Sanitary Sewer System, as well as biosolids from the upstream reclamation plants that are returned to the collection system are treated at the HWRP in Playa del Rey. As such, current and project flows to the year 2040 are and would continue to be below the design capacity of approximately 550 mgd for the Hyperion Sanitary Sewer System.

(b) Hyperion Water Reclamation Plant

Wastewater generated from the Project Site is currently conveyed via the local collector sanitary sewer directly to the HWRP for treatment. The HWRP has the capacity to treat approximately 450 mgd, but according to LASAN, the HWRP currently treats a daily average of 275 mgd.[16] As such, the HWRP is currently operating at approximately 61 percent of its capacity, with a remaining capacity of approximately 175 mgd. Based on the above, current flows to the HWRP are well below its design capacity of 450 mgd.

Incoming wastewater to the treatment plant initially passes through screens and basins to remove coarse debris and grit. This is followed by primary treatment, which is a physical separation process where heavy solids settle to the bottom of tanks while oil and grease float to the top. These solids, called sludge, are collected, treated, and recycled. The portion of water that remains, called primary effluent, is treated through secondary treatment using a natural, biological approach. Living micro-organisms are added to the primary effluent to consume organic pollutants. These micro-organisms are later harvested and removed as sludge.[17] The majority of the treated water from the HWRP is discharged into Santa Monica Bay through a 5-mile-long outfall, terminating at a depth of 200 feet. The remaining effluent is pumped to the West Basin Municipal Water District (WBMWD) for additional treatment dependent upon reuse demand. The discharge is regulated by the HWRP's National Pollution Discharge Elimination System (NPDES) Permit issued under the Clean Water Act and is required to meet the Regional Water Quality Control Board's requirements for a recreational beneficial use. Accordingly, the HWRP's effluent that is released to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. LASAN also monitors flows into the Santa Monica Bay.[18]

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16 LASAN, Hyperion Water Reclamation Plant Treatment Process, https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp-tp?_adf.ctrl-state=if0l71qhd_1072&_afrLoop=5425639494018926#!. Accessed January 2023.

17 LASAN, Treatment Process, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-tp?_afrLoop=16246182864863575&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=tpzy2r0ux_758#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D16246182864863575%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dtpzy2r0ux_762. Accessed May 2023.

18 LASAN, Environmental Monitoring, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-em?_afrLoop=16246514096900690&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=tpzy2r0ux_917#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D16246514096900690%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dtpzy2r0ux_921. Accessed May 2023.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to wastewater if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction of which would cause significant environmental effects;[19] or

b) 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.

In assessing impacts related to wastewater in this section, the City used Appendix G as the thresholds of significance. The factors identified below from the City's 2006 L.A. CEQA Thresholds Guide, as appropriate and relevant, were used to assist in analyzing the Appendix G thresholds. The L.A. CEQA Thresholds Guide states that the determination of significant shall be made on a case-by-case basis, considering the following criteria to evaluate wastewater impacts:

- The project would cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to be constrained; or
- 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.

b) Methodology

The analysis of impacts to wastewater infrastructure is based on the analysis in the Infrastructure Report (included as Appendix M-1 of this Draft EIR) and the WSA (included as Appendix M-2 of this Draft EIR). The anticipated wastewater flows to be generated by the Project are based on 100 percent of the water demand calculated in the WSA (based on LASAN rates), minus the existing uses to be removed on the Project Site that generate wastewater.

19 Water supply is addressed in Section IV.M.1 of this Draft EIR. Electrical and natural gas are addressed in Section IV.D, *Energy*, of this Draft EIR. Stormwater drainage is addressed in more detail in Section IV.G, *Hydrology and Water Quality*, of this Draft EIR. Telecommunications is addressed in more detail in Chapter VI, *Other CEQA Considerations*, of this Draft EIR.

Pursuant to LAMC Section 64.15, LASAN's Wastewater Engineering Division made a preliminary analysis of the local and regional sewer conditions to determine if available wastewater conveyance and treatment capacity exists for future development of the Project Site. LASAN's approach consisted of the study of a worst-case scenario envisioning peak demands from the relevant facilities occurring simultaneously on the wastewater system. A combination of flow gauging data and computed results from the City's hydrodynamic model were used to project current and future impacts due to additional sewer discharge. This analysis is based on the findings of the LASAN preliminary analysis. Refer to Exhibit 4 of Appendix M-1 for WWSI Response Letter prepared by LASAN providing additional context and evaluation, showing feasibility in accommodating the Project.

To evaluate potential impacts to relative wastewater treatment capacity, this analysis evaluates whether adequate treatment capacity within the Hyperion Sanitary Sewer System would be available to accommodate the Project based on the estimate of the Project's wastewater generation and data from LASAN. For the assessment of cumulative impacts on wastewater treatment, the projected cumulative wastewater generation is compared to the estimated available capacity of the Hyperion Sanitary Sewer System.

c) Project Design Features

The Project would include water conservation features, which would also result in a reduction in wastewater generation. Such conservation features are included in Project Design Feature WS-PDF-1, included in Section IV.M.1, *Utilities and Service Systems – Water Supply*, of this Draft EIR, which would provide specific water efficiency features for the Project plumbing features, landscape and irrigation, and pools.

d) Analysis of Project Impacts

Threshold a) Would the Project require or result in the relocation or construction of new or expanded wastewater facilities, the construction of which would cause significant environmental effects?

(1) Impact Analysis

(a) Construction Impacts

As described in Subsection IV.M.2.2.b)(1) above, the Project Site is currently developed, and there are existing uses within the Existing Outdoor Pool Area that would be removed during Project construction, temporarily reducing wastewater generation. Wastewater generation would occur incrementally throughout construction of the Project as a result of construction workers on-site. However, temporary facilities, such as portable toilets and hand wash areas, would be provided by the construction contractor. Any sewage generated from these facilities would be collected and hauled off-site and would not be discharged into the public sewer system. Therefore, construction activities for the Project

would not result in wastewater generation as construction workers would typically utilize portable toilets and handwash areas, which would not contribute to wastewater flows to the City's wastewater system. Thus, wastewater generation from Project construction activities would not cause a measurable increase in wastewater flows and would not result in the need for new or expanded wastewater treatment facilities. Accordingly, there would be adequate treatment capacity in the Hyperion Sanitary Sewer System and HWRP during Project construction to serve the Project's projected demand in addition to existing commitments per the WWSI.

In addition, construction of the Project would include all necessary on- and off-site sewer pipe improvements and connections to adequately connect to the City's existing sewer system. Although not anticipated, if existing sewer lines are found to be substandard or in deteriorated condition, the Project Applicant would be required to make necessary improvements to achieve adequate service under City's Building and Safety Code and the LADPW requirements. Construction relative to the wastewater system for the Project would occur at the Project Site and immediate vicinity. Such construction activities, if required, would be minimal and confined to trenching to place the connections or upgrade lines below the ground's surface and would be temporary in nature. The design of these connections would be developed by a registered engineer and approved by the City's Bureau of Engineering (BOE). All necessary improvements would be verified through the City's permit approval process of obtaining a sewer connection permit from the City. Further, all construction activities that would happen in coordination with the appropriate agencies, including LASAN and BOE. These agencies would provide input on the Project and would coordinate with the Project Applicant before, during, and after construction activities. Finally, the Project would implement a Construction Management Plan to reduce temporary pedestrian and traffic impacts during construction, including maintaining lanes of travel and ensuring safe pedestrian access and adequate emergency vehicle access wherever construction of wastewater lines would impede such access.

Based on the above, the Project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects, and therefore, impacts would be less than significant.

Based on the above, the Project would not require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects, and impacts would be less than significant.

(b) Operational Impacts

Table IV.M.2-3, *Estimated Proposed Wastewater Generation Increase*, shows that the Project would generate a net increase of 171,645 gallons per day (GPD), or approximately 0.17 mgd. Pursuant to LAMC Section 64.15, LASAN Wastewater Engineering Services Division (WESD) made a preliminary analysis of the local and regional sewer conditions

to determine if available wastewater conveyance and treatment capacity exists for future development of the Project Site. LASAN's approach consisted of the study of a worst-case scenario envisioning peak demands from the relevant facilities occurring simultaneously on the wastewater system. The Project's estimated proposed wastewater generation is equal to less than 0.04 percent of the HWRP's total capacity of 450 mgd and 0.09 percent of the available capacity, where the Project's wastewater would be treated.

TABLE IV.M.2-3
ESTIMATED PROPOSED WASTEWATER GENERATION INCREASE

Building Use – Proposed	Generation Rate (GPD/unit)	Units	Quantity	Total Consumption (GPD)
Hotel[a]	120	GR	395	47,400
Restaurant: Full Service Indoor Seat[b]	30	Seats	719	21,570
Health Club/Spa[c]	650	KGSF	11,296	7,342
Auto Parking[d]	20	KGSF	66,879	1,338
Meeting Room Addition[e]	120	KGSF	3,400	408
Spa/Jacuzzi/Pool[f]	7.48	CF[g]	20,781	155,442
Proposed Total Wastewater Generation			GPD	*233,500*
Existing Wastewater to be Removed			GPD	*(61,855)*
Net Increase in Wastewater Generation			GPD	***171,645***

CF= cubic feet, GR= guest rooms, GPD= gallons per day, KGSF= 1,000 gross square feet.

NOTE: The average daily flow based on 100% of City of Los Angeles sewerage generation factors.

[a] Hotel units considered as "Hotel: Use Guest Rooms Only " for sewage generation purposes.

[b] Restaurant units considered "Restaurant: Full Service Indoor Seat" for sewage generation purposes.

[c] Health Club and Spa units considered "Health Spa/Club "for sewage generation purposes.

[d] Auto Parking units considered "Auto Parking " for sewage generation purposes.

[e] Meeting Room Addition units considered "Office Building " for sewage generation purposes.

[f] Pool generation calculated using provided pool dimensions with an assumed depth of 4.5 feet. Pool and spa total generation volumes are based on LASAN Sewage Generation Factors (and not evapotranspiration) to assess the potential impact on wastewater infrastructure of a full drainage of the water feature scenario.

[g] Pool and Spa Generation equals to 7.48 gal/1 CU. FT, per WWSI.

SOURCE: KPFF, Infrastructure Report, 2023. Appendix M-1.

Therefore, based on the results of the WWSI from LASAN, the existing City of Los Angeles sewer system is able to accommodate the total flow for the Project.

Additionally, a sewer capacity analysis was performed to determine the impact of the Project's anticipated sewage generation as shown in Table IV.M.2-3 above. The analysis impact of the Project's anticipated sewage generation were computed using FlowMaster

(refer to Exhibit 10 for Sewer Analysis Calculations in Appendix M-1 of this Draft EIR). The existing sewer gauging information from LASAN and the anticipated sewer analysis capacity is summarized in **Table IV.M.2-4**, *Estimated Existing Sewer Capacity* below, which shows the flow rates of each existing sewer line with the Project's wastewater generation compared to the design capacity of each line to determine if replacement lines would be required.

TABLE IV.M.2-4
ESTIMATED EXISTING SEWER CAPACITY ANALYSIS

Pipeline Diameter[a]	Pipe Location[b]	Gauging d/D[c] (%)	Existing[d] (mgd)	50% Design Capacity[e] (mgd)	75% Design Capacity[f] (mgd)	Existing Plus Project[g] (mgd)	d/D (%) with Project[h]
15	Lankershim Blvd. R/W	14	0.23	2.73	4.98	0.46	19.6
21	Lankershim Blvd.	21	0.83	4.31	7.87	1.06	23.2
18	Lankershim Blvd.	13	0.31	4.34	7.92	0.54	16.9
24	Lankershim Blvd. R/W	28	2.18	6.37	11.62	2.41	34.1
24	Lankershim Blvd. R/W	42	7.00	9.50	17.33	7.23	42.8
42	Vista St.	57	47.40	38.19	69.65	47.63	57.2
72	Martel Ave.	53	104.79	95.09	173.42	105.02	53.1
72	Martel Ave.	60	1277.77	950.95	1734.30	1278.00	60.0

mgd= million gallons per day.

[a] Pipe diameter size, per the Hilton Universal City Project – Request for WWSI. Refer to Exhibit 4

[b] Pipe location, per the Hilton Universal City Project – Request for WWSI. Refer to Exhibit 4.

[c] Current gauging d/D, per the Hilton Universal City Project – Request for WWSI. Refer to Exhibit 4

[d] Current discharge. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10.

[e] 50% Sewer Design Capacity, per the Hilton Universal City Project – Request for WWSI. Refer to Exhibit 4.

[f] 75% Sewer Design Capacity. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10.

[g] Sewer Capacity Discharge including Existing plus Project. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10.

[h] Sewer Capacity analysis d/D including Existing plus Project. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10.

SOURCE: KPFF, Utility Infrastructure Technical Report, 2023. Appendix M-1.

The City established design criteria for new sewer infrastructure to have peak dry weather flow not exceed one-half of the pipe diameter (d/D of 0.5 percent) per Special Order No SO 06-0691. The new onsite sewer lines would be designed to meet this requirement. However, for existing sewer infrastructure, based on the City's Sewer Design Manual Part

F 200 and SSMP, the trigger flow in a sanitary sewer is the quantity of flow that, once reached, would initiate the planning for a relief or new replacement sewer. Currently, this trigger flow is considered when the depth of flow reaches three-fourths of the pipe diameter, or a d/D of 75 percent. As depicted in Table IV.M.2-4, the Project combined with any existing flow remaining, does not trigger a need for sewer replacement or relief, as the d/D does not exceed 75 percent for the existing public 15-inch sewer main line, for which the existing plus Project estimated 0.46 mgd would not exceed the 75 percent design capacity of 4.98 mgd. Therefore, the existing sewer infrastructure has sufficient capacity to handle the Project's sewer generation and impacts to sewer infrastructure would be less than significant.

Per the WWSI, as is typical in the City, further detailed gauging and evaluation will be needed as part of the Project's permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for the Project's sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the HWRP, which has sufficient capacity for the Project. The HWRP is currently treating approximately 260 MGD and operating at approximately 57.8-percent of its capacity, which has available capacity of 190 mgd. From Table IV.M.2-3 above, the Project's proposed net wastewater generation is approximately 171,645 GPD, which is approximately 0.17 mgd. This is equal to less than 0.04 percent of the HWRP's capacity and 0.09 percent of the HWRP's available capacity where the Project's wastewater would be treated. Therefore, Project operational impacts to sewer infrastructure would be less than significant.

Based on the above, operation of the Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, impacts would be less than significant.

(2) Mitigation Measures

Project impacts with regard to wastewater treatment facilities would be less than significant. No mitigation measures are required.

(3) Level of Significance After Mitigation

Project impacts related to wastewater treatment facilities were determined to be less than significant. Therefore, no mitigation measures are required.

Threshold b) ***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?***

(1) Impact Analysis

As discussed under Threshold (a), based on the short-term, limited, and temporary nature of the construction activities as well as operational wastewater generation that would below the 75 percent design capacity of the existing sewer lines in the Project vicinity, the Project would not constrain existing and projected wastewater treatment and infrastructure capacity. In addition, the Project would obtain approval from LASAN to discharge the Project's proposed wastewater flows to the existing sewer systems and would comply with relevant design requirements, and applicable plumbing and sanitation requirements. The Project also includes water conservation measures (see WS-PDF-1) that would reduce wastewater generation including flow rate limits on plumbing features, specifications on landscaping and irrigation, and leak detection and filters for the pools. The Project's net increase in wastewater generation of 0.17 mgd represents approximately 0.04 percent of the HWRP's capacity of 450 mgd and 0.09 percent of the current available capacity of the HWRP where the Project's wastewater would be treated. The WWSI included in Appendix M-1 of this Draft EIR confirms the HWRP has capacity to serve the Project based on the estimated 0.09 percent of available capacity that would be added. **Therefore, the wastewater treatment provider for the Project has confirmed that it has adequate capacity to serve the Project's projected demand in addition to their existing commitments, and impacts would be less than significant.**

(2) Mitigation Measures

Project impacts related to wastewater treatment capacity would be less than significant. No mitigation measures are required.

(3) Level of Significance After Mitigation

Project impacts related to wastewater treatment capacity were determined to be less than significant without mitigation. Therefore, no mitigation measures are required or included, and the impact level remains less than significant.

e) Cumulative Impacts

(1) Impact Analysis

The geographic context for the cumulative impact analyses on wastewater infrastructure is the vicinity of the Project Site and the Hyperion Service Area, respectively. Chapter III, *Environmental Setting*, of this Draft EIR, identifies fifteen related projects, fourteen of which are in the City and one of which is in the County of Los Angeles. All 15 related projects are served by LASAN and are located within the Hyperion Service Area.

As described above under Thresholds (a) and (b), the Project would result in a net increase in wastewater generation and development of the Project in conjunction with the related projects would result in an increase in demand for sanitary sewer service by LASAN due to the development of new land uses that would generate wastewater within the Hyperion Service Area. The analysis provided in Threshold (a) above shows LASAN's

existing and planned capacity has adequate capacity to serve the Project. Similar to the Project, related projects connecting to the same sewer system would be required to obtain a sewer connection permit and submit a SCAR to the Bureau of Sanitation as part of the related project's development review. Impact determinations for each related project would be provided following the completion of the SCAR analysis. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the related project and LASAN to construct the necessary improvements.

Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the HWRP. Based on information from LASAN, the existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (mgd) and the existing average daily flow for the system is approximately 260 mgd.[20] The estimated wastewater generation of the Project is approximately 0.08 percent of the average daily wastewater flow for the HWRP. It is expected that the related projects would also be required to adhere to the LASAN's annual wastewater flow increase allotment.

In addition to the public sewer lines, analyzed in Table IV.M.2-4 above in Threshold (a), the Project would connect to the existing private 10-inch sewer line on the south side of the Project Site, which currently receives flow from the existing Hotel (and will continue to) and flows southerly into the existing private 12-inch sewer line that flows westerly to the existing City 15-inch sewer main on Lankershim Boulevard. The existing private 12-inch sewer also receives flow from another private 12-inch sewer line from the neighboring NBCU property. A sewer capacity analysis was performed to determine the impact of the Project's and NBCU's current and future (the full NBCU Evolution Plan [Related Project No. 1] buildout scenario combined with Project growth) anticipated sewage generation and capacity (see Exhibit 10 for these Sewer Analysis Calculations). The existing sewer gauging information from LASAN and the anticipated sewer capacity analysis for the Project and NBCU is summarized in **Table IV.M.2-5**, *Estimated Existing Sewer Capacity Analysis (Project plus NBC Universal Evolution Plan [Related Project No. 1])*, below. To provide a conservative analysis, a full NBC Universal Evolution Plan buildout was assumed.

As depicted in Table IV.M.2-5 above, the Project's plus NBCU's buildout, combined with any existing flow remaining, does not trigger a need for sewer replacement or relief, as the d/D does not exceed 75 percent for the private 10-inch and 12-inch sewer lines, nor the existing public 15-inch sewer main line. The Project with full NBCU buildout would result in 0.29 mgd for the 10-inch sewer line that is below the 75 percent design capacity of 7.45 mgd. The Project with full NBCU buildout would also result in 2.86 mgd for the 12-inch line which is below the 75 design capacity of 4.69 mgd. As shown in Table IV.M.2-5, the same is true for the Project and NBCU estimated sewer generation for all public sewer lines. Therefore, the existing sewer infrastructure has sufficient capacity to handle the Project's and NBCU's current and future sewer generation.

[20] City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer System Management Plan Hyperion Sanitary Sewer System, January 2019.

TABLE IV.M.2-5
ESTIMATED EXISTING SEWER CAPACITY ANALYSIS
(PROJECT PLUS NBC UNIVERSAL EVOLUTION PLAN [RELATED PROJECT NO.1])

Pipe Diameter[a] (inches)	Pipe Location[b]	Current Gauging d/D[c] (%)	Existing[d] (mgd)	50% Design Capacity[e] (mgd)	75% Design Capacity[f] (mgd)	Existing Plus Project + NBCU[g] (mgd)	d/D (%) with Project + NBCU[h]
10	South of Project Site flowing southerly[i]	8.8	0.13	4.09	7.45	0.29	12.9
12	South of Project Site flowing westerly[j]	30.5	1.04	2.57	4.69	2.86	53.2
15	Lankershim Blvd R/W	14	0.23	2.73	4.98	2.12	48.2
21	Lankershim Blvd.	21	0.83	4.31	7.87	2.72	38.6
18	Lankershim Blvd.	13	0.31	4.34	7.92	2.20	34.3
24	Lankershim Blvd R/W	28	2.18	6.37	11.62	4.07	38.9
24	Lankershim Blvd R/W	42	7.00	9.50	17.33	8.89	48.1
42	Vista St.	57	47.4	38.19	69.65	49.29	58.5
72	Martel Ave.	53	104.79	95.09	173.42	106.68	53.6
72	Martel Ave.	60	1277.77	950.95	1734.3	1279.66	60.1

mgd = million gallons per day.

[a] Pipe diameter size, per the Hilton Universal City Project – Request for WWSI. Refer to Exhibit 4.

[b] Pipe location, per the Hilton Universal City Project – Request for WWSI. Refer to Exhibit 4.

[c] Current gauging d/D, per the Hilton Universal City Project – Request for WWSI. Refer to Exhibit 4

[d] Current discharge. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10.

[e] 50% Sewer Design Capacity, per the Hilton Universal City Project – Request for WWSI. Refer to Exhibit 4.

[f] 75% Sewer Design Capacity. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10.

[g] Sewer Capacity Discharge including Existing plus Project and the NBCU cumulative project total average wastewater generation for Lankershim Boulevard per the 2010 NBC Universal Evolution Plan, Appendix N-2 Wastewater Report, Table 3. Refer to Exhibit 12. The Project's proposed wastewater generation is approximately 0.23 mgd and the NBCU's proposed wastewater generation is approximately 1.66 mgd. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10.

[h] Sewer Capacity analysis d/D including Existing plus Project and the NBCU cumulative project total average wastewater generation for Lankershim Boulevard per the 2010 NBC Universal Evolution Plan, Appendix N-2 Wastewater Report, Table 3. Refer to Exhibit 12. The Project's proposed wastewater generation is approximately 0.23 mgd and the NBCU's proposed wastewater generation is approximately 1.66 mgd. Sewer Analysis Calculations per software FlowMaster. Refer to Exhibit 10. BOE Special Order No. SO 06-0691 requires that proposed sewer lines be designed so that the peak dry weather flow depth during their planning period does not exceed one-half of the pipe diameter (d/D = 50%) for sewers less than 18 inches. The City SSMP establishes a standard d/D of 0.75 (d/D = 75%) or greater for identifying existing sewers in need of replacement or relief.

[i] There is no anticipated proposed wastewater generation from NBCU. The estimated total existing wastewater generation to remain is 0.069 MGD plus the net total increase wastewater generation for the Project of 0.17 MGD, for the 10-inch sewer line. Estimated pipe slope of 33.3%.

[j] The estimated total existing wastewater generation to remain is 0.069 MGD plus the net total increase wastewater generation for the Project of 0.17 mgd and net total increase wastewater generation for NBCU of 1.66 mgd per the 2010 NBC Universal Evolution Plan, Appendix N-2 Wastewater Report, Table 3. Refer to Exhibit 12, for the 12-inch sewer line. Estimated pipe slope of 5.0%.

SOURCE: KPFF, Utility Infrastructure Technical Report, 2023. Appendix M-1.

As shown in **Table IV.M.2-6,** *Estimated Cumulative Wastewater Generation for Related Projects 2 Through 15*, the estimated average wastewater dry weather flow generation associated with Related Projects 2 through 5 is up to 128,439 GPD or approximately 0.13 mgd. As indicated in Table IV.M.2-5 above, Related Project No. 1 (NBC Universal Evolution Plan) would result in an increase of 1.66 mgd. The Project would contribute an additional 171,645 GPD of wastewater, or 0.17 mgd of wastewater dry weather flow. The estimated generation for the Project and the related projects would result in a combined total of approximately 1.96 mgd of average wastewater dry weather flow. This represents approximately 0.36 percent of the Hyperion Service Area's design capacity of 550 mgd. These estimates do not account for reductions in wastewater generation that would occur with implementation of conservation measures for the related projects or the Project.

Based on these forecasts, the Project's and related projects' increase in wastewater generation would be adequately accommodated within the Hyperion Service Area. Therefore, Project impacts on the wastewater treatment system would not be cumulatively considerable, and cumulative impacts would be less than significant.

TABLE IV.M.2-6
ESTIMATED CUMULATIVE WASTEWATER GENERATION
FOR RELATED PROJECTS 2 THROUGH 15

Land Uses	Quantity	Water Factor	Estimated Water Demand (GPD)[a]
Multi-Family Residential	796 du	150 GPD/du[b]	119,400
Single-Family Residential	(9 du)	185 GPD/du[c]	(1,665)
Affordable Housing	23 du	150 GPD/du[d]	3,450
Assisted Living[e]	(58 beds)	70 GPD/bed	(4,060)
Other Commercial/Retail	21.55 ksf	50 GPD/ksf	1,078
Car Wash	1.10 ksf	Actual[f]	3,500
Office[g]	(29.20) ksf	170 GPD/ksf	(4,964)
Restaurant[h]	6.37 ksf/25 seats[i]	30/seat	750
Hotel	165 rooms	120 GPD/room	19,800
Supermarket[l]	53.26 ksf	50 GPD/ksf	2,663
Convenience Store[m]	2.56 ksf	25 GPD/ksf	64
Health/Fitness Club	(17.81 ksf)	650 GPD/ksf	(11,577)
		Subtotal Related Projects	**128,439**
		Project Subtotal	**171,645**
	Related Projects + Project Water Demand Total		***300,084***

TABLE IV.M.2-6
ESTIMATED CUMULATIVE WASTEWATER GENERATION
FOR RELATED PROJECTS 2 THROUGH 15

Land Uses	Quantity	Water Factor	Estimated Water Demand (GPD)[a]

ksf = thousand square feet; du = dwelling units; GPD = gallons per day; afy = acre-feet per year. 1 afy = 892.75 GPD.

NOTE: parenthesis indicate removal of a use and subtraction of the water demand.

[a] Totals may not add up due to rounding.

[b] All multi-family residential units assume an average of 2 bedrooms per unit and, as such, uses the consumption factor for a 2-bedroom unit.

[c] Single family residential units assume an average of 3 bedrooms per unit.

[d] LASAN does not include a separate generation factor for affordable housing, as such, the same generation factor applied to multi-family residential is applied.

[e] Assisted Living uses Rest Home factor.

[f] Car Wash assumes 35 gallons of water used per vehicle and approximately 100 cars per day.

[g] Office uses the Office Building with Cooling Tower factor.

[h] Assumes full service indoor seating restaurant factor.

[i] Restaurant area assumes 60% of the area is used for patron seating, and 15sf per seat, for a total of approximately 25 seats.

[j] Assumes regular use indoor filing areas factor.

[k] Entertainment uses the Commercial Use factor.

[l] Supermarket uses the Retail (greater than 100,000 sf) factor.

[m] Convenience Store uses the Retail (less than 100,000 sf) factor.

SOURCE: ESA, 2023; City of Los Angeles Department of Public Works Bureau of Sanitation and Department of Water and Power. 2012. *Water Integrated Resources Plan 5-Year Review FINAL Documents*. June 2012.

(2) Mitigation Measures

Cumulative impacts with regard to wastewater would be less than significant. Therefore, no mitigation measure are required.

(3) Level of Significance After Mitigation

Cumulative impacts related to wastewater were determined to be less than significant without mitigation. Therefore, no mitigation measures are required or included, and the impact level remains less than significant.

V. Alternatives

1. Introduction

Under California Environmental Quality Act (CEQA), and as indicated in California Public Resources Code (PRC) Section 21002.1(a), the identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process and is required to ensure the consideration of ways to mitigate or avoid the significant environmental effects of a project. Specifically, PRC Section 21001 states, in part, that the environmental review process is intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives which will avoid or substantially lessen such significant effects.

Guidance regarding the definition of project alternatives is provided in the CEQA Guidelines Section 15126.6(a) as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. An EIR is not required to consider alternatives which are infeasible.*

The CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the project, "even if these alternatives would impede to some degree the attainment of the Project Objectives, or would be more costly."[1] The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed.[2]

In selecting project alternatives for analysis, potential alternatives should be feasible. The CEQA Guidelines Section 15126.6(f)(1) explains that:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent*

1 CEQA Guidelines Section 15126.6(b).

2 CEQA Guidelines Section 15126.6(f).

can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).

The CEQA Guidelines require the analysis of a "no Project" alternative and, depending on the circumstances, evaluation of alternative location(s) for the Project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. In general, the environmentally superior alternative is the alternative with the least adverse impacts on the environment. If the environmentally superior alternative is the "no Project" alternative, the EIR shall also identify another environmentally superior alternative among the other alternatives.[3]

Section 15126.6(d) of the CEQA Guidelines states that alternatives analysis need not be presented to the same level of detail as the assessment of the Project. Rather, the EIR is required to provide sufficient information to allow meaningful evaluation, analysis and comparison with the Project. If an alternative would cause one or more significant impacts in addition to those of the Project, analysis of those impacts is to be discussed, but in less detail than for the Project.

2. Overview of Selected Alternatives

As stated above, according to the CEQA Guidelines Section 15126.6(a), the intent of the alternatives analysis is to determine if there are feasible alternatives that would avoid or substantially reduce the significant impacts of a project. Based on the analysis in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR, implementation of the Project would result in significant construction impacts that cannot be feasibly mitigated with regard to on-site construction noise (Project-level and cumulative impacts under Noise Threshold (a) and off-site construction traffic noise (cumulative impacts under Noise Threshold (a)). With implementation of Mitigation Measure AQ-MM-1, short-term construction NO_X emissions would be reduced to below the regional emission significance threshold for NO_X. With implementation of Mitigation Measure BIO-MM-1, potentially significant impacts on special-status wildlife species (roosting bats) would be reduced to a less-than-significant level. With implementation of Mitigation Measures PALEO-MM-1 to PALEO-MM-3, potentially significant impacts to paleontological resources would be reduced to a less-than-significant level. The Project would not result in any significant operational impacts. Implementation of the Project would also result in significant cumulative impacts that cannot be feasibly mitigated with regard to construction noise associated with off-site construction truck traffic and cumulative noise impacts on the Sheraton Hotel. With implementation of Mitigation Measure AQ-MM-1, cumulative construction impacts for regional construction emissions would be less than significant with mitigation; with implementation of the City's standard condition of approval, or mitigation measures, if required for related projects, cumulative impacts on archaeological resources associated with related projects and the Project would be less-than-significant. Cumulative impacts

[3] CEQA Guidelines Section 15126.6(e)(2).

related to paleontological resources would be less than significant with implementation of Mitigation Measures PALEO-MM-1 to PALEO-MM-3.

The following alternatives to the Project have been selected to inform evaluation of the Project in light of the significant environmental impacts of the Project, the objectives established for the Project (listed above) and the feasibility of the alternatives considered.

- **Alternative 1 – No Project/No Build Alternative:** In accordance with CEQA Guidelines Section 15126.6(e), the No Project/No Build Alternative for a development project on an identifiable property would be the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "in certain instances, the No Project/No Build Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for purposes of this analysis, the No Project/No Build Alternative (Alternative 1) assumes that the Existing Hotel Building would continue in operation at the Project Site as under existing conditions and the Project would not be developed.
- **Alternative 2 – New Parking Garage Alternative:** The purpose of Alternative 2 is to reduce the Project's excavation volumes and, thus, reduce the Project's significant and unavoidable construction-related noise and vibration impacts associated with excavation, grading, and foundation work for the parking garage expansion. As with the Project, Alternative 2 would require the reconfiguration of the existing circulation and North and South Plazas. However, the existing parking garage would be maintained as is. Alternative 2 would eliminate the Project's expansion of the existing parking garage; reduce the Project's 464 new parking spaces to 360 new spaces, a reduction of approximately 22 percent; and locate all of the new parking in a new three-story parking garage structure over the North Plaza. The total soil export would be reduced from 87,000 cubic yards (CY) to 39,300 CY. Alternative 2 would provide the same square footage and building heights for the Hotel Expansion Building and Meeting Room Addition and LAMC calculated floor area (299,088 square feet) as the Project. The configuration of the circulation for guest arrival would be similar to the Project. As with the Project, Alternative 2 would provide the same restaurant, spa, lounge, and pool uses (indoor and outdoor spaces). The new parking garage structure would reduce the proposed landscaping.
- **Alternative 3 – Office Use Alternative:** Alternative 3 would retain the Project Site's existing hotel use. The southern portion of the Project Site would not be redeveloped with the Hotel Expansion Building and Meeting Room Addition, and the Existing Outdoor Pool Area would be maintained in its current condition. However, an approximately 105,000-square-foot, 8-story office building would be developed on the southern portion of the Project Site adjacent to the Existing Outdoor Pool Area. Total new floor area under Alternative 3 would be 105,000 square feet. In addition, the existing parking garage would remain the same as under existing conditions, and all new parking for the office building would be surface level. As such, Alternative 3 would reduce the Project's significant and unavoidable construction noise and vibration impacts by reducing excavation,

grading, and foundation work, which would in turn reduce the overall amount of building construction and shorten the total construction duration. Parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. Alternative 3 would reduce the Project's 2.2:1 FAR to 1.6:1. Alternative 3 would reduce the Project's total soil export from 87,000 CY to 17,800 CY.

These three Alternatives are summarized and compared to the Project in **Table V-1**, *Overview of the Project Alternatives*. In Table V-1, the "post-development" totals include the Project combined with the existing on-site hotel facilities. However, only the proposed new development is considered in the evaluation of Project impacts throughout all of Chapter IV, *Environmental Impact Analysis*, of this Draft EIR, and in the evaluation of the Alternatives' impacts below.

TABLE V-1
OVERVIEW OF THE ANALYZED ALTERNATIVES

Component	Project	Alternative 1: No Project/ No Build	Alternative 2	Alternative 3
Proposed new building height (stories and feet)	18 stories, 222 ft	0 stories/0 ft	18 stories, 222 ft (Hotel); 3 stories, 38 ft (Parking Garage)	8 stories, 158 ft
Proposed New Hotel Guest Rooms	395 rms	0 rms	395 rms	0 rms
New meeting rooms/spa/dining floor area	28,219 sf	0 sf	28,219 sf	0 sf
New pool area	11,400 sf	0 sf	11,400 sf	0 sf
New Office Floor Area	0 sf	0 sf	0 sf	105,000 sf
Total New Floor Area	299,088 sf	0 sf	299,088 sf	105,000 sf
Project Site FAR	2.2:1	1.3:1	2.2:1	1.6:1
New Landscaping	31,240 sf	0 sf	31,115 sf	33,240 sf
New Parking	464	0 spaces	360	215
Excavated Materials for Export	87,000 CY	0 CY	39,300 CY	17,800 CY

CY = cubic yards, sf = square feet, rms= rooms
SOURCE: ESA, 2023.

3. Alternatives Considered and Rejected as Infeasible

CEQA Guidelines Section 15126.6(c) recommends that an EIR identify alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, the following factors may be used to eliminate alternatives from detailed consideration: the alternative's failure to meet most of the basic Project Objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts, such as the Project's significant and unavoidable construction noise impacts. Alternatives that have been considered and rejected as infeasible are discussed below.

a) Alternative Off-Site Locations

CEQA Guidelines Section 15126.6(f)(2) provides guidance regarding consideration of one or more alternative location(s) for a project, stating that putting the project in another location should be considered if doing so would allow significant effects of the project to be avoided or substantially lessened; and if no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion.

Development of an alternative site would not be consistent with the Project's purpose and objectives and would further be infeasible for a number of additional reasons. The Project's underlying purpose and primary objective is to expand and upgrade the existing Hilton Universal City Hotel to maintain its position as a hub for regional commerce with convenient access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist entertainment destinations. The Project would implement a number of City and SCAG policies, aimed at infill development within TPAs and increasing employment in proximity to major transit facilities. Further, the Project Site is located adjacent to other existing high-rise hotel buildings and would be compatible with the height and massing of the surrounding area while preserving view corridors to the Hollywood Hills. In addition, the Project Site's proximity to entertainment destinations, providing pedestrian access to Universal Studios Hollywood and similar attractions is key to achieving the Project's main purpose. No equivalent alternative site exists, which renders an alternative project site location infeasible.

Moreover, the Project's construction-related significant and unavoidable noise and vibration impacts are characteristic of infill development in urbanized areas within the Universal City community and elsewhere in the Los Angeles area, particularly those areas identified as transit-oriented districts suitable for high-rise hotels. Additionally, it is possible that development of the Project at an alternative site could potentially be closer to sensitive uses and thus may produce other environmental impacts that would otherwise not occur at the current Project Site or result in greater environmental impacts when compared to the Project. As such, the Project's construction-related significant and unavoidable noise and vibration impacts, including cumulative impacts, would be similar at an alternative site to the Project and would also likely be significant and unavoidable.

The Project Site's location adjacent to the Hollywood Freeway and Universal Studios Hollywood provides for fewer sensitive receptors and greater ambient noise levels than may be expected at alternative sites. Similar impacts would be expected at alternative sites, and alternative sites could have site-specific conditions resulting in still greater impacts on sensitive receptors. Thus, in accordance with CEQA Guidelines Section 15126.6(f), this alternative was rejected from further consideration.

b) Existing Zoning Compliant Alternative

Development of the Project would require a Vesting Zone Change for the portions of the Project Site from PB and RE15 to allow for a uniform C2 zone for the entire Project. Development of an alternative that is compliant with the Project Site's existing zoning would eliminate the need for the Vesting Zone Change. However, the boundaries of the existing C2 zoning on the Project Site that would allow for commercial development, outline the Existing Hotel Building, including the Existing Outdoor Pool Area, the existing North and South Plazas, and the existing circulation on the Project Site. In order to comply with the Project Site's existing zoning, only parking would be permitted to be developed in the PB area and only hillside residential would be permitted to be developed in the RE15 area. Neither additional parking nor residential land uses would meet the Project's purpose or objectives, and there is no room within the existing C2 zone to accommodate infill development. Additionally, it is possible that development of the Project at an alternative zoning compliant site could potentially be closer to sensitive uses and thus may produce other environmental impacts that would otherwise not occur at the current Project Site or result in greater environmental impacts when compared to the Project. As such, the Project's construction-related significant and unavoidable noise and vibration impacts, including cumulative impacts, would be similar at an alternative site to the Project and would also likely be significant and unavoidable. Therefore, in accordance with CEQA Guidelines Section 15126.6(f), an existing zoning compliant alternative was rejected from further consideration.

4. Alternatives Analysis Format

In accordance with State CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Furthermore, each alternative is evaluated to determine whether the Project Objectives, identified in Chapter II, *Project Description*, of this Draft EIR, would be substantially attained by the alternative. The evaluation of each of the alternatives follows the process described below:

- A description of the alternative.
- The net environmental impacts of the alternative are determined for each environmental issue area analyzed in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR, assuming that the alternative would implement the same project design features and mitigation measures identified in each section within that

chapter. Where appropriate, the evaluation is divided between temporary impacts that would occur during the Project's construction phase, and impacts that would occur during the Project's operational phase.

- Post-mitigation and non-significant environmental impacts of the alternative and the project are compared for each environmental topic area. Where the impact of the alternative would be clearly less than the impact of the Project, the comparative impact is said to be "less." Where the alternative's net impact would clearly be more than the Project, the comparative impact is said to be "greater." Where the impacts of the alternative and Project would be roughly equivalent, the comparative impact is said to be "similar." The evaluation also documents whether compared to the Project an impact would be entirely avoided, whether a significant impact could be reduced to a less than significant level, or whether a significant unavoidable impact would be feasible to mitigate to a less than significant level.
- The comparative analysis of the impacts is followed by a general discussion of the extent to which the underlying purpose and Project Objectives are feasibly and substantially attained by the alternative.

A summary matrix that compares the impacts associated with the Project with the impacts of each of the analyzed Alternatives is provided in **Table V-2** on page V-8. Pursuant to CEQA Guidelines Section 15126.6(e)(2) an "Environmentally Superior Alternative" is identified.

TABLE V-2
COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES AND THE PROJECT

Environmental Impact/Phase	Project	Alternative 1: No Project/ No Build	Alternative 2: Surface Parking	Alternative 3: Office Use
Air Quality				
Consistency or Conflict with Air Quality Management Plan				
Construction	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)
Operation	Less than Significant with Mitigation	Less (No Impact)	Similar (Less than Significant with Mitigation)	Less (Less than Significant)
Cumulative Increase of Criteria Pollutants				
Construction	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)
Exposure of Sensitive Receptors to Pollutant Concentrations - Localized Emissions				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)
Exposure of Sensitive Receptors to Pollutant Concentrations - Carbon Monoxide Hotspots	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)

TABLE V-2
COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES AND THE PROJECT

Environmental Impact/Phase	Project	Alternative 1: No Project/ No Build	Alternative 2: Surface Parking	Alternative 3: Office Use
Exposure of Sensitive Receptors to Pollutant Concentrations - Toxic Air Contaminants				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)
Biological Resources				
Candidate, Sensitive, or Special-Status Species	Less than Significant with Mitigation	Less (No Impact)	Similar (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)
Wildlife Movement and Corridors or Wildlife Nursery Sites	Less than Significant with Mitigation	Less (No Impact)	Similar (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)
Conflict with Policies or Ordinances	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)
Cultural Resources				
Historical Resources	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)
Archaeological Resources	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Energy				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)

TABLE V-2
COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES AND THE PROJECT

Environmental Impact/Phase	Project	Alternative 1: No Project/ No Build	Alternative 2: Surface Parking	Alternative 3: Office Use
Geology and Soils				
Geologic, Seismic, and Soil Hazards	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)
Paleontological Resources	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)
Greenhouse Gas Emissions				
GHG Emissions/Consistency with Plans	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Hydrology and Water Quality				
Water Quality Standards				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Greater (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Alteration of Existing Drainage Patterns				
Construction	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)
Conflict with a Water Quality Plan or Sustainable Groundwater Management Plan	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)

TABLE V-2
COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES AND THE PROJECT

Environmental Impact/Phase	Project	Alternative 1: No Project/ No Build	Alternative 2: Surface Parking	Alternative 3: Office Use
Land Use and Planning				
Plan Consistency	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)
Noise				
Noise				
Construction	Significant and Unavoidable with Mitigation	Less (No Impact)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)
Vibration				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)
Public Services				
Fire Protection				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)

TABLE V-2
COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES AND THE PROJECT

Environmental Impact/Phase	Project	Alternative 1: No Project/ No Build	Alternative 2: Surface Parking	Alternative 3: Office Use
Police Protection				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)
Transportation				
Conflict with Programs, Plans, Ordinances or Policies Addressing the Circulation System, Transit, Roadways, Bicycle and Pedestrian Facilities	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)
Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)
Geometric Design Hazards	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)
Tribal Cultural Resources				
Tribal Cultural Resources Impacts	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Utilities and Service Systems				
Water Supply				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)

TABLE V-2
COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES AND THE PROJECT

Environmental Impact/Phase	Project	Alternative 1: No Project/ No Build	Alternative 2: Surface Parking	Alternative 3: Office Use
Wastewater				
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)

5. Project Objectives

Chapter II, *Project Description*, of this Draft EIR sets forth the Project Objectives defined by the Applicant and the Lead Agency. Section 15124(b) of the CEQA Guidelines states that a project description shall contain "a statement of the objectives sought by the proposed project," and further states that "the statement of objectives should include the underlying purpose of the project."

The underlying purpose of the Project is to expand and upgrade the existing Hilton Universal City Hotel to maintain its competitive position as a hub for regional commerce with convenient visitor access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist and entertainment destinations. The Project's specific objectives are as follows:

1. Expand hotel capacity and local employment opportunity through infill development on a parcel located within close proximity to tourist destinations, entertainment-related uses, and transit centers, thereby promoting local, regional, and state land use and mobility objectives, enabling visitors to use alternate modes of transportation (e.g., walking, bicycling, transit), and reducing vehicle miles traveled.
2. Maximize the usefulness of the Project Site by redeveloping underutilized portions of the property and upgrading other areas of the Project Site with an economically viable designed project with comprehensive ground-level landscape and entry upgrades and a new hotel building with guestrooms, spa and meeting rooms, and restaurants to support anticipated market demand.
3. Preserve views to and from the Hollywood Hills by developing a hotel building that is compatible with the height and massing of nearby high-rise buildings while aligning the building in a way that preserves existing view corridors from public viewing areas.
4. Provide efficient and convenient site access for all modes of transportation, and enhance pedestrian circulation and bicycle amenities.
5. Strengthen the economic vitality of the local area by expanding employment opportunities and visitor-serving uses through construction and operation of an infill project within a TPA on a site that is served by existing infrastructure and would generate additional annual tax revenues to the City, including sales taxes and transient occupancy taxes.
6. Support the City's commitment to green building design, conservation, recycling, and sustainability through sustainable design and construction that promotes resource conservation, including waste reduction, efficient water management techniques, and conservation of energy.

6. Alternatives Analysis

a) Alternative 1: No Project/No Build Alternative

(1) Description of the Alternative

In accordance with the CEQA Guidelines, Alternative 1, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "in certain instances, the No Project/No Build Alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for the purpose of this analysis, Alternative 1 assumes that no new development associated with the Project would occur within the Project Site. The Existing Hotel Building would remain as under the existing uses and condition.

(2) Environmental Impacts

(a) Air Quality

(i) Consistency with Air Quality Management Plan

(a) Construction

Alternative 1 would not involve any new construction or generate any new pollutants that would exceed South Coast Air Quality Management District (SCAQMD) or California Air Resources Board (CARB) standards since no new development would be developed. As such, the No Project/No Build Alternative would have no impact with respect to emissions or other criteria and SCAQMD's Air Quality Management Plan (AQMP) standards. Therefore, construction-related impacts related to conflict or obstruction of the implementation of the AQMP would not occur under Alternative 1. With implementation of Mitigation Measures AQ-MM-1 (Construction Equipment Features) to reduce construction emissions of NOx, the Project would not conflict with or obstruct the implementation of the AQMP. Thus, since implementation of a mitigation measure is required for the Project but not this Alternative, impacts related to conflict or obstruction of the implementation of the AQMP during construction under Alternative 1 would be less when compared to the Project's less than significant impact (after mitigation).

(b) Operation

Alternative 1 would not involve any new or additional uses or occupation of the Project Site compared to existing conditions. As such, no new operational emissions would be generated relative to existing conditions and Alternative 1 would have no impact with respect to emissions or other criteria and SCAQMD's AQMP standards. Therefore, operational-related impacts related to conflict or obstruction of the implementation of the AQMP would not occur under Alternative 1. The Project would implement TRAF-PDF-1 (TDM Program) which would result in a 19.5 percent reduction in overall VMT for the Project and resultant pollutant emissions. With this Project Design Feature, the Project

would not conflict with or obstruct the implementation of the AQMP. Thus, since the Project would require implementation of a TDM Program that would not be required for this Alternative, impacts related to conflict or obstruction of the implementation of the AQMP during operational under Alternative 1 would be less when compared to the Project's less than significant impact (with TDM Program).

(ii) Cumulatively Considerable Increase in Criteria Pollutants

(a) Construction

Alternative 1 would not involve any new construction or generate any new criteria pollutant emissions since no new construction activities would be proposed. As such, Alternative 1 would have no impact regarding a cumulatively considerable increase in criteria pollutant emissions. With implementation of Mitigation Measure AQ-MM-1 (Construction Equipment Features) to reduce construction emissions of NOx to below the regional emission significance threshold, the Project would not result in a cumulatively considerable increase in nonattainment criteria pollutants. Thus, since the Project would require implementation of a mitigation measure that is not required for this Alternative, impacts related to a cumulatively considerable increase in nonattainment criteria pollutants during construction under Alternative 1 would be less when compared to the Project's less than significant impact (after mitigation).

(b) Operation

Alternative 1 would not involve any new or additional occupancy or use of the Project Site compared to existing conditions. As such, no new operational emissions would be generated relative to existing conditions and Alternative 1 would have no impact regarding a cumulatively considerable increase in criteria pollutant emissions. Operation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant and impacts would be less than significant. Thus, since this Alternative would generate no new emissions, impacts related to a cumulatively considerable increase in nonattainment criteria pollutants during operation under Alternative 1 would be less when compared to the Project's less than significant impact.

(iii) Exposure of Sensitive Receptors to Pollutant Concentrations – Localized Emissions

(a) Construction

Alternative 1 would not involve any new construction or generate any new localized construction emissions since no new construction activities would be proposed. As such, Alternative 1 would have no impact relative to the generation of localized emissions. Construction of the Project would generate localized emissions but would not exceed the significance thresholds. As a result, construction of the Project would not expose sensitive receptors to substantial pollutant concentrations and would result in less than significant impacts. Thus, since this Alternative would not generate any new emissions, impacts

related to exposure of sensitive receptors to substantial pollutant concentrations during construction under Alternative 1 would be less when compared to the Project's less than significant impact.

(b) Operation

Alternative 1 would not involve any new or additional occupancy or use of the Project Site compared to existing conditions. As such, Alternative 1 would result in no new operational localized emissions and no impacts to sensitive receptors. Operation of the Project would generate localized emissions but would not exceed the significance thresholds. As a result, operation of the Project would not expose sensitive receptors to substantial pollutant concentrations and would result in less than significant impacts. Thus, since this Alternative would generate no new emissions, impacts related to exposure of sensitive receptors to substantial pollutant concentrations during operation under Alternative 1 would be less when compared to the Project's less than significant impact.

(iv) Carbon Monoxide Hotspots

Alternative 1 would not involve any new or additional occupancy or use of the Project Site compared to existing conditions. As such, Alternative 1 would not generate any new vehicle trips compared to existing conditions and would not cause or contribute to CO hotspots. Thus, no CO hotspot impacts would occur. The Project would generate new vehicle trips but would result in less than significant impacts regarding CO hotspots. Thus, since this Alternative would generate no new vehicle trips, impacts related to exposure of sensitive receptors to substantial pollutant concentrations during operation under Alternative 1 would be less when compared to the Project's less than significant impact.

(v) Toxic Air Contaminants

(a) Construction

Alternative 1 would not involve any new construction or demolition activity. As such, Alternative 1 would not generate construction-related toxic air contaminants (TACs) emissions and would result in no impacts associated with construction TAC emissions. The Project would generate construction TAC emissions and would implement Mitigation Measure AQ-MM-1 (Construction Equipment Features) to reduce construction-related NOx emissions, which would have co-benefits of reducing TAC emissions. With mitigation, construction of the Project would result in less than significant impacts. Thus, since implementation of a mitigation measure is needed for the Project but not for this Alternative, impacts related to exposure of sensitive receptors to substantial pollutant concentrations during construction under Alternative 1 would be less when compared to the Project's less than significant impact (after mitigation).

(b) Operation

Alternative 1 would not involve any new or additional occupancy or use of the Project Site compared to existing conditions. Under Alternative 1, the Existing Hotel Building would continue in operation and would not generate any new operational TAC emissions.

Operation of the Project would generate only minor amounts of diesel emissions from mobile sources, such as delivery trucks and from other sources such as hotel cleaning products, charbroilers, and emergency generators. Project impacts regarding operational TAC emissions would be less than significant. Thus, since there would be no new TAC emissions under this Alternative, impacts related to exposure of sensitive receptors to substantial pollutant concentrations during operation under Alternative 1 would be less when compared to the Project's less than significant impact.

(b) Biological Resources

(i) Candidate, Sensitive, or Special-Status Species

Alternative 1 would not require ground disturbance, tree removal, or habitat disturbance that would directly or indirectly impact candidate, sensitive, or special-status species. The Project would implement Mitigation Measure BIO-MM-1 (Special-Status Bat Species). With mitigation, construction of the Project would result in less than significant impacts. Thus, because there would be no ground disturbance, tree removal, or habitat disturbance that would directly or indirectly impact candidate, sensitive, or special-status species, impacts related to special-status species under Alternative 1 would be less when compared to the Project's less than significant impact (after mitigation).

(ii) Wildlife Movement and Corridors or Wildlife Nursery Sites

Alternative 1 would not result in any construction or new uses on the Project Site that would impact wildlife movement or corridors. The Project Site is in an urbanized area and the Project would not result in changes during construction or operation that would impact movement of native wildlife species. The Project would result in a less than significant impact. Thus, because there would be no impact to wildlife movement or corridors, impacts related to wildlife movement under Alternative 1 would be less when compared to the Project's less than significant impact.

Alternative 1 would not result in any construction or new uses on the Project Site that would impact wildlife nursery sites. The Project Site contains palms that provide roosting habitat for special-status bat species and other trees and vegetation that provide nesting habitat for birds. The Project would implement Mitigation Measure BIO-MM-1 (Special-Status Bat Species) and would comply with regulations such as the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) Section 3503. With mitigation, construction of the Project would result in less than significant impacts. Thus, because there would be no impact to wildlife nursery sites, impacts related to wildlife nursery sites under Alternative 1 would be less when compared to the Project's less than significant impact (with mitigation).

(iii) Conflict with Policies or Ordinances Protecting Biological Resources

Alternative 1 would not result in any construction or new uses on the Project Site that would conflict with policies or ordinances protecting biological resources. The Project

would require removal of trees on the Project Site and would be subject to the tree replacement requirements pursuant to the Department of City Planning and/or the City's Urban Forestry Division. The Project would result in a less than significant impact related to policies and ordinances protecting biological resources. Thus, because there would be no impact to or conflicts with policies or ordinances for the protection of biological resources under Alternative 1, impacts would be less when compared to the Project's less than significant impact.

(c) Cultural Resources

(i) Historical Resources

Alternative 1 would not require any construction activities, demolition of existing buildings, or construction of new buildings that may impact the significance of a historical resource. The Project would not cause an adverse change in the significance of a historical resource. Further, the Project would not reduce or materially impair the integrity or significance of important historical resources in the Project vicinity. Therefore, direct and indirect impacts under the Project would be less than significant. Thus, because there would be no demolition of existing buildings, or construction of new buildings that may impact the significance of a historical resource under Alternative 1, there would be no impacts when compared to the Project's less than significant impact.

(ii) Archaeological Resources

Alternative 1 would not require excavation, whereas the Project would require excavation for the parking garage expansion, retaining wall, surface parking, and the provision of appropriate foundations for the Hotel Expansion Building. Although the Project would not cause an adverse impact on an archaeological source, there would be no potential to encounter archeological resources during excavation under Alternative 1. Thus, impacts related to archeological resources under Alternative 1 would be less when compared to the Project's less than significant impact.

(d) Energy

(i) Construction

Alternative 1 would not involve any construction at the Project Site and, as such, would have no impact relative to construction-related energy resources such as diesel, gasoline, and electricity. Construction of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy, nor conflict with energy related plans and, as such, energy impacts would be less than significant. Thus, because Alternative 1 would have no impact related to construction-related energy demand, impacts would be less under Alternative 1 as compared to the Project's less than significant impact.

(ii) Operation

Alternative 1 would not involve any new or additional use of the Project Site compared to existing conditions and, as such, would have no impact relative to energy resources.

Operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy, nor conflict with energy-related plans and, as such, energy impacts would be less than significant. Impacts would be less under Alternative 1 as compared to the Project's less than significant impact.

(e) Geology and Soils

(i) Geologic, Seismic, and Soil Hazards

Alternative 1 would not increase the number of people at the Project Site that could potentially be exposed to seismic hazards compared to the Project because new or additional use of the Project Site compared to existing conditions would not occur. Furthermore, Alternative 1 would not involve any construction that would occur under the Project, including grading and excavation to construct the parking garage expansion and appropriate foundations. Project impacts would be less than significant through the City approval of a final geotechnical report with project-specific recommendations to meet applicable State and City regulatory requirements and the presence of a qualified geotechnical engineer during construction. Although Project impacts relative to seismic, geologic, or soils hazards would be less than significant, Alternative 1 would result in no impacts relative to seismic or other geologic and soils hazards. As such, geologic, seismic and soil hazards impacts would be less under Alternative 1 as compared to the Project's less than significant impact.

(ii) Paleontological Resources

Alternative 1 would not involve the excavation that would be required with the Project. Unlike the Project, there would be no potential to encounter paleontological resources in previously undisturbed soils. Although the Project would mitigate potential impacts on paleontological resources to a less than significant level, Alternative 1 would not involve excavation, and, thus, no impacts on paleontological resources would occur in comparison to the Project's less than significant impact (with mitigation).

(f) Greenhouse Gas Emissions

Alternative 1 would not include the construction or operation of any new buildings or provide for any changes on the Project Site. Alternative 1 would not generate any new GHG emissions compared to existing conditions. The Project would result in new GHG emissions during construction and operation of the proposed uses but would not conflict with applicable GHG reduction plans and policies outlined in the 2022 Scoping Plan Update, 2025–2045 RTP/SCS, the City's Green New Deal, and the Los Angeles Green Building Code for reducing GHG emissions and Project impacts would be less than significant. However, since Alternative 1 would not include any new construction or operation, impacts related to GHG emissions under Alternative 1 would not occur and would be less as compared to the Project's less than significant impact.

(g) Hydrology and Water Quality

(i) Water Quality Standards

Under Alternative 1, existing uses would remain and no new construction would occur. No modifications to the existing drainage patterns, quantity, or type and quality of runoff generated from the Project Site would occur. Impacts on surface water quality due to excavation, grading, and dewatering were identified as less than significant for the Project with adherence to applicable regulations. As no excavation, grading, or building construction would occur Alternative 1, no construction-related impacts would occur. However, Alternative 1 would not include the development of the on-site structural best management practices (BMPs) that would be implemented under the Project, and thus stormwater would continue to flow untreated by structural BMPs to the City's stormwater system. As a result, because there are no existing structural BMPs in place at the Project Site, upon Project buildout, less pollutants would be transported through the conveyance systems into local watersheds and the ocean than under Alternative 1. As such, Alternative 1 impacts related to water quality would be less than significant but greater under Alternative 1 as compared to the Project's less than significant impacts.

(ii) Alter Existing Drainage

Under Alternative 1, existing uses would remain and no new construction would occur. No modifications to the existing drainage patterns would occur. Improvements that would be implemented under the Project, such as Low Impact Development (LID) BMPs (i.e., capture and reuse from catch basins, and landscaped areas providing filtration with planter drains) designed to prevent an increase in stormwater discharge rates, would not occur under Alternative 1. As such, Alternative 1 impacts would be less than significant but greater under Alternative 1 as compared to the Project's less than significant impacts.

(iii) Conflict with a Water Quality Control Plan or Sustainable Groundwater Management Plan

Under Alternative 1, existing uses would remain and no new construction would occur. No modifications to the existing drainage patterns, quantity, or type and quality of runoff generated from the Project Site would occur. The Project Site is within the jurisdiction of the Water Quality Compliance Master Plan for Urban Runoff, which was developed by the City's Department of Public Works and includes within its provisions the description of BMPs required by the City for stormwater quality management. While no excavation, grading, or building construction would occur under Alternative 1, neither would the development of the on-site structural BMPs, and stormwater would continue to flow untreated by structural BMPs to the City's stormwater system. Nonetheless, Alternative 1 would not conflict with a water quality control plan or sustainable groundwater management plan and would avoid the Project's less than significant impact on hydrology and water quality impacts. Therefore, impacts would be less under Alternative 1 as compared to the Project's less than significant impact.

(h) Land Use and Planning

Under Alternative 1, there would be no land use changes to the Project Site and the existing hotel uses on the site would remain within the existing C2 zone. As such, there would be no requests for any discretionary actions or approvals, including no requests for Vesting Zone changes. Because no changes would occur on the Project Site under Alternative 1, Alternative 1 would not conflict with any City and regional plans and policies related to development. No changes with respect to existing land use patterns would occur under Alternative 1. However, unlike the Project, Alternative 1 would not further regional and local policies to providing employment and visitor destinations within TPAs or enhancing pedestrian and bicycle activity near transit because the Project would not be constructed. The Project was determined to result in a less than significant land use impact without the need to incorporate mitigation measures. Under Alternative 1, no impacts related to land use would occur and as such, impacts would be less under Alternative 1 as compared to the Project's less than significant impact.

(i) Noise and Vibration

(i) Noise

(a) Construction

Alternative 1 would not involve any construction activities and, therefore, would not generate construction noise impacts. As such, Alternative 1 would have no impact with respect to construction noise. The Project would generate construction noise levels above threshold of significance standards at receptors R1, and R3 through R5. The Project would implement Mitigation Measures NOI-MM-1 (Noise Barriers) and MM-NOI-2 (Construction Equipment Noise Shielding and Muffling Devices), as applicable, and Project Design Features NOI-PDF-1 and NOI-PDF-2 to reduce noise levels in excess of ambient noise standards. Even with mitigation, the Project would exceed established standards at receptor R1 and would result in a significant and unavoidable construction noise impact. Alternative 1, which would not involve any new construction would avoid the Project's significant and unavoidable construction noise impacts. Since Alternative 1 would have no impact with respect to construction noise, impacts under Alternative 1 would be less than the Project's significant and unavoidable construction noise impact (after mitigation).

(b) Operation

Alternative 1 would not involve any new development that would introduce new stationary or mobile noise sources to the Project Site. Operation of the Project would generate noise from one-site stationary and off-site mobile noise sources but impacts would be less than significant. Since Alternative 1 would not involve any change in the existing noise environment, noise impacts under Alternative 1 would be less than the Project's less than significant impact.

(ii) Vibration

Alternative 1 would not involve any construction activities and, therefore, would not generate construction vibration impacts. As such, Alternative 1 would have no impact with respect to construction vibration. In addition, Alternative 1 would not involve any new development that would introduce new sources of vibration to the Project Site. While the Project would involve construction activities that would generate vibration on the Project Site, the Project would generate vibration levels that would not exceed the applicable thresholds of significance. Since Alternative 1 would not involve any vibration generating activities, vibration impacts under Alternative 1 would be less than the Project's less than significant impact.

(a) Public Services

(i) Fire Protection

Under Alternative 1, no increased demand for fire protection and emergency medical services would occur and there would be no effect on emergency response times or emergency access, as would occur under the project from construction activities and project operations. While the Project would involve construction activities and intensify the use of the Project Site, impacts on fire protection and emergency access would be less than significant with incorporation of Project Design Features and compliance with applicable regulatory requirements. Further, under the Project, the addition of a new fire facility, or the expansion, consolidation, or relocation of an existing facility, is not foreseeably needed to maintain service and the potential for physical impacts associated with construction of fire facilities are considered less than significant. Alternative 1 would not result in impacts to fire protection and emergency access. Therefore, the impact of Alternative 1 on fire protection and emergency access would be less as compared to the Project's less than significant impact.

(ii) Police Protection

Alternative 1 would not change existing conditions or increase the level of activity at the Project Site and therefore would not alter demand for police protection services or affect emergency response times. In contrast, the Project would result in construction and operational activities that could increase demand for police protection services. These impacts associated with the Project would be less than significant as the Project would incorporate Project Design Features POL-PDF-1 and POL-PDF-2, which provide on-site security features for construction and operation. Further, under the Project, the addition of a new police facility, or the expansion, consolidation, or relocation of an existing facility, is not foreseeably needed to maintain service and the potential for physical impacts associated with construction of fire facilities are considered less than significant. Alternative 1 would not result in impacts to police protection services. Therefore, the impact of Alternative 1 on police protection services would be less as compared to the Project's less than significant impact.

(b) Transportation and Circulation

(i) Conflict with Programs, Plans, Ordinances or Policies Addressing the Circulation System, Transit, Roadways, Bicycle and Pedestrian Facilities

Alternative 1 would not involve any new or additional occupancy or use of the Project Site compared to existing conditions and, as such, would have no impact regarding conflicts with programs, plans, ordinances or policies addressing the circulation system, transit, roadways, bicycle and pedestrian facilities. While the Project would develop additional uses on the Project Site that would generate new sources of traffic, the Project would not result in any substantial conflicts with programs, plans, ordinances or policies addressing transportation issues and, therefore, impacts would be less than significant. Thus, because Alternative 1 would have no impact in this regard as it neither implements nor conflicts with any mobility plan objectives, impacts would be less as compared to the Project's less than significant impact.

(ii) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)

Alternative 1 would not involve any new or additional use of the Project Site compared to existing conditions. Thus, no impacts regarding VMT would occur under Alternative 1. The Project's daily employee and visitor/guest VMT would be below the City's thresholds and, therefore, impacts would be less than significant. Thus, because Alternative 1 would not generate any new vehicle trips or VMT, impacts would be less as compared to the Project's less than significant impact.

(iii) Geometric Design Hazards

Alternative 1 would not generate any new vehicle trips or change the transportation design features in and around the Project Site. Alternative 1 would result in no impacts regarding geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, or impacts to freeway safety. The Project is projected to add additional vehicles to one freeway off-ramp during the weekday PM peak hour. Queue lengths would not extend onto the freeway mainline and, as such, the Project would not result in a safety impact. Therefore, Project impacts on freeway safety would be less than significant. Thus, because Alternative 1 would have no impact with respect to geometric design hazards or freeway off-ramp queues, impacts would be less as compared to the Project's less than significant impact.

(c) Tribal Cultural Resources

Alternative 1 would not involve any ground disturbance or excavation activities that would potentially encounter previously undiscovered tribal cultural resources and, as such, would have no impact related to such resources. Excavation for the Project would be required for parking garage expansion and building foundations. Impacts related to tribal cultural resources during Project construction would be less than significant with

adherence to the City's conditions of approval for the treatment of inadvertent tribal cultural resource discoveries. Thus, because Alternative 1 would have no impact related to tribal cultural resources, impacts would be less as compared to the Project's less than significant impact.

(d) Utilities and Service Systems

(i) Water Supply

Alternative 1 would not add population or new facilities at the Project Site; therefore, water demand for Alternative 1 would be consistent with the existing operation of the on-site hotel uses and no impact would occur. In contrast, the Project would increase on-site water demand by approximately 78,764 gallons per day (gpd), with implementation of Project Design Feature WS-PDF-1 that includes water conservation features for the Project's plumbing features, landscaping and irrigation, and pools. Water infrastructure and water supply are sufficient to meet project demand without mitigation; and the Project impact on the provision of water services would be less than significant. Thus, because no impact would occur under Alternative 1, impacts would be less as compared to the Project's less than significant impact.

(ii) Wastewater

Alternative 1 would not increase population or develop new or expanded uses at the Project Site; therefore, wastewater generation for Alternative 1 would be consistent with the existing operation of the on-site hotel uses. Alternative 1would result in no additional wastewater flows to the Hyperion Treatment Plant. In contrast, the Project would increase on-site wastewater generation by approximately 171,645 gpd that would need conveyance and treatment. Thus, the Project's additional wastewater would be within the capacity limits of the conveyance and treatment facilities serving the Project Site, and impacts would be less than significant. Since no impact would occur under Alternative 1, impacts would be less as compared to the Project's less than significant impact.

(3) Comparison of Impacts

As evaluated above, Alternative 1 would avoid the Project's significant and unavoidable impacts associated with on-site construction noise. Alternative 1 would also avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to on-site construction noise and off-site construction noise – mobile sources. All other environmental impacts, with the exception of water quality standards and altering existing drainage, would be less than the Project's less than significant impacts.

(4) Relationship of the Alternative to Project Objectives

As described above, Alternative 1 assumes that no new development would occur on the Project Site. The on-site hotel uses would continue to operate similar to existing conditions. As Alternative 1 would not include the development program shown in Table II-2 of Chapter 2, *Project Description*, of this Draft EIR, it would not contribute to the Hilton

Universal City Hotel's position as a hub for regional commerce with convenient visitor access to the surrounding tourist and entertainment destinations and therefore it would not achieve any of the Project Objectives, all of which are listed below.

Objective 1: Expand hotel capacity and local employment opportunity through infill development on a parcel located within close proximity to tourist destinations, entertainment-related uses, and transit centers, thereby promoting local, regional, and state land use and mobility objectives, enabling visitors to use alternate modes of transportation (e.g., walking, bicycling, transit), and reducing vehicle miles traveled.

Objective 2: Maximize the usefulness of the Project Site by redeveloping underutilized portions of the property and upgrading other areas of the Project Site with an economically viable designed project with comprehensive ground-level landscape and entry upgrades and a new hotel building with guestrooms, spa and meeting rooms, and restaurants to support anticipated market demand.

Objective 3: Preserve views to and from the Hollywood Hills by developing a hotel building that is compatible with the height and massing of nearby high-rise buildings while aligning the building in a way that preserves existing view corridors from public viewing areas.

Objective 4: Provide efficient and convenient site access for all modes of transportation, and enhance pedestrian circulation and bicycle amenities.

Objective 5: Strengthen the economic vitality of the local area by expanding employment opportunities and visitor-serving uses through construction and operation of an infill project within a TPA on a site that is served by existing infrastructure and would generate additional annual tax revenues to the City, including sales taxes and transient occupancy taxes.

Objective 6: Support the City's commitment to green building design, conservation, recycling, and sustainability through sustainable design and construction that promotes resource conservation, including waste reduction, efficient water management techniques, and conservation of energy.

b) Alternative 2: New Parking Garage Alternative

(1) Description of the Alternative

The purpose of the New Parking Garage Alternative (Alternative 2) is to reduce the Project's excavation volumes and, thus, reduce the Project's significant and unavoidable construction-related noise impacts associated with grading. To achieve the reduction in grading, Alternative 2 would eliminate the Project's proposed parking garage expansion and would locate all parking in an enclosed parking structure within the North Plaza. Alternative 2 would include the same amount of overall development (same 2.2:1 FAR, same number of hotel rooms, same maximum building heights, and same overall floor area) as the Project. However, Alternative 2 would include 360 parking spaces, a reduction of 22 percent from the Project's 464 spaces. Nonetheless, the provided parking spaces for Alternative 2 would meet the City's parking requirements under LAMC Section 12.21 A.4.

Alternative 2 would only remove parking spaces and excavation materials associated with the parking garage expansion. The hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project, apart from a minor reduction (125 square feet) in the amount of landscaping needed. The requested actions for Alternative 2 would be the same as under the Project.

Figure V-1, *Alternative 2 – Conceptual Site Plan*, and **Figure V-2**, *Alternative 2 – Axonometric View*, illustrate Alternative 2's ground level plan and the vertical projection of the proposed buildings to compare building height, respectively.

(2) Environmental Impacts

(a) Air Quality

(i) Consistency with Air Quality Management Plan

(a) Construction

The 2022 AQMP includes growth projections in its assessment for achieving air quality goals based on assumptions in the SCAG 2020–2045 RTP/SCS regarding population, housing, and employment growth trends. Similar to the Project, Alternative 2 would result in an increase in short-term employment during construction because the proposed development of hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project. Also, similar to the Project, construction jobs under Alternative 2 would be temporary in nature and last through the completion of construction activities and not generate long-term increases in employment growth. As such, construction jobs would not conflict with the long-term employment projections upon which the AQMP is based.

Like the Project, construction of Alternative 2 would be required to comply with CARB's requirements to reduce short-term emissions from on-road and off-road diesel equipment, and with SCAQMD's regulations, such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Also, like the Project, Alternative 2 would be required to utilize construction contractors in compliance with State on-road and off-road vehicle rules, including the air toxics control measure (ATCM) that limits heavy-duty diesel motor vehicle idling to five minutes at any location (Title 13 CCR, Section 2485), the Truck and Bus regulation that reduces NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California (13 CCR, Section 2025), and the In-Use Off-Road Diesel Fueled Fleets regulation that reduces emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449). As such, Alternative 2 would not conflict with implementation of these strategies. Compliance with these requirements under Alternative 2 is consistent with and meets or exceeds the AQMP control strategies.

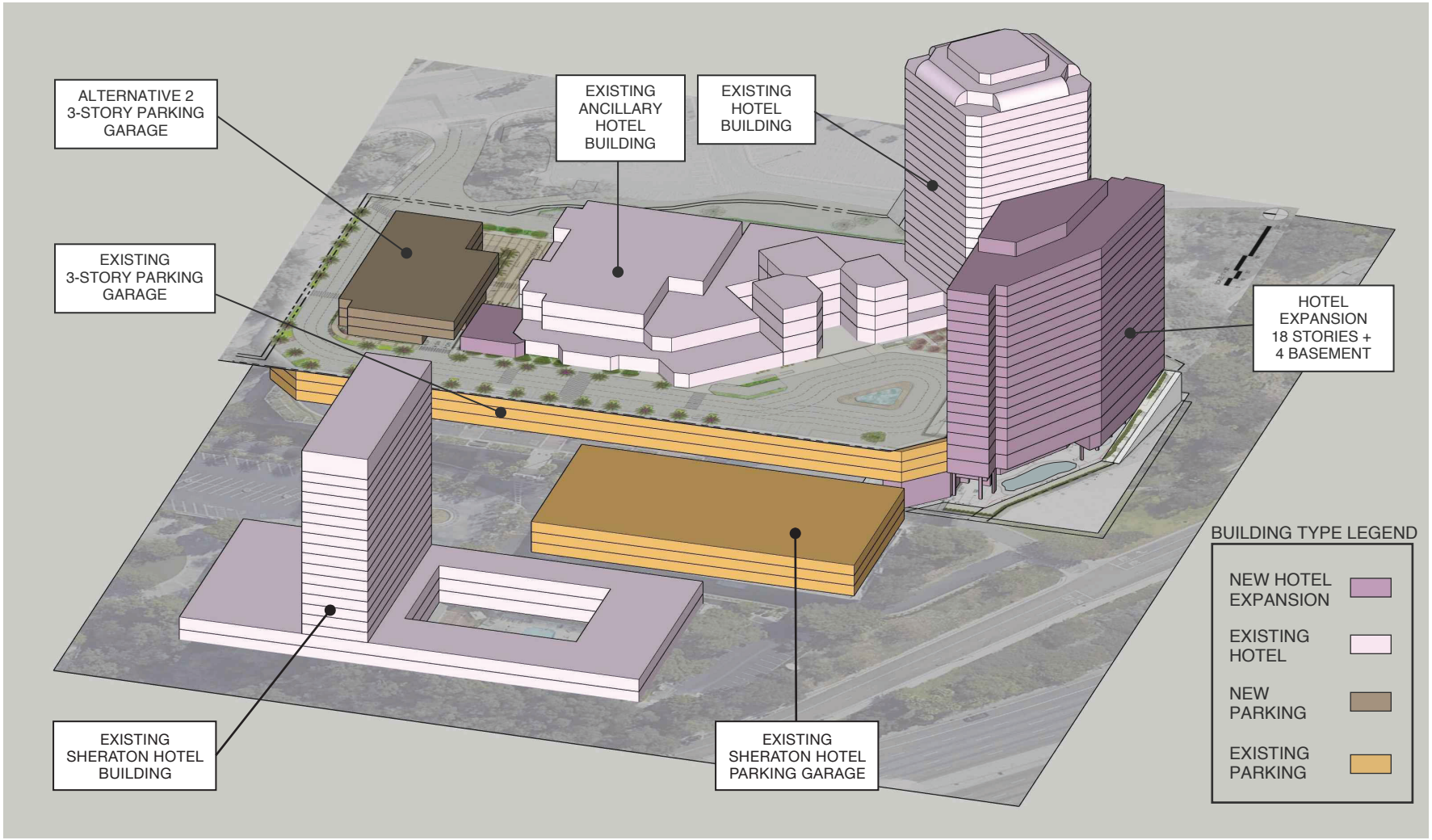


D180143.00 - Universal Hilton EIR\05 Graphics-GIS-Modeling\DEIR

SOURCE: Ankrom Moisan Architects, Inc., 2023

Hilton Universal City Project

Figure V-1
Alternative 2 – Conceptual Site Plan



D180143.00 - Universal Hilton EIR\05 Graphics-GIS-Modeling\DEIR

SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

Hilton Universal City Project

Figure V-2
Alternative 2 – Axonometric View

Alternative 2 would reduce the construction activities required for excavation of the parking garage expansion and would therefore reduce the Project's overall construction emissions by reducing emissions from construction equipment and haul trucks. For Alternative 2, the total soil export would be reduced from 87,000 CY to 39,300 CY, an approximately 55 percent reduction. Therefore, Alternative 2 would correspondingly result in a 55 percent reduction of total construction-related emissions of NOx, resulting primarily from reduced total number of heavy-duty trucks required for on-road soil hauling. Since Alternative 2 would reduce the total number of haul truck trips required to export soil and reduce the number of days with haul truck trips by approximately 55 percent (from approximately 87 days to approximately 40 days based on the corresponding 55 percent reduction in grading quantities), the duration of emissions during the grading phase under Alternative 2 would be reduced. However daily emission could still exceed the SCAQMD daily thresholds of significance since daily construction activities levels would be similar to the Project. Implementation of Mitigation Measures AQ-1 (Construction Equipment Features) would reduce the Project's and Alternative 2's construction emissions of NO_X, and regional air quality impacts would be reduced to less than significant. Therefore, similar to the Project, construction activities under Alternative 2 would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant. However, because Alternative 2 would reduce the scale of grading activities, it would result in reduced total emission levels and result in less delay in the timely attainment of air quality standards specified in the AQMP. Therefore, the duration of impacts related to consistency with the AQMP would be less under Alternative 2 as compared to the Project, but both Alternative 2 and the Project would have a less than significant impact (with mitigation).

(b) Operation

Similar to the Project, Alternative 2 would include new development on the Project Site that would generate new criteria pollutant emissions. As with the Project, Alternative 2 would be consistent with the goals of SCAG's 2016-2040 and 2020-2045 RTP/SCSs and growth projections in the AQMP, since the growth would occur in a HQTA and a TPA. Like the Project, Alternative 2 would also be consistent with applicable goals, objectives, and policies of the Air Quality Element of the General Plan (Air Quality Element) that support and encourage transportation efficiency as the Project Site is located within a designated HQTA and TPA, with access to regional transportation facilities in the Project Site vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station and Metro bus lines along Lankershim Boulevard in the Project vicinity, which would reduce vehicle trips and VMT for both the Project and Alternative 2. As such, both the Project and Alternative 2 would be consistent with the Air Quality Element and would not obstruct implementation of the AQMP. The AQMP includes Transportation Control Measures that are intended to reduce regional mobile source emissions. While the majority of the measures are implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, Alternative 2 would be supportive of measures related to reducing vehicle trips for patrons and employees and increasing commercial density near public transit. Similar to the Project, Alternative 2 would be consistent with the growth projections

in the AQMP and would be supportive of relevant Transportation Control Measures aimed at reducing vehicle trips. Impacts would be less than significant under Alternative 2 and similar to the Project's less than significant impact (with mitigation).

(ii) Cumulatively Considerable Increase in Criteria Pollutants

(a) Construction

As with the Project, Alternative 2's construction activities have the potential to generate temporary regional criteria pollutant emissions VOC, NOx, and CO through the use of construction equipment, vehicle trips generated by workers, and haul trucks traveling to and from the Project Site. Construction-related daily emissions of VOC, under both Alternative 2 and the Project, would exceed the SCAQMD thresholds of significance. Alternative 2 would reduce construction-related emissions of NOx, resulting primarily from heavy-duty trucks required for on-road soil hauling. For Alternative 2, the total soil export would be reduced from 87,000 CY to 39,300 CY, an approximately 55 percent reduction. While Alternative 2 would reduce the number of days with haul truck trips and reduce the duration of emissions during the grading phase by approximately 55 percent (from approximately 87 days to approximately 40 days based on the corresponding 55 percent reduction in grading quantities), the maximum daily regional air pollutant emissions from the overlap of multiple construction phases, could still exceed the SCAQMD daily thresholds of significance since daily construction activities levels would be similar to the Project. However, with implementation of Mitigation Measure AQ-MM-1, emissions would be reduced to below the SCAQMD's daily significance thresholds for both Alternative 2 and the Project. In addition, because Alternative 2 would reduce grading activities and hauling by approximately 55 percent, it would contribute fewer days of grading emissions and fewer days of overlapping construction emissions than the Project. Therefore, construction emission impacts would be less as compared to the Project's less than significant impact (with mitigation).

(b) Operation

During operation, Alternative 2 would generate emissions associated with vehicle trips, heating, lighting, other electric and natural gas power requirements, emergency generators, and architectural coatings. However, for Alternative 2 the parking garage would be maintained as is. Alternative 2 would eliminate the Project's expansion of the existing parking garage; reduce the Project's 464 new parking spaces to 360 new spaces, a reduction of approximately 22 percent; and locate all new parking in a new 3-story parking garage over the North Plaza. While Alternative 2 would reduce on-site parking compared to the Project, VMT under Alternative 2 and the Project would be the same because the proposed development of hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project. As such, operational mobile source emissions would also be the same as the Project. Operational emissions of the Project and Alternative 2 would be below the SCAQMD significance thresholds. Thus,

operational impacts related to criteria pollutants under Alternative 2 would be similar to the Project's less than significant impact.

(iii) Exposure of Sensitive Receptors to Pollutant Concentrations –Localized Emissions

(a) Construction

Alternative 2, which would eliminate excavation for the parking garage expansion, would reduce the Project's grading and export (hauling) of removed soils by approximately 55 percent. Unlike regional emissions, localized emissions are specific to sensitive receptors in the local project area. Under Alternative 2, maximum daily localized emissions would be similar to the Project since daily construction activities levels would be similar to the Project. Thus, as with the Project, Alternative 2 and the Project's maximum daily localized emissions from construction would not exceed the SCAQMD localized significance thresholds for NOx, CO, PM10, and PM2.5. However, given the approximately 55 percent reduction in grading quantities under Alternative 2, the duration of grading-related emissions would be shortened under Alternative 2 by approximately 55 percent (from approximately 87 days to approximately 40 days based on the corresponding 55 percent reduction in grading quantities). Thus, Alternative 2's impacts related to exposure of sensitive receptors to localized pollutant concentrations would be less than the Project's less than significant impact.

(b) Operation

Alternative 2 would result in reduced onsite parking compared to the Project, but would result in a similar floor area, layout, and occupancy of the Project Site as under the Project because the proposed development of hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project. The Project's daily localized emissions of NO_x PM10, and PM2.5 related to energy use, emergency generators, charbroilers, and use of coatings, consumer products would not exceed the SCAQMD's significance thresholds and impacts would be less than significant. Thus, as Alternative 2 would have the same mix of uses as the Project, except for reduced onsite parking, impacts related to exposure of sensitive receptors to localized concentration of pollutants under Alternative 2 would be similar to the Project's less than significant impact.

(iv) CO Hotspots

While Alternative 2 would reduce on-site parking compared to the Project, traffic volumes and VMT under Alternative 2 and the Project would be the same because the proposed development of hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project. The most heavily impacted intersection in the Project Site area with the potential to result in CO hotspots is Barham Boulevard and Cahuenga Boulevard. During operation, CO concentrations from the Project's maximum operational traffic volume at this intersection plus the measured background level in the Project Site area are expected to be approximately 4.5 parts per million (ppm) (one-hour average) and 3.3 ppm (eight-hour average). These levels would not exceed the numerical

thresholds of significance and Project impacts related to CO hotspots would be less than significant. Because Alternative 2 would have the same traffic volumes and VMT as the Project, impacts related to CO hotspots would be similar to the Project's less than significant impact.

(v) Toxic Air Contaminants

(a) Construction

As with the Project, Alternative 2 would require the reconfiguration of the existing circulation and North and South Plazas. However, the existing parking garage would be maintained as is. Alternative 2 would eliminate the Project's expansion of the existing parking garage; reduce the Project's 464 new parking spaces to 360 new spaces, a reduction of approximately 22 percent; and locate all new parking in a new 3-story parking garage over the North Plaza. While the total soil export would be reduced from 87,000 CY to 39,300 CY under Alternative 2, Alternative 2 would generate similar maximum daily emissions as the Project. Alternative 2 would reduce the number of days with haul truck trips and reduce the duration of emissions during the grading phase by approximately 55 percent (from approximately 87 days to approximately 40 days based on the corresponding 55 percent reduction in grading quantities).

Under both Alternative 2 and the Project, TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase. The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location and the CARB In-Use Off-Road Diesel Vehicle Regulation. Compliance with these CARB regulations would minimize emissions of TACs during construction. Hazardous materials present in the existing on-site structures or infrastructure, such as asbestos-containing materials or lead based paint, could be exposed during demolition. If present, the hazardous materials are required to be managed and disposed of in accordance with applicable laws and regulations. Further, the Project would implement Mitigation Measure AQ-MM-1 (Construction Equipment Features), which would provide the co-benefits of reducing TAC emissions of PM10 and PM2.5 from heavy-duty diesel construction equipment. Project impacts related to construction TAC emissions would be less than significant. Like the Project, Alternative 2 would also comply with the CARB rules and regulations and would also implement Mitigation Measure AQ-MM-1. Thus, like the Project, construction TAC impacts for Alternative 2 would be less than significant. Because Alternative 2 would reduce the duration of excavation activities by approximately 55 percent (from approximately 87 days to approximately 40 days based on the corresponding 55 percent reduction in grading quantities), the use of heavy equipment (loaders, excavators), and haul truck activity, it would result in fewer total TAC emissions. As such, TAC impacts under Alternative 2 would be less as compared to the Project's less than significant impact.

(b) Operation

Alternative 2, as with the Project, would generate emissions from architectural coatings, restaurant charbroiling, truck deliveries, and emergency generators. Restaurants in the South Coast Air Basin are required to comply with SCAQMD Rule 1138 emission controls. Delivery trucks are required to comply with the applicable provisions of 13 CCR, Section 2025 to minimize and reduce PM10, PM2.5, and NO_X emissions. Any emergency generators for either Alternative 2 or the Project would be certified to the most stringent CARB and SCAQMD Rule 1470 standards to reduce emissions to the lowest technically feasible level. Alternative 2, as with the Project, would be required to comply with SCAQMD Rule 1113 for controlling VOC emissions from architectural coatings. With existing regulations, operation of either Alternative 2 or the Project would not be considered a substantial source of DPM or other TAC emissions. Impacts under Alternative 2 would be similar as compared to the Project's less than significant impacts.

(b) Biological Resources

(i) Candidate, Sensitive, or Special-Status Species

As with the Project, Alternative 2 would require ground disturbance, tree removal, and habitat disturbance that would directly or indirectly impact candidate, sensitive, or special-status species; thus, impacts would be potentially significant. Similar to the Project, Alternative 2 would implement Mitigation Measure BIO-MM-1 (Special-Status Bat Species). With mitigation, construction of the Project and Alternative 2 would result in less than significant impacts. Therefore, Alternative 2's impacts to candidate, sensitive, or special-status species would be similar as compared to the Project's less than significant impact (after mitigation).

(ii) Wildlife Movement and Corridors or Native Wildlife Nursery Sites

Alternative 2 would result in construction, albeit in reduced scale/scope to the Project, and the same new uses on the Project Site as the Project, which would not impact wildlife movement or corridors. The Project Site is in an urbanized area and the Project and Alternative 2 would not result in changes during construction or operation that would impact movement of native wildlife species. Alternative 2's impacts to wildlife corridors would be similar as compared to the Project's less than significant impact.

Alternative 2 would result in construction, albeit in reduced scale/scope to the Project, and the same new uses on the Project Site as the Project that have the potential to impact wildlife nursery sites. The Project Site contains palms that provide roosting habitat for special-status bat species and other trees and vegetation that provide nesting habitat for birds. The Project and Alternative 2 would implement Mitigation Measure BIO-MM-1 (Special-Status Bat Species) and would comply with regulations such as the MBTA and CFGC. With mitigation, construction of the Project and Alternative 2 would result in less than significant impacts. Alternative 2's impacts would be similar as compared to the Project's less than significant impact (with mitigation).

(iii) Conflict with Policies or Ordinances Protecting Biological Resources

Alternative 2 would result in construction, albeit in reduced scale/scope to the Project, and the same new uses on the Project Site as the Project, and would not conflict with policies or ordinances protecting biological resources. The Project and Alternative 2 would require removal of trees on the Project Site and would be subject to the tree replacement requirements pursuant to the Department of City Planning and/or the City's Urban Forestry Division. The Project and Alternative 2 would result in a less than significant impact related to policies and ordinances protecting biological resources. Alternative 2's impacts would be similar as compared to the Project's less than significant impact.

(c) Cultural Resources

(i) Historical Resources

As with the Project, Alternative 2 would develop a portion of the existing Hilton Universal City Hotel site adjacent to the potential Universal Studios Historic District. However, as the Hilton Universal City Hotel does not qualify as a historic resource no direct impacts to historic resources would occur. In addition, due to the distance of the Project Site from the potential Universal Studios Historic District, other historic resources and the nature of the proposed development, no indirect impacts to surrounding historic resources would occur. Therefore, Alternative 2's impacts on historical resources would be similar as compared to the Project's less than significant impact.

(ii) Archaeological Resources

Under Alternative 2, as with the Project, grading and excavation into native soils would be necessary for building foundations. However, excavation would be decreased by approximately 55 percent as compared to the Project in terms of overall grading quantities, as Alternative 2 would not require excavations necessary to expand the existing parking garage. With the reduced excavation, Alternative 2 would be similar to the Project in that it would also be subject to the City's standard condition of approval to address inadvertent discovery of archaeological resources and would result in less than significant impacts to archaeological resources. Because Alternative 2 would result in less excavation and ground disturbance than the Project, and thus less likelihood of encountering unanticipated discovery of archaeological resources, Alternative 2's impacts related to archaeological resources would be the less as compared to the Project's less than significant impact.

(d) Energy

(i) Construction

As with the Project, construction of Alternative 2 would result in construction energy consumption primarily from transportation fuels (e.g., diesel and gasoline) used for haul

trucks, heavy-duty construction equipment, and construction workers traveling to and from the Project Site. Alternative 2 would result in an approximately 55 percent reduction in soil export and hauling activity. Since Alternative 2 would reduce the total number of haul truck trips required to export soil and reduce the number of days with haul truck trips by approximately 55 percent, the duration of grading would be reduced from approximately 87 days to approximately 40 days based on the corresponding 55 percent reduction in grading quantities.

Neither the Project nor Alternative 2 is expected to consume natural gas during construction but would use electricity for an on-site office as well as gasoline and diesel fuels associated with on- and off-road construction vehicles. The Project's estimated annual energy demand during construction would be 42,011 kilowatt-hours (kWh) of electricity, 41,292 gallons of gasoline, and 168,147 gallons of diesel (see Table IV.D-3 in Section IV.D, *Energy*, of this Draft EIR). The Project's demand for electricity, diesel, and gasoline would be within the handling capacity of suppliers. Construction would utilize energy only for necessary on-site activities and to transport construction materials and demolition debris to and from the Project Site. Alternative 2 would have annual energy demand during construction similar to the Project for electricity and gasoline and less demand for diesel due to the reduced haul truck trips. Thus, like the Project, Alternative 2's demand for electricity, diesel, and gasoline would be within the handling capacity of suppliers and construction would utilize energy only for necessary on-site activities and to transport construction materials and demolition debris to and from the Project Site. Neither Alternative 2 nor the Project would increase demand for electricity, diesel, or gasoline that would exceed available supply or distribution infrastructure capabilities or result in the construction of new energy facilities or expansion of existing facilities and would not result in the wasteful, inefficient, and unnecessary consumption of energy. On overall balance, Alternative 2 would result in less energy demand during construction than the Project. Impacts to energy supplies under Alternative 2 would be less as compared to the Project's less than significant impact.

(ii) Operation

Alternative 2 would eliminate the Project's expansion of the existing parking garage and reduce the Project's 464 new parking spaces to 360 new spaces, a reduction of approximately 22 percent parking compared to the Project, but would result in a similar floor area, layout, and occupancy of the Project Site as under the Project because the proposed development of hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project. The Project's estimated annual energy demand during operations would be 5,083,145 kWh of electricity, 9,322,964 cubic feet (cf) of natural gas, 368,176 gallons of gasoline and 70,265 gallons of diesel (see Table IV.D-4 in Section IV.D, *Energy*, of this Draft EIR). Operations under the Project and Alternative 2 would result in similar energy consumption since both would provide the same square footage of the Hotel Expansion Building and Meeting Room Addition and LAMC calculated floor area (299,088 square feet) as the Project; however, the existing parking garage would be maintained as is and a new three-story parking garage would

be construction at the North Plaza. The reduction of approximately 22 percent parking under Alternative 2 compared to the Project would result in slightly reduced electricity consumption from parking uses. Thus, Alternative 2's overall energy requirements (electricity, natural gas, diesel, and gasoline) would be slightly less compared to the Project. Energy demand under either Alternative 2 or the Project would be within the handling capacity of suppliers.

Operation of both the Project and Alternative 2 would comply with the CALGreen Code's energy saving measures. In addition, Alternative 2 and the Project would comply with utilize other energy-saving measures to achieve a minimum including LEED Gold Certification and may include, but are not limited to, the use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); the installation of HVAC systems that utilize ozone-friendly refrigerants; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The parking expansion under Alternative 2 or the Project would provide infrastructure for vehicular charging stations per LAMC requirements. Alternative 2 and the Project would utilize the recycling program and facilities that are currently located in the Existing Hotel Building (see Section II, Project Description, for additional details). In addition, Alternative 2 and the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters (refer to Section II, Project Description, of this Draft EIR, for additional details). The Project's water conservation features are included as Project Design Feature WS-PDF-1 (refer to Project Design Feature WS-PDF-1 (Water Conservation Features) in Section IV.M.2, Utilities and Service Systems – Water Supply, of this Draft EIR). The Project and Alternative 2 would be located within a designated HQTA and TPA, with access to regional transportation facilities in the Project Site vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station and Metro bus lines along Lankershim Boulevard in the Project vicinity, which would reduce vehicle trips and VMT for both the Project and Alternative 2. Overall, Alternative 2's operational impacts on energy demand would be slightly less than as compared to the Project's less than significant impact.

(e) Geology and Soils

(i) Geologic, Seismic, and Soil Hazards

Under Alternative 2, parking would be provided in a three-level parking structure on top of the North Plaza, which would require approximately 55 percent less excavation as compared to the Project. There would be a similar level of impact associated with geologic seismic and soil hazards as the same geologic and seismic features and soils would be present as with the Project. Both Alternative 2 and the Project would be developed in accordance with site-specific design recommendations in a Final Geotechnical Report and comply with all applicable regulatory requirements related to building design and

safety. Therefore, Alternative 2's impacts related to geology and soils would be similar as compared to the Project's less than significant impact.

(ii) Paleontological Resources

Alternative 2 would not include the expansion of existing parking garage and would, thus, result in a 55 percent reduction in grading, which corresponds to a 55 percent reduction in construction activities required for excavation. To account for any earthwork needed for foundations, for both the Project and Alternative 2, it is assumed that the overall depth of excavation would be approximately 50 feet in lieu of detailed construction-level geotechnical survey and reporting. The Project would result in a cut and fill balance of approximately 87,000 CY of grading. Alternative 2's reduced excavation depth would reduce the Project's total grading by approximately 55 percent to approximately 39,300 CY. Under both the Project and Alternative 2, earthwork or excavation into native soils (beneath the upper fill soils) have the potential to encounter previously unknown buried paleontological resources. As with the Project, Alternative 2 would implement Mitigation Measures PALEO-MM-1 (retaining a Qualified Paleontologist), PALEO-MM-2 (providing construction worker paleontological resources sensitivity training), and PALEO-MM-3 (providing paleontological monitoring). As with the Project, potentially significant impacts under Alternative 2 would be reduced to a less than significant level with mitigation. However, because construction of Alternative 2 would result in less excavation and ground disturbance than the Project, and thus less likelihood of encountering unanticipated discovery of paleontological resources, impacts to paleontological resources would be less as compared to the Project's less than significant impact (with mitigation).

(f) Greenhouse Gas Emissions

Alternative 2 would reduce excavation volumes and, thus, reduce impacts associated with grading as compared to the Project. For Alternative 2, the total excavated soil for export would be reduced from 87,000 CY to 39,300 CY, an approximately 55 percent reduction. Therefore, Alternative 2 would result in a corresponding 55 percent reduction in grading and hauling activity and associated grading GHG emissions. Construction activities under both Alternative 2 and the Project would not conflict with regulations to reduce GHG emissions by complying with CARB vehicle engine efficiency and fuel standard regulations and the anti-idling regulation. Based on the 55 percent reduction in grading and hauling activity and associated grading GHG emissions Alternative 2's overall construction GHG emissions would be less as compared to the Project's less than significant impact.

Alternative 2 would provide the same square footage of the Hotel Expansion Building and Meeting Room Addition and LAMC calculated floor area (299,088 square feet) as the Project. As with the Project, Alternative 2 would provide the same restaurant, spa, lounge, and pool uses (indoor and outdoor spaces). While Alternative 2 would reduce on-site parking compared to the Project, a reduction of the Project's 464 new parking spaces to 360 new spaces (reduction of approximately 22 percent parking), VMT under Alternative

2 and the Project would be the same because the proposed development of hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project. As such, operational mobile source-related GHG emissions would also be the same as the Project. The reduction of approximately 22 percent parking under Alternative 2 compared to the Project would result in slightly reduced electricity consumption from parking uses and slightly reduced electricity GHG emissions. As with the Project, Alternative 2 would be constructed to LEED Gold Standards, comply with the CALGreen Code's energy saving measures, install high-efficiency appliances, incorporate water-efficient fixtures and water-efficient landscaping and irrigation, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation), incorporate water-efficient pool-related features, such as a leak-detection system (refer to Section II, Project Description, of this Draft EIR, for additional details). As with the Project, Alternative 2 would be located within a designated HQTA and TPA, with access to regional transportation facilities in the Project Site vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station and Metro bus lines along Lankershim Boulevard in the Project vicinity, which would reduce vehicle trips and VMT for both the Project and Alternative 2. Thus, as with the Project, Alternative 2 would not conflict with the applicable GHG emission reduction plans and policies including CARB's Climate Change Scoping Plan, the 2020–2045 RTP/SCS, the City's Green New Deal, and the Los Angeles Green Building Code. Alternative 2 and the Project would result in similar less than significant operational GHG impacts.

Overall, with reduced grading and soil export during construction having less GHG emissions during construction and slightly less operational GHG emissions from the reduced parking, GHG impacts under Alternative 2 would be less as compared to the Project's less than significant impact.

(g) Hydrology and Water Quality

(i) Water Quality Standards

(a) Construction

Construction activities under Alternative 2 and the Project, such as earth moving, maintenance and operation of construction equipment, potential dewatering, and handling, storage, and disposal of materials, as well as erosion, could contribute to pollutant loading in stormwater runoff from the construction site from inadvertent spills/accidental release which could impact water quality standards. Also, exposed and stockpiled soils under both Alternative 2 and the Project could be subject to wind and conveyance into nearby storm drains during storm events, and on-site watering activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site thus degrading water quality standards. Alternative 2 and the Project would comply with regulatory requirements, BMPs provided under the required Storm Water Pollution Prevention Plan (SWPPP), and City Building Code grading procedures to ensure that pollutant loading would not exceed water quality standards. Therefore, impacts with respect to construction phase water quality standards under both the Project

and Alternative 2 would be less than significant. However, because Alternative 2 would reduce the quantity of excavated and stockpiled materials to be hauled away by approximately 55 percent, there would be less potential for pollutants to enter into surface water sources or groundwater. As such, Alternative 2 impacts would be less as compared to the Project's less than significant impact.

(b) Operation

The Project Site was developed prior to the enforcement of storm water quality BMP design, implementation, and maintenance. The Project Site currently does not implement structural BMPs for treatment of stormwater runoff. However, there is a range of non-structural BMPs that are currently utilized at the Project Site to minimize the impact of pollutant sources, which would continue under the Project. Source control measures under the City's LID, including good housekeeping, removal of trash and maintenance of driveways and parking areas, proper use and storage of pesticides, and substituting environmentally-friendly products for environmentally-hazardous products, such as soaps, solvents, and pesticides would continue on the Project Site under both Alternative 2 and the Project to reduce surface water quality impacts and prevent pollutants from entering the local groundwater supply by percolation into landscaped areas with permeable surfaces. Under Alternative 2 and the Project, any on-site use of hazardous materials to be used in association with continued operation of the Project, such as small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance, as well as fuel storage associated with an on-site generator, would be continue to be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations such that no hazardous materials be exposed to or otherwise would adversely impact groundwater quality.

Alternative 2 and the Project would implement capture and reuse for managing stormwater runoff in accordance with current LID requirements. The proposed water quality capture and reuse system under both Alternative 2 and the Project would be constructed pursuant to the standards established by LASAN's Watershed Protection Division to ensure the treatment of contaminants without allowing seepage into the underlying soil, as required. The final drainage and treatment system design would be finalized as part of the grading and building permit process under both Alternative 2 and the Project.

With implementation of the capture and reuse system, along with compliance to applicable LID requirements, Alternative 2 and the Project would reduce or eliminate the discharge of potential pollutants from stormwater runoff. Operation of Alternative 2 and the Project would result in a net reduction of pollutants compared to existing conditions because the Project Site currently has no structural BMPs for treatment of stormwater runoff.

Overall, Alternative 2's impacts with respect to surface water quality and groundwater quality during operations would be similar as compared to the Project's less than significant impact.

(ii) Alteration of Existing Drainage Patterns

(a) Construction

Construction activities under Alternative 2 and the Project could contribute to erosion or siltation when soils are exposed. Construction activities have the potential to temporarily alter existing drainage patterns and flows within the Project Site by altering topography, exposing the underlying soils, and increasing permeability. However, both Alternative 2 and the Project would be required to implement BMPs and erosion control measures as part of a SWPPP to manage runoff flows. With implementation of construction BMPs as part of a SWPPP and compliance to applicable regulatory requirements, impacts related to drainage pattern changes resulting in erosion, siltation, or runoff water that would exceed the capacity of existing or planned stormwater drainage systems or block or redirect the flow of flood water would be less than significant under both Alternative 2 and the Project. While Alternative 2 would require substantially less excavation, on- and off-site drainage patterns during construction would be similar in terms of impact under Alternative 2, despite the fact that Alternative 2 would convert the North Plaza into a parking garage, as impervious areas would be similar to the Project and as such, impacts would be similar as compared to the Project's less than significant impact.

(b) Operation

Alternative 2, as with the Project, would comply with LID requirements to ensure that stormwater treatment with operational BMPs would control pollutants associated with storm events up to the greater of an 85th percentile storm event or the first 0.75-inch of runoff flow during storm events defined in the City's LID BMPs. Drainage patterns for the Project Site under both Alternative 2 and the Project would be changed because runoff would no longer be entirely discharged to the municipal storm drain system, as it is now. In addition, as part of LID compliance for the Project to manage post-construction stormwater runoff, Alternative 2 and the Project would include the installation of catch basins, planter drains, and building roof drain downspouts throughout the Project Site to collect roof and site runoff and direct stormwater away from structures through a series of underground storm drain pipes. This on-site stormwater conveyance system would serve to prevent onsite flooding and nuisance water on the Project Site. In addition, with implementation of the proposed BMPs, Alternative 2 and the Project would implement a combination of pre-treatment and capture and use systems to collect and store the first flush of stormwater runoff in tanks, and re-use the water for various purposes onsite implemented upon LA Sanitation's approval. As with the Project, the proposed drainage pattern under Alternative 2 would not be substantially different than existing conditions, because any increase in the volume of stormwater runoff generated under Alternative 2 would not be greater than one percent compared to existing conditions. Under Alternative 2 with the on-site stormwater conveyance system, together with the LID BMPs that would

capture and treat the first flush of rainfall, impacts related to drainage patterns would be similar as compared to the Project's less than significant impact.

(iii) Conflict with a Water Quality Control Plan or Sustainable Groundwater Management Plan

Alternative 2, similar to the Project, would be a typical in-fill development project without substantial changes to the drainage patterns in the surrounding vicinity. The Project Site is not located within a floodplain or subject to atypical flooding or water quality impacts. Alternative 2 would be required to comply with regulatory measures and would be expected to have a site drainage plan developed pursuant to the City's LID program similar to that of the Project. As discussed above, with the implementation of an on-site drainage system and BMPs accordance with current LID requirements, Alternative 2 and the Project would have less-than-significant impacts on both surface and groundwater quality during construction and operation phases. Further, Alternative 2's above grade parking structure would not result in substantial differences in total impervious surface area compared to that of the Project since the portion of the Project Site proposed for the above-grade parking structure is currently paved with impervious surface and this condition would not change under the Project. As such, Alternative 2's impacts regarding potential conflicts with a Water Quality Control Plan or Sustainable Groundwater Management Plan would be similar as compared to the Project's less than significant impact.

(h) Land Use and Planning

The Project and Alternative 2 would have the same new use, the same floor area, and the same FARs of 2.2:1, and would request the same entitlements identified in Chapter II, *Project Description*, of this Draft EIR. As with the Project, Alternative 2 would not conflict with land use plans and policies adopted to eliminate or mitigation significant impacts, including SCAG's 2020-2045 RTP/SCS, the City of Los Angeles General Plan, the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Community Plan, the City of Los Angeles Municipal Code, or the Citywide Design Guidelines. The Project and Alternative 2 would be consistent with the General Plan's Regional Center Commercial land use designation. Overall, as with the Project, Alternative 2 would not result in a substantial conflict with applicable land use plans, policies, or regulations. Land use impacts under Alternative 2 would be similar as compared to the Project's less than significant land use impact.

(i) Noise and Vibration

(i) Noise

(a) Construction

Alternative 2 would eliminate the Project's expansion of the existing parking garage; reduce the Project's 464 new parking spaces to 360 new spaces, a reduction of approximately 22 percent; and locate all new parking in a new 3-story parking garage

over the North Plaza. For Alternative 2, the total soil export would be reduced from 87,000 CY to 39,300 CY, an approximately 55 percent reduction. Alternative 2 would reduce excavation volumes by 55 percent and, thus, correspondingly reduce the duration of impacts associated with excavation, grading, and foundation work by 55 percent as compared to the Project (from approximately 87 days to approximately 40 days based on the corresponding 55 percent reduction in grading quantities). However, the maximum daily noise levels for Alternative 2, the focus of the significance analysis, would be generally similar to the Project, but reduced in duration for the overlapping phases that include the parking garage expansion. Both Alternative 2 and the Project would implement Mitigation Measures NOISE-MM-1 (Noise Barriers) and NOISE-MM-2 (Construction Equipment Noise Shielding and Muffling Devices), as applicable, to reduce on-site construction noise levels in excess of ambient noise standards. As with the Project, impacts would be less than significant at R2, and impacts at receptors R3, R4, and R5 would be reduced to less-than-significant levels with implementation of Mitigation Measure NOISE-MM-2. Even so, with implementation of all feasible mitigation measures, Alternative 2 and the Project's construction noise impacts although temporary, would continue to be significant and unavoidable at the adjacent Sheraton Hotel (R1). Therefore, Alternative 2 and the Project would result in a temporary increase in ambient noise levels that would be significant and unavoidable and maximum daily impacts would be similar. However, as discussed above, because of the reduced duration of overlapping construction activities associated with development of the parking garage, impacts are considered less under Alternative 2 than under the Project.

Off-site construction noise impacts from haul trucks and concrete foundation trucks are discussed separately because as stated in Section IV.I, *Noise*, of this Draft EIR, haul trucks are subject to the City-approved haul truck route as discussed in the section, whereas concrete trucks are not subject to the City-approved haul truck route. Therefore, concrete trucks could travel along a variety of roadway segments and impacts from haul trucks and concrete trucks are discussed separately (see Section IV. I, *Noise*, of this Draft EIR for additional details about the specific routes for both haul trucks and concrete trucks for the Project and Project Alternatives). For the Project, grading and excavation activities for the Hotel Expansion Building and Meeting Room Addition and expansion of the existing parking garage would occur at the same time and would result in a maximum of approximately 70 worker trips and 50 haul truck trips per hour (assuming a maximum of 400 haul truck trips per day evenly distributed over an eight-hour work day). The Project's increase in truck and vehicle trips would increase existing traffic noise levels by a maximum of 3.1 dBA CNEL which would not exceed the noise significance threshold. As stated above, Alternative 2 would eliminate the Project's expansion of the existing parking garage; reduce the Project's 464 new parking spaces to 360 new spaces, a reduction of approximately 22 percent; and locate all new parking in a new three-story parking garage over the North Plaza. The total soil export would be reduced from 87,000 CY to 39,300 CY, an approximately 55 percent reduction. Since Alternative 2 would reduce the number of haul truck trips required to haul excavated material and reduce the number of days with haul truck trips, the duration of off-site roadway noise during the grading/excavation phase would be reduced (from

approximately 87 days to approximately 40 days based on the corresponding 55 percent reduction in grading quantities). Alternative 2 and the Project impacts related to off-site construction traffic noise would be less than significant; however, because of the reduced number of days and truck trips, the duration of impacts would be less under Alternative 2 than under the Project. However, although Alternative 2 would have less impact as compared to the Project, both Alternative 2 and the Project would have a significant and unavoidable impact (with mitigation).

(b) Operations

Alternative 2 would provide the same square footage of the Hotel Expansion Building and Meeting Room Addition and LAMC calculated floor area (299,088 square feet) as the Project. The configuration of the circulation for guest arrival would be similar to the Project. Alternative 2 would provide the same hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project. However, Alternative 2 would maintain the existing parking garage as is. Alternative 2 would eliminate the Project's expansion of the existing parking garage; reduce the Project's 464 new parking spaces to 360 new spaces, a reduction of approximately 22 percent; and locate all new parking in a new 3-story parking garage on the North Plaza. Like the Project, Alternative 2 would include new mechanical equipment (e.g., air conditioners, fans, and related equipment) which would be located on the Project Site. Project and Alternative 2 mechanical equipment for the Hotel Expansion Building and Meeting Room Addition would be located within a mechanical room on the roof. Mechanical equipment for the Meeting Room Addition would also be located on the roof. Emergency generators would be located within an electrical room within the existing parking garage structure and would not contribute to noise levels due to their enclosed, underground location.

Project and Alternative 2 outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA in accordance with the City's Noise Regulations (Section 112.02 of the LAMC). A noise level reduction of 15 dBA would occur from implementation of Project Design Feature NOI-PDF-2 which includes enclosures and other forms of noise attenuation. Similar to the Project, Alternative 2 mechanical equipment noise levels would not result in an exceedance of the threshold for sensitive receptors at the Sheraton Hotel (R1). Receptors located at a further distance from the Project Site would experience even lower noise levels. Additionally, Alternative 2, like the Project, would not result in an increase in ambient noise levels in the Project vicinity and thus, noise impacts from the use of outdoor spaces would be less than significant at receptors R2 through R5. While Alternative 2 would eliminate the Project's expansion of the existing parking garage; reduce the Project's 464 new parking spaces to 360 new spaces, a reduction of approximately 22 percent; and locate all new parking in a new 3-story parking garage over the North Plaza and related trips, the amount of traffic generated with Alternative 2 would be the same on the analyzed roadway segments as compared to the Project. Therefore, similar to the Project, operational traffic noise increases associated with Alternative 2 would be less than significant as described in Section IV. I, *Noise,* of the Draft EIR and shown in Table IV.I-13, *Off-Site Traffic Noise*

Impacts – Future (2027) Plus Project Conditions., As shown therein, the maximum increase in Project-related operational traffic noise levels over existing traffic noise levels would be 0.5 dBA CNEL, which would occur along W.C. Fields Drive between Universal Studios Blvd and Barham Blvd. Alternative 2 would results in the same traffic noise level impacts as the Project. Therefore, as with the Project, Alternative 2 impacts related to on-site composite noise (mechanical equipment, loading dock/refuse collection activity, emergency generator, parking structure noise, and off-site traffic noise) would be less than significant. Therefore, operational traffic noise impacts from Alternative 2 would be similar as compared to the Project's less than significant impacts.

(ii) Vibration

(a) Construction

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that travel through the ground and diminish in amplitude with distance from the source. Regarding potential building damage, Alternative 2 and the Project would generate groundborne construction vibration forces during building demolition and excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. Per NOI-PDF-3 (Impact Pile Drivers Prohibited), both the Project and Alternative 2 will not require or allow the use of impact pile drivers; however, augured, drilled, or vibratory piles are permitted. Under both the Project and Alternative 2, construction vibration levels would be below the significance threshold of 0.5 inches per second (PPV) at the nearest buildings, the Sheraton parking garage, Sheraton hotel, and existing hotel buildings. Temporary construction-related vibration would not exceed the established threshold for human annoyance at the nearest buildings, the Sheraton hotel, under both Alternative 2 and the Project.

In addition to the on-site construction equipment, heavy-duty construction trucks would generate groundborne vibration as they travel along the Project and Alternative 2's anticipated haul routes. Although the Project and Alternative 2 would not result in significant vibration impacts from construction trucks along haul routes, these impacts would be less under Alternative 2 than the Project. Alternative 2 would eliminate excavation for the parking garage expansion and reduce the Project's grading and export (hauling) of removed soils by approximately 55 percent, thereby reducing the total number of trucks utilizing the haul routes during the grading/excavation phase by approximately 55 percent. As such, the duration of groundborne vibration impacts along these haul routes would be reduced under Alternative 2. Since Alternative 2 would reduce the duration of grading activities and the duration of heavy construction equipment usage by approximately 55 percent, such as large bulldozers and loaded trucks, the duration of vibration impacts for Alternative 2 would be less as compared to the Project's less than significant impact.

(b) Operations

Operation of Alternative 2, like the Project, would include typical commercial-grade stationery mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. Groundborne vibration generated by the above-mentioned equipment would generate approximately up to 0.005 in/sec PPV adjacent to the Project Site.[4] Thus, the potential vibration levels from all Alternative 2 operational sources at the closest existing sensitive receptor locations would be less than the significance threshold of 0.5 in/sec PPV for potential Category I building damage. As such, Alternative 2, similar to the Project, would not result in the generation of excessive groundborne vibration, and vibration impacts would be less than significant.

Alternative 2, similar to the Project, would locate mechanical equipment in the underground and/or enclosed locations which would absorb groundborne vibration. Thus, groundborne vibration from the operation of such mechanical equipment would be less than the 0.5-in/sec structural damage threshold and the 72-VdB human annoyance threshold and would not impact any of the off-site vibration sensitive receptors. Therefore, Alternative 2, similar to the Project, would not result in the generation of excessive groundborne vibration, and vibration impacts to any vibration sensitive receptors, including the adjacent Sheraton Hotel, with respect to human annoyance and impacts would be less than significant.

Alternative 2, like the Project, would result in less than significant operational noise and vibration impacts. Therefore, Alternative 2's operational vibration impacts would be similar as compared to the Project's less than significant impact.

(j) Public Services

(i) Fire Protection

(a) Construction

Construction activities under both the Project and Alternative 2 would potentially increase the demand for or physically impede fire protection and emergency medical services due to the presence of construction equipment and construction staging areas. During construction, the Project and Alternative 2 would implement Project Design Feature TRAF-PDF-2, to provide a City reviewed Construction Management Plan (CMP) to minimize impacts to emergency vehicles during construction. Fire safety during construction would be further addressed by the Federal Occupational Safety and Health Administration (OSHA) safety and health provisions. Neither the Project nor Alternative 2 would increase fire services demand to the extent that the addition of a new fire facility, or the expansion, consolidation, or relocation of an existing facility would be required to maintain service as the on-site construction workforce would not be such that it would be required. Therefore, impacts during construction with respect to fire protection under

4 This vibration estimate is based on data presented in the USDOT Federal Transit Administration, 2006; which are included in Appendix I of this Draft EIR.

either the Project or Alternative 2 would be less than significant. However, since Alternative 2 would reduce the overall scale of excavation activities by approximately 55 percent, and the duration of construction activities would also be reduced as compared to the Project, Alternative 2's impacts would be less than the Project's less than significant impacts as the construction period would be shortened.

(b) Operation

As with the Project, Alternative 2's estimated employees and visitors would increase demand on fire protection and emergency medical services due to the greater number of employees and visitors than existing. Both the Project and Alternative 2 would comply with all applicable OSHA, Building Code, Fire Code, other LAMC, and LAFD requirements. The Project and Alternative 2 would also meet LAFD recommended fire prevention and protection features including building identification, emergency access lanes, and building setbacks. Additionally, plans and specifications would be submitted to LAFD prior to the provision of necessary permits. Compliance with applicable codes and inclusion of LAFD recommendations, such as incorporation of sprinklers, would result in safe, modern buildings and would reduce demand for LAFD services. Overall, operation of the Project or Alternative 2 would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire station facilities. Therefore, impacts to fire protection and emergency medical services during operation of either the Project or Alternative 2 would be less than significant and similar to the Project's less than significant impact.

(ii) Police Protection

(a) Construction

Construction activities under either the Project or Alternative 2 would potentially increase demand for police protection services or physically impede police protection service access on the local roadway network due to the presence of construction equipment and construction staging areas. During construction, both the Project and Alternative 2 would implement Project Design Feature TRAF-PDF-2, a City-reviewed CMP, to ensure that emergency access would be maintained in the vicinity. Both the Project and Alternative 2 would also implement Project Design Feature POL-PDF-1 to limit access to construction areas, including private security, construction fencing, locked entry, and security lighting. With the implementation the CMP pursuant to Project Design Feature TRAF-PDF-1 and the security features of Project Design Feature POL-PDF-1, neither the Project nor Alternative 2 would increase police services demand to the extent that the addition of a new police facility, or the expansion, consolidation, or relocation of an existing facility would be required to maintain service. As such, construction impacts would be less than significant under both the Project and Alternative 2. However, because Alternative 2 would reduce the scale and duration of construction activities, due to the 55 percent reduction in excavation and hauling of exported soils, Alternative 2's impacts would be less as compared to the Project's less than significant impact on police services as the construction period would be shortened.

(b) Operation

The increase in employees and visitors under the Project and Alternative 2 would be the same because of the same uses and floor areas proposed, and would increase the service population to officer ratio in the North Hollywood Community Area. The Project would increase non-residential service population by approximately 198. As Alternative 2 would include the same number of hotel rooms, Alternative 2 would result in the same increase in non-residential service population. With 300 sworn officers, the North Hollywood Community Police Station has an officer-to-population ratio of 1:733. The Project would not develop any residential units or result in an increase in residents. Similar to the Project, Alternative 2 would incrementally increase the non-resident service population by 198 people due to the proposed 395 guest rooms. Thus, no change in the resident to officer ratio or service population would occur between the Project and Alternative 2. In addition, both the Project and Alternative 2 would implement Project Design Feature POL-PDF-2, which would include a security program, such controlled access, camera surveillance, and on-site security personnel that would reduce demand on police services. Accordingly, there would be no need for expanded police facilities to accommodate increased demand. Moreover, LAPD correspondence stated that the Project would not result in the need for new or altered police facilities.[5] Given no change to the ratio of residents to officers would occur between the Project and Alternative 2, and that both the Project and Alternative 2 would implement Project Design Feature POL-PDF-2, the LAPD's determination would be equally applicable to Alternative 2. Thus, neither the Project nor Alternative 2 would result in substantial adverse physical impacts associated with the provision of a new or physically altered police facility, the construction of which would cause significant environmental impacts. As the service population would be the same under Alternative 2, impacts would be the same as compared the Project's less than significant impact.

(k) Transportation and Circulation

(i) Conflict with Programs, Plans, Ordinances or Policies Addressing the Circulation System, Transit, Roadways, Bicycle and Pedestrian Facilities

As with the Project, Alternative 2 would not conflict with the applicable policies of the City's Mobility Plan 2035, Bicycle Parking Ordinance, TDM Ordinance, Central City Community Plan, Vision Zero, Plan for a Healthy Los Angeles, and Citywide Design Guidelines. Consistent with the Mobility Plan 2035, both the Project and Alternative 2 would be pedestrian- oriented and include hotel-related uses and features that support alternative transportation use near transit facilities. The Project and Alternative 2 would support healthy lifestyles by locating jobs adjacent and near transit and providing bicycle parking, and through these measures, would support reductions in VMT. Neither the Project nor Alternative 2 would conflict with programs or policies addressing transit,

5 LAPD, Central Division, Officer Alfonso Velasco, letter to Alan Como, Los Angeles Planning Department, May 24, 2022.

roadway, bicycle and pedestrian facilities, transportation impacts. Impacts under Alternative 2 would be similar as compared to the Project's less than significant impact.

(ii) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)

Under Alterative 2, the hotel, restaurant, pool, landscaping, and other amenity areas would remain the same as under the Project. The overall floor area (299,088 square feet) and FAR (2.2:1) would be the same as under the Project. Despite the reduction in parking spaces under Alternative 2, because the Project and Alternative would both provide parking that meets or exceeds the LAMC parking requirement, the VMT would be the same under Alternative 2 and the Project. Impacts regarding VMT under both the Project and Alternative 2 would be consistent with the LADOT's TAG and, thus, consistent with CEQA Guidelines Section 15064.3(b). Therefore, VMT impacts under Alternative 2 would be similar as compared to the Project's less than significant impact.

(iii) Geometric Design Hazards

Alternative 2 would result in the same amount of daily trips as the Project as the number of hotel rooms would be the same as with the Project, and thus same number of hotel users. The Project is projected to add 29 or more trips to the US-101 Southbound Off-Ramp at Lankershim Boulevard during the weekly PM peak hour. While queue lengths would by approximately 27 feet during the weekday PM peak hour, this queue length can be accommodated by the existing off-ramp and vehicle queue would not extend on to the mainline. As such, Alternative 2 and the Project would not result in a safety impact. Because Alternative 2 would result in the same number of daily vehicle trips as the Project, Alternative 2 would also not substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses and impacts would be similar as compared to the Project's less than significant impact.

(l) Tribal Cultural Resources

Alternative 2 would not include the existing parking garage expansion and thus, would eliminate the Project's construction activities required for excavation of this component. However, the depth for excavation for other Alternative 2 components would be approximately 50 feet. The Project would result in a cut and fill balance of 87,000 CY of grading. Alternative 2's reduced excavation would reduce the total grading to 39,300 CY, a reduction of approximately 55 percent as compared to the Project. Under both the Project and Alternative 2, excavation into native soils (beneath the upper fills soils) has the potential to encounter previously undiscovered subsurface tribal cultural resources. Both the Project and Alternative 2 would be required to adhere to the City's conditions of approval for the treatment of inadvertent tribal cultural resource discoveries. . With adherence to the City's conditions of approval, construction activities would not cause a substantial adverse impact to tribal cultural resources, and impacts would be less than significant under both the Project and Alternative 2. However, because construction of Alternative 2 would result in less excavation and ground disturbance than the Project, and thus less likelihood of encountering unanticipated discovery of tribal cultural resources,

impacts to tribal cultural resources would be less than the Project's less than significant impacts.

(m) Utilities and Service Systems

(i) Water Supply

(a) Construction

Construction activities under the Project or Alternative 2 would result in an intermittent demand for water, including dust control, cleaning of equipment, removal and re-compaction, and other related activities. Water use for construction of both the Project and Alternative 2 would range from 1,000 to 2,000 gallons per day (gpd) on average for these activities.[6] The existing water infrastructure has adequate capacity for existing site conditions (estimated to be 9,000 gpd) and, as such, would have adequate capacity for construction activities. New water distribution lines would be constructed onsite, with minor off-site work associated with connections to the public water main. Impacts on water supply and infrastructure during construction would be less than significant under both Alternative 2 and the Project. However, because Alternative 2 would reduce the duration and scale of earthwork, water required for construction activity would be less under Alternative 2 than under the Project as there would be less soil stockpiling, less construction activities and thus a lesser need for water demand. Thus, Alternative 2 impacts would be less as compared to the Project's less than significant impact.

(b) Operation

The Project Site currently has adequate fire flow to serve either the Project or Alternative 2 to demonstrate compliance with Section 57.507.3 of the LAMC providing 9,000 gpm from the existing six hydrants closest to the Project Site based on confirmation provided by the Los Angeles Department of Water and Power (LADWP). Both the Project and Alternative 2 would incorporate a fire sprinkler suppression system which can provide 1,250 gpm for the proposed development. Therefore, there is adequate fire flow available to meet the flow required for either the Project or Alternative 2.

Both the Project and Alternative 2 would increase long-term water demand for consumption, operational uses, maintenance, and other activities on the Project Site. Domestic water demand for the Project, subtracting water conservation features, is estimated to be approximately 112,868 gpd (refer to Table I of the approved WSA, Appendix M-2 of this Draft EIR). In addition, with implementation of WS-PDF-1, the Project's total water demand would be lowered to approximately 78,764 gpd. As Alternative 2 would result in the same operational uses as the Project, Alternative 2 would generate the same water demand as the Project. The approved WSA for the Project demonstrates that LADWP has sufficient water supplies to meet the demand of the Project. As Alternative 2 would result in the same water demand as the Project, impacts

6 KPFF Consulting Engineers, *Infrastructure Report,* p. 26, June 2023.

to water supply under Alternative 2 would be similar as compared to the Project's less than significant impact.

(ii) Wastewater

(a) Construction

During construction of either the Project or Alternative 2, a negligible amount of wastewater would be produced by construction workers because it is anticipated that portable toilets that would dispose of the wastewater off-site would be provided. As with the Project, construction of Alternative 2 would include the construction of all necessary on- and off-site sewer pipe improvements and connections to adequately connect to the City's existing sewer system. Construction of the wastewater system would occur onsite and in the immediate vicinity. All construction impacts would be temporary and would cease once the installation is complete. Due to the 55 percent reduced excavation, Alternative 2 would result in a shorter construction duration and therefore, less wastewater generated during construction. Alternative 2's construction activity would not require or result in the relocation or construction of new or expanded wastewater treatment facilities. Alternative 2's impacts related to wastewater infrastructure and treatment capacity during construction would be less as compared to the Project's less than significant impact.

(b) Operation

Wastewater generation for the Project was estimated at 171,645 gpd (see Table IV.M.2-3, *Estimated Proposed Wastewater Generation Increase*, in Section IV.M.2, *Wastewater*, of this Draft EIR). As Alternative 2 includes the same operational uses as the Project, the estimated wastewater generation would be the same.

Since the sewer main lines serving the Project Site have adequate capacity to accommodate the Project, they would also have adequate capacity to accommodate Alternative 2 which would also be served by the existing sewer main lines. Future detailed gauging and evaluation will be needed as part of the standard permit process to identify a specific sewer connection point and confirm the sewer capacity near the time of Project or Alternative 2 development. Although not anticipated, if the public sewer lacks sufficient capacity, then the Project or Alternative 2 would be required to upgrade sewer lines to a point in the sewer system with sufficient capacity. Ultimately, sewage flow under the Project or Alternative 2 would be conveyed to the Hyperion Water Reclamation Plant (HWRP), which has sufficient capacity for the Project and Alternative 2. Sewage flows under the Project or Alternative 2 would represent only a small fraction of the remaining available capacity of 175 mgd at the HWRP. As with the Project, Alternative 2 would not require or result in the relocation or construction of new or expanded wastewater treatment facilities and impacts on wastewater infrastructure and treatment capacity would be less than significant. Alternative 2 would have the same wastewater generation compared to the Project, and therefore, Alternative 2's impacts would be the same as compared to the Project's less than significant impacts.

(3) Comparison of Impacts

As evaluated above and shown in Table V-2 on page V-8, Alternative 2 would not avoid the Project's significant and unavoidable impacts associated with on-site construction noise. Alternative 2 would also not avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to on-site construction noise and off-site construction noise – mobile sources. All other environmental impacts would be less than or similar to the Project.

(4) Relationship of the Alternative to Project Objectives

Alternative 2 would include a similar amount of overall development (same 2.2:1 FAR) and same operational uses at the Project Site as the Project. Overall, there would be 104 fewer parking spaces under Alternative 2 compared to the Project, which would reduce the excavation required for the parking garage expansion by 47,700 CY.

Alternative 2 would fully meet the following Project Objectives:

> **Objective 1:** Expand hotel capacity and local employment opportunity through infill development on a parcel located within close proximity to tourist destinations, entertainment-related uses, and transit centers, thereby promoting local, regional, and state land use and mobility objectives, enabling visitors to use alternate modes of transportation (e.g., walking, bicycling, transit), and reducing vehicle miles traveled.
>
> **Objective 3:** Preserve views to and from the Hollywood Hills by developing a hotel building that is compatible with the height and massing of nearby high-rise buildings while aligning the building in a way that preserves existing view corridors from public viewing areas.
>
> **Objective 4:** Provide efficient and convenient site access for all modes of transportation, and enhance pedestrian circulation and bicycle amenities.
>
> **Objective 5:** Strengthen the economic vitality of the local area by expanding employment opportunities and visitor-serving uses through construction and operation of an infill project within a TPA on a site that is served by existing infrastructure and would generate additional annual tax revenues to the City, including sales taxes and transient occupancy taxes.
>
> **Objective 6:** Support the City's commitment to green building design, conservation, recycling, and sustainability through sustainable design and construction that promotes resource conservation, including waste reduction, efficient water management techniques, and conservation of energy.

Since Alternative 2 would develop a parking structure over the North Plaza rather than expanding the existing parking structure, Alternative 2 would partially meet the following Project Objectives.

> **Objective 2:** Maximize the usefulness of the Project Site by redeveloping underutilized portions of the property and upgrading other areas of the Project Site with an economically viable designed project with comprehensive ground-level

landscape and entry upgrades and a new hotel building with guestrooms, spa and meeting rooms, and restaurants to support anticipated market demand.

c) Alternative 3: Office Use Alternative

(1) Description of the Alternative

The Office Use Alternative (Alternative 3) would include a smaller amount of overall development (1.6:1 FAR) as compared to the Project's development (2.2:1 FAR), and consist of office uses in an 8-story office building in place of the Hotel Expansion Building included under the Project, and would not include the Meeting Room Addition. The overall new floor area would be 105,000 square feet, which is approximately 35 percent of the Project's floor area (299,088 square feet). Under Alternative 3, the office building would be constructed on the south side of the Project Site and would not require the removal of the Existing Outdoor Pool Area. Alternative 3 would not require the excavation associated with expansion of the existing parking garage and all new parking would be surface level. Excavation under Alternative 3 would be reduced by approximately 80 percent from 87,000 CY of cut for export under the Project to 17,800 CY of cut for export under Alternative 3. Parking under Alternative 3 would be reduced relative to the parking requirements for the office use area. New parking on the Project Site to be provided along the existing circulation roads and within the North and South Plazas would be reduced by 54 percent from 464 new spaces under the Project to 215 spaces under Alternative 3, and would be consistent with the City's LAMC parking requirements. **Figure V-3**, *Alternative 3 – Conceptual Site Plan*, and **Figure V-4**, *Alternative 3 – Axonometric View*, illustrate Alternative 3's ground level plan and the vertical projection of the proposed buildings to compare building height, respectively. Alternative 3's proposed office uses would also not be an allowed use in the southern portion of the Project Site's existing zoning of RE15-1-H. Therefore, Alternative 3 would require the same zone change as the Project to allow for a uniform C2 zone for the entire Project Site.

Alternative 3's office floor area is anticipated to generate approximately 503 new employees as compared to 321 full-time equivalent (FTE) new employees under the Project.[7] Unlike the Project, Alternative 3 would not provide any restaurant, spa, meeting room, or hotel uses and would not generate any new restaurant or hotel employees and would not generate any new visitors or guests to the Existing Hotel Building.

[7] Alternative 3's 105,000 sf of offices is estimated to generate 503 employees or one employee per 208 sf of office floor area. Full-time employees anticipated for Alternative 3 are generated using the Los Angeles Unified School District 2022 Developer Fee Justification Study, which utilizes 0.00479 employees per average square foot for the category of "Standard Commercial Office" that applies to Alternative 3.

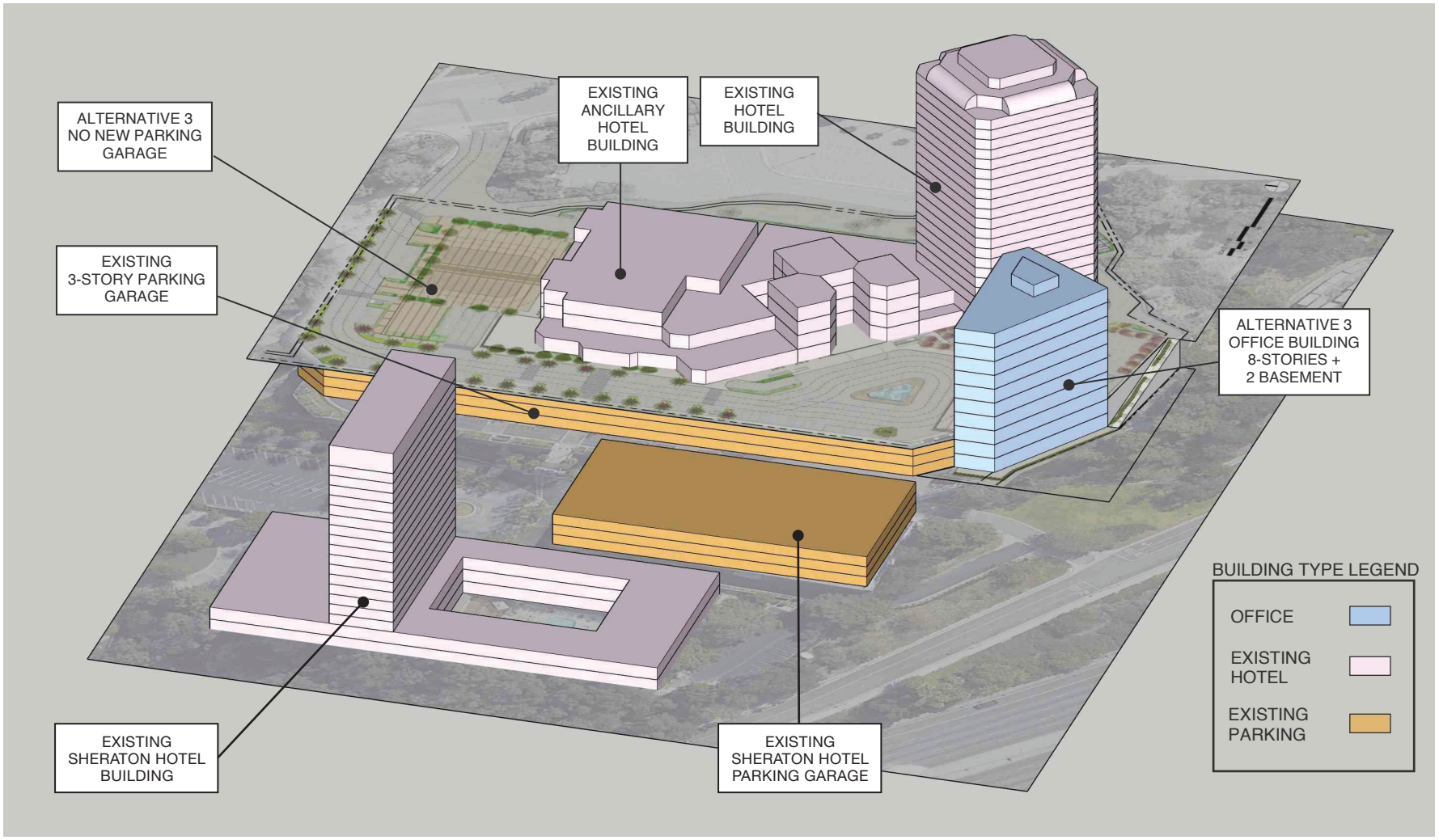


D180143.00 - Universal Hilton EIR\05 Graphics-GIS-Modeling\DEIR

SOURCE: Ankrom Moisan Architects, Inc., 2023

Hilton Universal City Project

Figure V-3
Alternative 3 – Conceptual Site Plan



D180143.00 - Universal Hilton EIR\05 Graphics-GIS-Modeling\DEIR

SOURCE: Ankrom Moisan Architects, Inc., SALT Landscape Architects, 2023

Hilton Universal City Project

Figure V-4
Alternative 3 – Axonometric View

(2) Environmental Impacts

(a) Air Quality

(i) Consistency with Air Quality Management Plan

(a) Construction

The 2022 AQMP includes growth projections in its assessment for achieving air quality goals based on assumptions in the SCAG 2020–2045 RTP/SCS regarding population, housing, and employment growth trends. Similar to the Project, Alternative 3 would result in an increase in short-term employment during construction; however, Alternative 3 would include a smaller amount of overall development and would result in fewer construction jobs compared to the Project. Like the Project, construction jobs under Alternative 3 would be and temporary in nature and last through the completion of construction activities and not generate long-term increases in employment growth. As such, construction jobs would not conflict with the long-term employment projections upon which the AQMP is based.

Like the Project, construction of Alternative 3 would be required to comply with CARB's requirements to reduce short-term emissions from on-road and off-road diesel equipment, and with SCAQMD's regulations, such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Also, like the Project, Alternative 2 would be required to utilize construction contractors in compliance with State on-road and off-road vehicle rules, including the ATCM that limits heavy-duty diesel motor vehicle idling to five minutes at any location (Title 13 CCR, Section 2485), the Truck and Bus regulation that reduces NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California (13 CCR, Section 2025), and the In-Use Off-Road Diesel Fueled Fleets regulation that reduces emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449). As such, Alternative 3 would not conflict with implementation of these strategies. Compliance with these requirements under Alternative 3 is consistent with and meets or exceeds the AQMP control strategies.

Under Alternative 3, the southern portion of the Project Site would be developed with an 8-story office building totaling approximately 105,000 square feet as compared to the Project that would develop an 18-story, approximately 299,088 -square-foot Hotel Expansion Building and Meeting Room Addition, which is an approximately 65 percent reduction in building square footage. Alternative 3 would also reduce the parking on the North and South Plazas by 54 percent from 464 new spaces under the Project to 215 spaces under Alternative 3. Alternative 3 would reduce the Project's 2.2:1 FAR to 1.6:1. Alternative 3 would reduce the Project's total soil export from 87,000 CY to 17,800 CY, a reduction of approximately 80 percent. Thus, Alternative 3 would reduce total construction-related emissions of NOx, resulting primarily from reduced building construction duration and reduced heavy-duty trucks required for on-road soil hauling. Alternative 3 would reduce the number of days with building and parking construction

activities on the North and South Plazas by approximately 65 percent and 54 percent, respectively (from approximately 582 days to approximately 228 days based on the floor area reduction and overlapping building construction schedule for the Hotel Expansion Building and Meeting Room Addition and parking garage), but could still exceed the SCAQMD daily thresholds of significance because daily activities levels would be similar. Since Alternative 3 would reduce the total number of haul truck trips required to export soil and reduce the number of days with haul truck trips, the duration of emissions during the grading phase would also be reduced by approximately 80 percent (from approximately 87 days to approximately 18 days based on the corresponding 80 percent reduction in grading quantities) but could still exceed the SCAQMD daily thresholds of significance because daily activities levels would be similar. Implementation of Mitigation Measure MM AQ-1 (Construction Equipment Features) would reduce the Project's and Alternative 3's construction emissions of NO_X to below the significance threshold, and regional air quality impacts would be reduced to less than significant. Therefore, similar to the Project, construction activities under Alternative 3 would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant. However, because Alternative 3 would reduce the scale and duration of excavation activities by approximately 80 percent and building and parking construction activities by approximately 65 percent and 54 percent respectively, Alternative 3 would result in reduced total emissions and result in less delay in the timely attainment of air quality standards specified in the AQMP. Therefore, the duration of impacts related to consistency with the AQMP would be less under Alternative 3 than under the Project, but both Alternative 3 and the Project would have a less than significant impact (with mitigation)

(b) Operation

Alternative 3 would retain the Project Site's existing hotel use, but the southern portion of the Project Site would not be redeveloped with additional hotel uses and the Existing Outdoor Pool Area would be maintained in its current condition. However, Alternative 3 would develop an office building on the southern portion of the site adjacent to the Existing Outdoor Pool Area. In addition, the existing parking garage would remain the same as under existing conditions, and all new parking for the office building would be surface level. As with the Project, Alternative 3 would be consistent with the goals of SCAG's 2016-2040 and 2020-2045 RTP/SCS and growth projections in the 2016 and 2022 AQMP, since the growth would occur in a HQTA and a TPA. Alternative 3 would also be consistent with applicable goals, objectives, and policies of the Air Quality Element of the General Plan (Air Quality Element) that support and encourage transportation efficiency as the Project Site is located within a designated HQTA and TPA, with access to regional transportation facilities in the Project Site vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station and Metro bus lines along Lankershim Boulevard in the Project vicinity, which would reduce vehicle trips and VMT for both Alternative 3 and the Project. As such, both Alternative 3 and the Project would be consistent with the Air Quality Element and would not obstruct implementation of the AQMP. The reduction in daily VMT (see VMT discussion under Transportation below) under Alternative 3 would

support the policies of the Air Quality Element and the AQMP and impacts from Alternative 3 would be less than the Project's less than significant impact (with mitigation).

(ii) Cumulatively Considerable Increase in Criteria Pollutants

(a) Construction

As with the Project, Alternative 3's construction activities have the potential to generate temporary regional criteria pollutant emissions VOC, NOx, and CO through the use of construction equipment, vehicle trips generated by workers, and haul trucks traveling to and from the Project Site. Construction-related daily emissions of VOC, under both Alternative 3 and the Project, would exceed the SCAQMD thresholds of significance. Alternative 3 would reduce construction-related emissions of NOx, resulting primarily from heavy-duty trucks required for on-road soil hauling. Alternative 3 would eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. The southern portion of the Project Site would be developed with an 8-story office building totaling approximately 105,000 square feet, which is an approximately 65 percent reduction in building square footage. Alternative 3 would reduce the Project's total soil export from 87,000 CY to 17,800 CY, an approximately 80 percent reduction. Alternative 3 would reduce the number of days with building and parking construction activities on the North and South Plazas by approximately 65 percent and 54 percent, respectively (from approximately 582 days to approximately 228 days based on the floor area reduction and overlapping building construction schedule for the Hotel Expansion Building and Meeting Room Addition and parking garage), but could still exceed the SCAQMD daily thresholds of significance because daily activities levels would be similar. Alternative 3 would reduce the number of days with haul truck trips by approximately 80 percent (from approximately 87 days to approximately 18 days based on the corresponding 80 percent reduction in grading quantities) but could still exceed the SCAQMD daily thresholds of significance because daily activities levels would be similar. With implementation of Mitigation Measures AQ-MM-1, emissions would be reduced to below the SCAQMD's daily significance thresholds for both Alternative 3 and the Project. In addition, because Alternative 3 would substantially reduce grading activities and hauling, it would contribute fewer days of grading emissions and fewer days of overlapping construction emissions than the Project. Therefore, the duration of construction emission impacts would be less as compared to the Project's less than significant impact (with mitigation).

(b) Operations

During operation, Alternative 3, would generate emissions associated with vehicle trips, heating, lighting, other electric and natural gas power requirements, emergency generators, and architectural coatings. Alternative 3 would retain the Project Site's existing hotel use, but the southern portion of the Project Site would not be redeveloped with additional hotel uses and the Existing Outdoor Pool Area would be maintained in its

current condition. Alternative 3 would eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. Alternative 3 would develop the southern portion of the Project Site with an 8-story office building totaling approximately 105,000 square feet instead of developing 18-story, approximately 299,088-square-foot Hotel Expansion Building and Meeting Room Addition, reducing overall floor area of development by approximately 65 percent. Although the hotel rooms would not be expanded under Alternative 3, the office building use would generate fewer daily trips and a lower daily VMT than the Project. Alternative 3 would reduce the Project's daily VMT from 29,995 to 6,902 (refer to Section V.6.(c)(2)(k), Transportation). With the reduction of overall floor area of development by approximately 65 percent and reduced VMT, the operational emissions of Alternative 3 would be reduced compared to the Project. Thus, as with the Project, operational emissions under Alternative 3 would be below the SCAQMD significance thresholds. However, because Alternative 3 would reduce overall floor area of development compared to the Project and reduce daily VMT, impacts related to criteria pollutants would be less as compared to the Project's less than significant impact.

(iii) Exposure of Sensitive Receptors to Pollutant Concentrations –Localized Emissions

(a) Construction

Alternative 3, which would reduce overall floor area of development by approximately 65 percent and eliminate excavation for the parking garage and reduce the number of new parking spaces from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project, would reduce the Project's grading and export (hauling) of removed soils by approximately 80 percent. Unlike regional emissions, localized emissions are specific to sensitive receptors in the local project area. Under Alternative 3, maximum daily localized emissions would be similar to the Project since daily construction activities levels would be similar to the Project. Thus, as with the Project, Alternative 3 and the Project's maximum daily localized emissions from construction would not exceed the SCAQMD localized significance thresholds for NOx, CO, PM10, and PM2.5. With the approximately 65 percent and 54 percent reduction in building and parking construction activities, respectively, the duration of building and parking construction activities would be reduced (from approximately 582 days to approximately 228 days based on the floor area reduction and overlapping building construction schedule for the Hotel Expansion Building and Meeting Room Addition and parking garage), With the approximately 80 percent reduction in grading activities under Alternative 3, the duration of grading related emissions would be shortened under Alternative 3 by approximately 80 percent (from approximately 87 days to approximately 18 days based on the corresponding 80 percent reduction in grading quantities). Thus, Alternative 3's impacts related to exposure of sensitive receptors to localized pollutant concentrations would be less as compared to the Project's less than significant impact.

(b) Operations

Alternative 3 would develop the southern portion of the Project Site with an 8-story office building totaling approximately 105,000 square feet instead of developing 18-story, approximately 299,088-square-foot Hotel Expansion Building and Meeting Room Addition, reducing overall floor area of development by approximately 65 percent as compared to the Project. The Project's daily localized emissions of NO_x, PM10, and PM2.5 related to energy use, emergency generators, charbroilers, and use of coatings, consumer products would be lower than the SCAQMD's significance thresholds and impacts would be less than significant. The overall building floor area would be substantially reduced under Alternative 3 compared to the Project. Based on the reduced building floor area, Alternative 3 would have lower localized operational emissions from consumer products, architectural coatings and energy sources as compared to the Project. In addition, Alternative 3 would not provide any restaurant uses, thus charbroiler emissions would not occur under Alternative 3 as compared to the Project. Thus, impacts related to exposure of sensitive receptors to localized concentration of pollutants under Alternative 3 would be less as compared to the Project's less than significant impact.

(iv) Carbon Monoxide Hotspots

As discussed under Transportation below, Alternative 3 would generate fewer daily trips and have a lower daily VMT compared to the Project. Alternative 3 would reduce the Project's daily vehicle trips from 4,309 to 905 with similar TDM measures as the Project, and as a result, would reduce the Project's daily VMT from 29,995 to 6,902 (refer to Section V.6.(c)(2)(k), Transportation). The most heavily impacted intersection in the Project Site area with the potential to result in CO hotspots is Barham Boulevard and Cahuenga Boulevard. During operation, CO concentrations from the Project's maximum operational traffic volume at this intersection plus the measured background level in the Project Site area are expected to be approximately 4.5 parts per million (ppm) (one-hour average) and 3.3 ppm (eight-hour average). These levels would not exceed the numerical thresholds of significance and Project impacts related to CO hotspots would be less than significant. Therefore, because Alternative 3 would result in lower traffic volumes than the Project, impacts related to CO hotspots would be less as compared to the Project's less than significant impact.

(v) Toxic Air Contaminants

(a) Construction

Alternative 3 would develop the southern portion of the Project Site with an 8-story office building totaling approximately 105,000 square feet instead of developing 18-story, approximately 299,088-square-foot Hotel Expansion Building and Meeting Room Addition, reducing overall floor area of development by approximately 65 percent as compared to the Project. Alternative 3 would eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. Alternative 3 would also eliminate construction activities associated with excavation, grading, and

foundation work for the parking garage expansion and reduce the Project's total soil export from 87,000 CY to 17,800 CY, an approximately 80 percent reduction.

Under Alternative 3, maximum daily emissions would be similar to the Project since daily construction activities levels would be similar to the Project. Alternative 3 would reduce the number of days of construction compared to the Project. With the approximately 65 percent and 54 percent reduction in building and parking construction activities, respectively, the duration of building and parking construction activities would be reduced (from approximately 582 days to approximately 228 days based on the floor area reduction and overlapping building construction schedule for the Hotel Expansion Building and Meeting Room Addition and parking garage), With the approximately 80 percent reduction in grading activities under Alternative 3, the duration of grading related emissions would be shortened under Alternative 3 by approximately 80 percent (from approximately 87 days to approximately 18 days based on the corresponding 80 percent reduction in grading quantities).

Under both Alternative 3 and the Project, TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase. The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location and the CARB In-Use Off-Road Diesel Vehicle Regulation. Compliance with these CARB regulations would minimize emissions of TACs during construction. Hazardous materials present in the existing on-site structures or infrastructure, such as asbestos-containing materials or lead based paint, could be exposed during demolition. If present, the hazardous materials are required to be managed and disposed of in accordance with applicable laws and regulations. Further, the Project would implement Mitigation Measure AQ-MM-1 (Construction Equipment Features) would provide the co-benefits of reducing TAC emissions of PM10 and PM2.5 from heavy-duty diesel construction equipment emissions. Project impacts related to construction TAC emissions would be less than significant. Like the Project, Alternative 2 would also comply with the CARB rules and regulations and would also implement Mitigation Measure AQ-MM-1. Thus, like the Project, construction TAC impacts for Alternative 3 would be less than significant. Because Alternative 3 would reduce the duration of the overall construction program, excavation activities, the use of heavy equipment (loaders, excavators), and haul truck activity, Alternative 3 would result in fewer total TAC emissions. As such, TAC impacts under Alternative 3 would be less as compared to the Project's less than significant impact.

(b) Operation

Alternative 3 would develop the southern portion of the Project Site with an 8-story office building totaling approximately 105,000 square feet instead of developing 18-story, approximately 299,088-square-foot Hotel Expansion Building and Meeting Room Addition, reducing overall floor area of development by approximately 65 percent as compared to the Project. As discussed under Transportation below, Alternative 3 would generate fewer daily trips and have a lower daily VMT compared to the Project.

Alternative 3 would reduce the Project's daily vehicle trips from 4,309 to 905 with similar TDM measures as the Project, and as a result, would reduce the Project's daily VMT from 29,995 to 6,902 (refer to Section V.6.(c)(2)(k), Transportation). Alternative 3, as with the Project, would generate emissions from architectural coatings, truck deliveries, and emergency generators. Delivery trucks are required to comply with the applicable provisions of 13 CCR, Section 2025 to minimize and reduce PM10, PM2.5, and NO_X emissions. Any emergency generators for either Alternative 3 or the Project would be certified to the most stringent CARB and SCAQMD Rule 1470 standards to reduce emissions to the lowest technically feasible level. In addition, Alternative 3 would not provide any restaurant uses, and thus, charbroiler emissions would not occur under Alternative 3 as compared to the Project. With existing regulations, operation of either Alternative 3 or the Project would not be considered a substantial source of DPM or other TAC emissions. Impacts under Alternative 3 would be less as compared to the Project's less than significant impacts.

(b) Biological Resources

(i) Candidate, Sensitive, or Special-Status Species

As with the Project, Alternative 3 would require ground disturbance, tree removal, and habitat disturbance that would directly or indirectly impact candidate, sensitive, or special-status species. The Project and Alternative 3 would implement Mitigation Measure BIO-MM-1 (Special-Status Bat Species). With mitigation, construction of the Project and Alternative 3 would result in less than significant impacts. As Alternative 3 would require less tree removal by maintaining the Existing Outdoor Pool Area, Alternative 3's impacts to candidate, sensitive, or special-status species would be less as compared to the Project's less than significant impact (after mitigation).

(ii) Wildlife Movement and Corridors or Wildlife Nursery Sites

Alternative 3 would result in construction and new developed urban uses on the Project Site as the Project, which would not impact wildlife movement or corridors. The Project Site is in an urbanized area and the Project and Alternative 3 would not result in changes during construction or operation that would impact movement of native wildlife species. Alternative 3's impacts to wildlife corridors would be similar as compared to the Project's less than significant impact.

Alternative 3 would result in construction and new developed urban uses on the Project Site as the Project that have the potential to impact wildlife nursery sites. The Project Site contains palms that provide roosting habitat for special-status bat species and other trees and vegetation that provide nesting habitat for birds. The Project and Alternative 3 would implement Mitigation Measure BIO-MM-1 (Special-Status Bat Species) and would comply with regulations such as the MBTA and CFGC. As Alternative 3 would require less tree removal by maintaining the Existing Outdoor Pool Area, Alternative 3's impacts would be less as compared to the Project's less than significant impact (with mitigation).

(iii) Conflict with Policies or Ordinances Protecting Biological Resources

Alternative 3 would result in construction and new developed urban uses on the Project Site as the Project that would not conflict with policies or ordinances protecting biological resources. The Project and Alternative 3 would require removal of trees on the Project Site and would be subject to the tree replacement requirements pursuant to the Department of City Planning and/or the City's Urban Forestry Division. The Project and Alternative 3 would result in a less than significant impact related to policies and ordinances protecting biological resources. As Alternative 3 would require less tree removal by maintaining the Existing Outdoor Pool Area, Alternative 3's impacts would be less as compared to the Project's less than significant impact.

(c) Cultural Resources

(i) Historical Resources

As with the Project, Alternative 3 would develop a portion of the existing Hilton Universal City Hotel site adjacent to the potential Universal Studios Historic District. However, as the Hilton Universal City Hotel does not qualify as a historic resource no direct impacts to historic resources would occur. In addition, due to the distance of the Project Site from the potential Universal Studios Historic District and other historic resources and the nature of the proposed development, no indirect impacts to surrounding historic resources would occur. Therefore, Alternative 3's impacts on historical resources would be similar as compared to the Project's less than significant impact.

(ii) Archaeological Resources

Under Alternative 3, as with the Project, grading and excavation into native soils would be necessary to for building foundations. However, excavation would be decreased by approximately 80 percent relative to that required for the Project in terms of overall grading quantities, as Alternative 3 would no longer require excavations necessary to expand the existing parking garage or removal of the Existing Outdoor Pool Area. Alternative 3 would also be subject to the City's standard condition of approval to address inadvertent discovery of archaeological resources, although with less excavation requirements, the risk of encountering an unanticipated discovery is diminished and would result in less than significant impacts to archaeological resources. Because Alternative 3 would result in less excavation and ground disturbance than the Project, Alternative 3's impacts related to archaeological resources would be less as compared to the Project's less than significant impact.

(d) Energy

(i) Construction

As with the Project, construction of Alternative 3 would result in construction energy consumption primarily from transportation fuels (e.g., diesel and gasoline) used for haul

trucks, heavy-duty construction equipment, and construction workers traveling to and from the Project Site. Alternative 3 would develop the southern portion of the Project Site with an 8-story office building totaling approximately 105,000 square feet instead of developing 18-story, approximately 299,088-square-foot Hotel Expansion Building and Meeting Room Addition, reducing overall floor area of development by approximately 65 percent as compared to the Project. Alternative 3 would eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. Alternative 3 would also eliminate construction activities associated with excavation, grading, and foundation work for the parking garage expansion and reduce the Project's total soil export from 87,000 CY to 17,800 CY, an approximately 80 percent reduction.

Neither the Project nor Alternative 3 are expected to consume natural gas during construction but would use electricity for an on-site office as well as gasoline and diesel fuels associated with on- and off-road construction vehicles. The Project's estimated annual energy demand during construction would be 42,011 kWh of electricity, 41,292 gallons of gasoline, and 168,147 gallons of diesel (see Table IV.D-3 in Section IV.D, *Energy*, of this Draft EIR). The Project's demand for electricity, diesel, and gasoline would be within the handling capacity of suppliers. Construction would utilize energy only for necessary on-site activities and to transport construction materials and demolition debris to and from the Project Site. Alternative 3 would have reduced annual energy demand during construction compared to the Project for electricity, gasoline, and diesel due to the reduced haul truck trips and reduced construction durations. Thus, like the Project, Alternative 3's demand for electricity, diesel, and gasoline would be within the handling capacity of suppliers and construction would utilize energy only for necessary on-site activities and to transport construction materials and demolition debris to and from the Project Site. Neither Alternative 3 nor the Project would not increase demand for electricity, diesel, or gasoline that would exceed available supply or distribution infrastructure capabilities or result in the construction of new energy facilities or expansion of existing facilities and would not result in the wasteful, inefficient, and unnecessary consumption of energy. As such, similar to the Project, energy impacts would be less than significant. In addition, under Alternative 3, the decrease in the overall construction program due the reduction of overall development floor area by 65 percent and the decrease in grading under Alternative 3 would reduce the overall use of heavy equipment, such as loaders, graders, and haul trucks and worker trips which would result in a reduction in diesel and gasoline fuel use. On balance, Alternative 3 would result in less energy demand during construction than the Project. Impacts to energy supplies under Alternative 3 would be less as compared to the Project's less than significant impact.

(ii) Operation

Alternative 3 would retain the Project Site's existing hotel use, but the southern portion of the Project Site would not be redeveloped with additional hotel uses and the Existing Outdoor Pool Area would be maintained in its current condition. Alternative 3 would develop an office building on the southern portion of the site adjacent to the Existing

Outdoor Pool Area. In addition, the existing parking garage would remain the same as under existing conditions, and all new parking for the office building would be surface level. Alternative 3 would eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. Total new square footage under Alternative 3 would be 105,000 square feet versus 299,088 square feet for the Project, a reduction of 65 percent of building floor area of development. Thus, building energy requirements (electricity and natural gas) would be less under Alternative 3 than the Project. As discussed under Transportation below, Alternative 3 would generate fewer daily trips and have a lower daily VMT compared to the Project. As discussed under Transportation below, Alternative 3 would generate fewer daily trips and have a lower daily VMT compared to the Project. Alternative 3 would reduce the Project's daily vehicle trips from 4,309 to 905 with similar TDM measures as the Project, and as a result, would reduce the Project's daily VMT from 29,995 to 6,902 (refer to Section V.6.(c)(2)(k), Transportation). Therefore, Alternative 3 would have a lower demand for gasoline and diesel compared to the Project. Demand under either Alternative 3 or the Project would be within the handling capacity of suppliers.

Operation of both the Project and Alternative 3 would comply with the CALGreen Code's energy saving measures. In addition, Alternative 3 and the Project would comply with utilize other energy-saving measures to achieve a minimum including LEED Gold Certification and may include, but are not limited to, the use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); the installation of HVAC systems that utilize ozone-friendly refrigerants; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The parking garage expansion would provide infrastructure for vehicular charging stations per LAMC requirements. The Project would also utilize the recycling program and facilities that are currently located in the Existing Hotel Building (see Section II, Project Description, for additional details). In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters (refer to Section II, Project Description, of this Draft EIR, for additional details). The Project's water conservation features are included as Project Design Feature WS-PDF-1 (refer to Project Design Feature WS-PDF-1 (Water Conservation Features) in Section IV.M.2, Utilities and Service Systems – Water Supply, of this Draft EIR). The Project and Alternative 3 would be located within a designated HQTA and TPA, with access to regional transportation facilities in the Project Site vicinity, including the Metro B Line (Red Line) Universal City/Studio City Station and Metro bus lines along Lankershim Boulevard in the Project vicinity, which would reduce vehicle trips and VMT for both the Project and Alternative 3. However, because of the 65 percent reduction of building floor area of development and lower daily VMT under Alternative 3, impacts on overall energy demand would be less under Alternative 3 as compared to the Project's less than significant impact.

(e) Geology and Soils

(i) Geologic, Seismic, and Soil Hazards

Under Alternative 3, parking would be provided on the surface level along the circulation roads and within the North and South Plazas, which would require less excavation compared to the Project, which would expand the existing parking garage. Alternative 3 would also require 80 percent less excavation as the Existing Outdoor Pool Area would remain and the office building would also require shallower depth of foundations compared to the Project as it would require a considerably smaller footprint. However, both Alternative 3 and the Project would be developed in accordance with site-specific design recommendations in a Final Geotechnical Report and comply with all applicable regulatory requirements related to building design and safety. There would be a similar level of impact associated with geologic, seismic and soil hazards under Alternative 3 as the same geologic and seismic features and soils would be present as with the Project. Therefore, Alternative 3's impacts related to geology and soils would be similar as compared to the Project's less than significant impact.

(ii) Paleontological Resources

Alternative 3 would not include the expansion of existing parking garage or removal of the Existing Outdoor Pool Area and would, thus, reduce the Project's construction activities required for excavation. To account for any earthwork needed for foundations, in lieu of detailed construction-level geotechnical survey and reporting, it is assumed that the overall depth of excavation would be approximately 50 feet. The Project would result in a cut and fill balance of 87,000 CY of grading. Alternative 3's reduced excavation depth would reduce the Project's total grading by approximately 80 percent to approximately 17,800 CY. Under both the Project and Alternative 3, earthwork or excavation into native soils (beneath the upper fill soils) have the potential to encounter previously unknown buried paleontological resources. As with the Project, Alternative 3 would implement Mitigation Measures PALEO-MM-1 (retaining a Qualified Paleontologist), PALEO-MM-2 (providing construction worker paleontological resources sensitivity training), and PALEO-MM-3 (providing paleontological monitoring). As with the Project, potentially significant impacts under Alternative 3 would be reduced to a less than significant level with mitigation. However, because construction of Alternative 3 would reduce excavation, and thus with less excavation requirements, the risk of encountering an unanticipated discovery is diminished, impacts to paleontological resources would be less as compared to the Project's less than significant impact (with mitigation).

(f) Greenhouse Gas Emissions

Alternative 3 would eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. Alternative 3 would reduce the Project's total soil export from 87,000 CY to 17,800 CY, an approximately 80 percent reduction. In addition, Alternative 3 would develop the southern portion of the Project Site with an 8-story office building totaling approximately 105,000 square feet instead of developing 18-

story, approximately 299,088-square-foot Hotel Expansion Building and Meeting Room Addition, reducing overall floor area of development by approximately 65 percent. Due to this reduction in overall floor area of development, the overall duration of the construction program would be decreased. With the approximately 65 percent and 54 percent reduction in building and parking construction activities, respectively, the duration of building and parking construction activities would be reduced (from approximately 582 days to approximately 228 days based on the floor area reduction and overlapping building construction schedule for the Hotel Expansion Building and Meeting Room Addition and parking garage), With the approximately 80 percent reduction in grading activities under Alternative 3, the duration of grading related emissions would be shortened under Alternative 3 by approximately 80 percent (from approximately 87 days to approximately 18 days based on the corresponding 80 percent reduction in grading quantities). Therefore, Alternative 3 would result in a reduction of the overall construction program and in grading and hauling activity. Construction activities under either Alternative 3 or the Project would not conflict with SCAQMD air quality control measures that reduce GHG emissions as well as CARB's improved engine efficiency regulations and reduced idling times. As such, Alternative 3 and the Project's construction GHG emissions would be less than significant. However, Alternative 3's overall construction GHG emissions would be less as compared to the Project's less than significant impact.

Alternative 3 would retain the Project Site's existing hotel use, but the southern portion of the Project Site would not be redeveloped with additional hotel uses and the Existing Outdoor Pool Area would be maintained in its current condition. Alternative 3 would develop an office building on the southern portion of the site adjacent to the Existing Outdoor Pool Area. In addition, the existing parking garage would remain the same as under existing conditions, and all new parking for the office building would be surface level. As described above, total new square footage under Alternative 3 would be 105,000 square feet versus 299,088 square feet for the Project, a reduction of 65 percent of overall floor area of development. Thus, building energy emissions from electricity and natural gas would be less under Alternative 3 than the Project. As discussed under Transportation below, Alternative 3 would generate fewer daily trips and have a lower daily VMT compared to the Project. As discussed under Transportation below, Alternative 3 would generate fewer daily trips and have a lower daily VMT compared to the Project. Alternative 3 would reduce the Project's daily vehicle trips from 4,309 to 905 with similar TDM measures as the Project, and as a result, would reduce the Project's daily VMT from 29,995 to 6,902 (refer to Section V.6.(c)(2)(k), Transportation). Therefore, Alternative 3 would have lower GHG emissions from mobile sources. As with the Project, Alternative 3 would be constructed to LEED Gold Standards, comply with the CALGreen Code's energy saving measures, install high-efficiency appliances, incorporate water-efficient fixtures and water-efficient landscaping and irrigation, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation), incorporate water-efficient pool-related features, such as a leak-detection system (refer to Section II, Project Description, of this Draft EIR, for additional details). As with the Project, Alternative 3 would be located within a designated HQTA and TPA, with access to regional transportation facilities in the Project Site vicinity, including the Metro B Line

(Red Line) Universal City/Studio City Station and Metro bus lines along Lankershim Boulevard in the Project vicinity, which would reduce vehicle trips and VMT for both the Project and Alternative 3. Thus, as with the Project, Alternative 3 would not conflict with the applicable GHG emission reduction plans and policies including CARB's Climate Change Scoping Plan, the 2020–2045 RTP/SCS, the City's Green New Deal, and the Los Angeles Green Building Code. Neither Alternative 3 nor the Project would result in significant GHG impacts. However, with the reduction in overall construction program including grading and hauling activities, building operational energy emissions from electricity and natural gas, and long-term mobile source emissions, GHG emissions would be less under Alternative 3 as compared to the Project's less than significant impact.

(g) Hydrology and Water Quality

(i) Water Quality Standards

(a) Construction

Construction activities under Alternative 3 and the Project, such as earth moving, maintenance and operation of construction equipment, and handling, storage, and disposal of materials, as well as erosion, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site watering activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site. Alternative 3 and the Project would comply with regulatory requirements, BMPs provided under the required SWPPP, and City Building Code grading procedures to ensure that pollutant loading would not exceed water quality standards. Therefore, impacts with respect to construction phase water quality standards under both the Project and Alternative 3 would be less than significant. However, because Alternative 3 would substantially reduce the quantity of excavated and stockpiled materials to be hauled away, by approximately 80 percent, there would be less potential for pollutants to enter into surface water sources or groundwater as there would be less materials present. As such, impacts would be less under Alternative 3 as compared to the Project's less than significant impact.

(b) Operation

The Project Site was developed prior to the enforcement of storm water quality BMP design, implementation, and maintenance. The Project Site currently does not implement structural BMPs for treatment of stormwater runoff. However, there is a range of non-structural BMPs that are currently utilized at the Project Site to minimize the impact of pollutant sources, which would continue under the Project. Source control measures under the City's LID, including good housekeeping, removal of trash and maintenance of driveways and parking areas, proper use and storage of pesticides, and substituting environmentally-friendly products for environmentally-hazardous products, such as soaps, solvents, and pesticides would continue on the Project Site under both Alternative 3 and the Project to reduce surface water quality impacts and prevent pollutants from

entering the local groundwater supply by percolation into landscaped areas with permeable surfaces. Under Alternative 3 and the Project, any on-site use of hazardous materials to be used in association with continued operation of the Project, such as small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance, as well as fuel storage associated with an on-site generator, would be continue to be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations such that no hazardous materials be exposed to or otherwise would adversely impact groundwater quality.

Alternative 3 and the Project would implement capture and reuse for managing stormwater runoff in accordance with current LID requirements. The proposed water quality capture and reuse system under both Alternative 3 and the Project would be constructed pursuant to the standards established by LASAN's Watershed Protection Division to ensure the treatment of contaminants without allowing seepage into the underlying soil, as required. The final drainage and treatment system design would be finalized as part of the grading and building permit process.

With implementation of the capture and reuse system, along with compliance to applicable LID requirements, Alternative 3 and the Project would reduce or eliminate the discharge of potential pollutants from stormwater runoff. Operation of Alternative 3 and the Project would result in a net reduction of pollutants compared to existing conditions as the Project Site currently has no structural BMPs for treatment of stormwater runoff.

Overall, Alternative 3's impacts with respect to surface water quality and groundwater quality during operations would be similar as compared to the Project's less than significant impact.

(ii) Alteration of Existing Drainage Patterns

(a) Construction

Construction activities under Alternative 3 and the Project could contribute to erosion or siltation when soils are exposed. Construction activities have the potential to temporarily alter existing drainage patterns and flows within the Project Site by altering topography, exposing the underlying soils, and increasing permeability. However, both Alternative 3 and the Project would be required to implement BMPs and erosion control measures as part of a SWPPP to manage runoff flows. With implementation of construction BMPs as part of a SWPPP and compliance to applicable regulatory requirements, impacts related to drainage pattern changes resulting in erosion, siltation, or runoff water that would exceed the capacity of existing or planned stormwater drainage systems or block or redirect the flow of flood water would be less than significant under both Alternative 3 and the Project. While Alternative 3 would require substantially less excavation, on- and off-site drainage patterns during construction would be similar under Alternative 3 and the Project and as such, Alternative 3 impacts would be similar as compared to the Project's less than significant impact.

(b) Operation

Alternative 3, as with the Project, would comply with LID requirements to ensure that stormwater treatment with operational BMPs would control pollutants associated with storm events up to the greater of an 85th percentile storm event or the first 0.75-inch of runoff flow during storm events defined in the City's LID BMPs. Drainage patterns for the Project Site would be changed because runoff would no longer be entirely discharged to the municipal storm drain system, as it is now. In addition, as part of LID compliance for the Project to manage post-construction stormwater runoff, Alternative 3 and the Project would include the installation of catch basins, planter drains, and building roof drain downspouts throughout the Project Site to collect roof and site runoff and direct stormwater away from structures through a series of underground storm drain pipes. This on-site stormwater conveyance system would serve to prevent onsite flooding and nuisance water on the Project Site. In addition, with implementation of the proposed BMPs, Alternative 3 and the Project would implement a combination of pre-treatment and capture and use systems to collect and store the first flush of stormwater runoff in tanks, and re-use the water for various purposes onsite implemented upon LA Sanitation's approval. As with the Project, the proposed drainage pattern under Alternative 3 would not be substantially different than existing conditions, with any increase in the volume of stormwater runoff not being greater than one percent compared to existing conditions. Under Alternative 3 with the on-site stormwater conveyance system, together with the LID BMPs that would capture and treat the first flush of rainfall, impacts related to drainage patterns would be similar as compared to the Project's less than significant impact.

(iii) Conflict with a Water Quality Control Plan or Sustainable Groundwater Management Plan

Alternative 3, similar to the Project, would be a typical in-fill development project without substantial changes to the drainage patterns in the surrounding vicinity. The Project Site is not located within a floodplain or subject to atypical flooding or water quality impacts. Alternative 3 would be required to comply with regulatory measures and would be expected to have a site drainage plan developed pursuant to the City's LID program similar to that of the Project. As discussed above, with the implementation of an on-site drainage system and BMPs accordance with current LID requirements, Alternative 3 and the Project would have less-than-significant impacts on both surface and groundwater quality during construction and operation phases. Further, Alternative 3's surface parking would not result in substantial differences to the Project's Site extent of impervious area compared to the Project. As such, Alternative 3's impacts regarding potential conflicts with a Water Quality Control Plan or Sustainable Groundwater Management Plan would be similar as compared to the Project's less than significant impact.

(h) Land Use and Planning

Alternative 3 would eliminate the Project's Hotel Expansion Building, Meeting Room Addition, and parking garage expansion components from the scope of the Project and reduce the Project's floor area by approximately 65 percent. Alternative 3 would include

development of an office use building on the southern portion of the Project Site. The Project and Alternative 3 would be similarly located within the Regional Center Commercial (Pre-Framework) land use designation and would not conflict with the General Plan designation that supports corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. The underlying RE15-1-H zoning in the southern portion of the Project Site is for residential uses. Therefore, like the Project, Alternative 3 would require the same Vesting Zone change for the Project Site to conform to a consistent C2 zoning designation across the entire Project Site. Overall, as with the Project, Alternative 3 would not substantially conflict with the majority of applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Land use impacts under both the Project and Alternative 3 would be less than significant. Under Alternative 3, land use impacts would be similar as compared to the Project's less than significant impact.

(i) Noise and Vibration

(i) Noise

(a) Construction

Alternative 3 would eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. In addition, Alternative 3 would develop the southern portion of the Project Site with an 8-story office building totaling approximately 105,000 square feet instead of developing 18-story, approximately 299,088-square-foot Hotel Expansion Building and Meeting Room Addition, reducing overall floor area of development by approximately 65 percent. Alternative 3 would reduce the Project's total soil export from 87,000 CY to 17,800 CY, an approximately 80 percent reduction. With the approximately 65 percent and 54 percent reduction in building and parking construction activities, respectively, the duration of building and parking construction activities would be reduced (from approximately 582 days to approximately 228 days based on the floor area reduction and overlapping building construction schedule for the Hotel Expansion Building and Meeting Room Addition and parking garage), With the approximately 80 percent reduction in grading activities under Alternative 3, the duration of grading related emissions would be shortened under Alternative 3 by approximately 80 percent (from approximately 87 days to approximately 18 days based on the corresponding 80 percent reduction in grading quantities). Due to this decrease in overall construction program due the reduction of overall development floor area and reduction in grading quantities, Alternative 3 would reduce the overall use of heavy equipment, such as loaders, graders, and haul trucks and worker trips. However, while Alternative 3 would reduce the overall use of heavy equipment, such as loaders, graders, and haul trucks and worker trips, the maximum daily noise levels, the focus of the significance analysis, would be generally similar to the Project, but reduced in duration for the overlapping phases that include the parking garage expansion. Both Alternative 3 and the Project would implement Mitigation Measures NOISE-MM-1 (Noise Barriers) and NOISE-MM-2 (Construction

Equipment Noise Shielding and Muffling Devices), as applicable, to reduce on-site construction noise levels in excess of ambient noise standards. As with the Project, impacts would be less than significant at R2, and impacts at receptors R3, R4, and R5 would be reduced to less-than-significant levels with implementation of Mitigation Measure NOISE-MM-2. Even so, with implementation of all feasible mitigation measures, Alternative 3 and the Project's construction noise impacts although temporary, would continue to be significant and unavoidable at the adjacent Sheraton Hotel (R1). Therefore, Alternative 3 and the Project would result in a temporary increase in ambient noise levels that would be significant and unavoidable and maximum daily impacts would be similar However, as discussed above, because of the reduced duration of overlapping construction activities associated with development of the parking garage, impacts are considered less under Alternative 3 than under the Project.

Off-site construction noise impacts from haul trucks and concrete foundation trucks are discussed separately because as stated in Section IV.I, *Noise*, of this Draft EIR, haul trucks are subject to the City-approved haul truck route as discussed in the section, whereas concrete trucks are not subject to the City-approved haul truck route. Therefore, concrete trucks could travel along a variety of roadway segments and impacts from haul trucks and concrete trucks are discussed separately (see Section IV.G, *Noise*, of this Draft EIR for additional details about the specific routes for both haul trucks and concrete trucks for the Project and Project Alternatives). For the Project, grading and excavation activities for the Hotel Expansion Building and Meeting Room Addition and expansion of the existing parking garage would occur at the same time and would be a maximum of approximately 70 worker trips and 50 haul truck trips per hour (assuming a maximum of 400 haul truck trips per day evenly distributed over an eight-hour work day). The Project's increase in truck and vehicle trips would increase existing traffic noise levels by a maximum of 3.1 dBA CNEL which would not exceed the noise significance threshold. As stated above, Alternative 3 would reduce the Project's total soil export from 87,000 CY to 17,800 CY, an approximately 80 percent reduction, and a corresponding 80 percent reduction of truck trips and number of days with truck trips would occur. Since Alternative 3 would reduce the number of truck trips required to haul excavated material and reduce the number of days with truck trips, the duration of off-site roadway noise during the grading/excavation phase would be reduced (from approximately 87 days to approximately 18 days based on the corresponding 80 percent reduction in grading quantities). Alternative 3 and the Project impacts related to off-site construction traffic noise would be less than significant, however because of the reduced number of days and truck trips, impacts would be less under Alternative 3 as compared to the Project's significant and unavoidable impact (with mitigation).

(b) Operation

Alternative 3 would eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project. In addition, Alternative 3 would develop the southern portion of the Project Site with an 8-story office building totaling approximately

105,000 square feet instead of developing 18-story, approximately 299,088-square-foot Hotel Expansion Building and Meeting Room Addition, reducing overall floor area of development by approximately 65 percent and would not develop the restaurant, spa, lounge, and pool uses (indoor and outdoor spaces) as under the Project. Like the Project, Alternative 3 would include new mechanical equipment (e.g., air conditioners, fans, and related equipment) which would be located on the Project Site.

Project and Alternative 3 outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA in accordance with the City's Noise Regulations (Section 112.02 of the LAMC). A noise level reduction of 15 dBA has been assumed due to implementation of Project Design Feature NOI-PDF-2 which includes enclosures and other forms of noise attenuation. Similar to the Project, Alternative 3 mechanical equipment noise levels would not result in an exceedance of the threshold for sensitive receptors at the Sheraton Hotel (R1). Receptors located at a further distance from the Project Site would experience even lower noise levels. While Alternative 3 eliminate the Project's expansion of the existing parking garage and parking would be reduced from 464 new spaces to 215 new spaces, an approximately 54 percent reduction compared to the Project, the office building uses developed under Alternative 3 would have less traffic than the Project's hotel uses. As discussed under Transportation below, Alternative 3 would generate fewer daily trips compared to the Project. Alternative 3 would reduce the Project's daily vehicle trips from 4,309 to 905 with similar TDM measures as the Project (refer to Section V.6.(c)(2)(k), Transportation). Therefore, the amount of traffic generated with Alternative 3 would be less on any one of the analyzed roadway segments as compared to the Project. Therefore, similar to the Project, operational traffic noise increases associated with Alternative 3 would be less than significant because as described in Section IV. I, *Noise,* of the Draft EIR and shown in Table IV.I-13, *Off-Site Traffic Noise Impacts – Future (2027) Plus Project Conditions,* the maximum increase in Project-related operational traffic noise levels over existing traffic noise levels would be 0.5 dBA CNEL, which would occur along W.C. Fields Drive between Universal Studios Blvd and Barham Blvd. Therefore, as with the Project, Alternative 3 impacts related to on-site composite noise (mechanical equipment, loading dock/refuse collection activity, emergency generator, parking structure noise, and off-site traffic noise) would be less than significant. However, because Alternative 3 would not develop the restaurant, spa, lounge, and pool uses (indoor and outdoor spaces) as under the Project and would generate less traffic noise, Alternative 3's impacts related to on-site composite noise would be less as compared to the Project's less than significant impact.

(ii) Vibration

(a) Construction

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that travel through the ground and diminish in amplitude with distance from the source. With regard to potential building damage, Alternative 3 and the Project would generate groundborne construction vibration

forces during building demolition and excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. Per NOI-PDF-3 (Impact Pile Drivers Prohibited), both the Project and Alternative 3 would not require or allow the use of impact pile drivers; however, augured, drilled, or vibratory piles are permitted. Under both the Project and Alternative 3, construction vibration levels would be below the significance threshold of 0.5 inches PPV at the nearest buildings, the Sheraton parking garage, Sheraton hotel, and existing hotel buildings. Temporary construction-related vibration would not exceed the established threshold for human annoyance at the nearest buildings, at the nearest buildings, the Sheraton hotel under both Alternative 3 and the Project.

In addition to the on-site construction equipment, heavy-duty construction trucks would generate groundborne vibration as they travel along the Project and Alternative 3's anticipated haul routes. Although the Project and Alternative 3 would not result in significant vibration impacts from construction trucks along haul routes, these impacts would be less under Alternative 3 than the Project. Alternative 3 would eliminate excavation for the existing parking garage expansion and reduce the Project's grading and export (hauling) of removed soils by approximately 80 percent, thereby reducing the number of trucks utilizing the haul routes during the grading/excavation phase. As such, the duration of groundborne vibration impacts along these haul routes would be reduced under Alternative 3. Since Alternative 3 would reduce the Project's grading activities and the use of heavy construction equipment, such as large bulldozers and loaded trucks, vibration impacts for Alternative 3 would be less as compared to the Project's less than significant impact.

(b) Operations

Operation of Alternative 3 would include typical commercial-grade stationery mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. Groundborne vibration generated by the above-mentioned activities would generate approximately up to 0.005 in/sec PPV adjacent to the Project Site.[8] The potential vibration levels from all Alternative 3 operational sources at the closest existing sensitive receptor locations would be less than the significance threshold of 0.5 in/sec PPV for potential Category I building damage. As such, Alternative 3, similar to the Project, would not result in the generation of excessive groundborne vibration, and vibration impacts would be less than significant.

Alternative 3, similar to the Project, would locate mechanical equipment in the underground and/or enclosed locations which would absorb groundborne vibration. Thus, groundborne vibration from the operation of such mechanical equipment would be less than the 0.5-in/sec structural damage threshold and the 72-VdB human annoyance threshold and would not impact any of the off-site vibration sensitive receptors. Therefore,

8 This vibration estimate is based on data presented in the USDOT Federal Transit Administration, 2006; which are included in Appendix I of this Draft EIR.

Alternative 3, similar to the Project, would not result in the generation of excessive groundborne vibration, and vibration impacts to any vibration sensitive receptors, including the adjacent Sheraton Hotel, with respect to human annoyance and impacts would be less than significant.

Alternative 3, like the Project, would result in less than significant operational noise and vibration impacts. Therefore, Alternative 3's operational impacts were determined to be similar as compared to the Project's less than significant impact.

(j) Public Services

(i) Fire Protection

(a) Construction

Construction activities under both the Project and Alternative 3 would potentially increase the demand for or physically impede fire protection and emergency medical services. During construction, the Project and Alternative 3 would implement Project Design Feature TRAF-PDF-2, to provide a City-reviewed CMP to minimize impacts to emergency vehicles during construction. Fire safety during construction would be further addressed by OSHA safety and health provisions. Neither the Project nor Alternative 3 would increase fire services demand to the extent that the addition of a new fire facility, or the expansion, consolidation, or relocation of an existing facility would be required to maintain service. Therefore, impacts during construction with respect to fire protection under either the Project or Alternative 3 would be less than significant. However, since Alternative 3 would reduce the overall scale of construction activities compared to the project, Alternative 3's impacts would be less as compared to the Project's less than significant impacts.

(b) Operation

As with the Project, Alternative 3's estimated employees would increase demand on fire protection and emergency medical services. However, Alternative 3 would increase the estimated news in employees to 503, an approximately 56 percent increase, compared to the Project's 321 new FTE employees. However, Alternative 3 would not result in an increase in visitors due to the lack of an additional 395 hotel rooms, restaurant, or retail uses compared to the Project. Both the Project and Alternative 3 would comply with all applicable OSHA, Building Code, Fire Code, other LAMC, and LAFD requirements. The Project and Alternative 3 would also meet LAFD recommended fire prevention and protection features including building identification, emergency access lanes, and building setbacks. Additionally, plans and specifications would be submitted to LAFD prior to the provision of necessary permits. Compliance with applicable codes and inclusion of LAFD recommendations, such as incorporation of sprinklers, would result in safe, modern buildings and would reduce demand for LAFD services. Overall, operation of the Project or Alternative 3 would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire station facilities. Therefore, impacts to fire protection and emergency medical services during operation of either the Project or

Alternative 3 would be less than significant. While the number employees would increase under Alternative 3, there would be no additional visitors under Alternative 3 due to the lack of additional hotel rooms, restaurant, and retail uses, which would result in a lower overall occupancy of the Project Stie and as such, Alternative 3's impacts would be less as compared to the Project's less than significant impact.

(ii) Police Protection

(a) Construction

Construction activities under either the Project or Alternative 3 would potentially increase demand for police protection services or physically impede police protection service access on the local roadway network. During construction, both the Project and Alternative 2 would implement Project Design Feature TRAF-PDF-2, a City-reviewed CMP, to ensure that emergency access would be maintained in the vicinity. Both the Project and Alternative 3 would also implement Project Design Feature POL-PDF-1 to limit access to construction areas, including private security, construction fencing, locked entry, and security lighting. With the implementation the CMP pursuant to Project Design Feature TRAF-PDF-1 and the security features of Project Design Feature POL-PDF-1, neither the Project nor Alternative 2 would increase police services demand to the extent that the addition of a new police facility, or the expansion, consolidation, or relocation of an existing facility would be required to maintain service. As such, construction impacts would be less than significant under both the Project and Alternative 3. However, because Alternative 2 would reduce the scale of and duration of construction activities, due to the 80 percent reduction in excavation and hauling of exported soils, Alternative 3's impacts would be less as compared to the Project's less than significant impact on police services.

(b) Operation

As with the Project, Alternative 3's estimated employees would increase demand of police services. However, Alternative 3 would increase the estimated employees to 503, an approximately 56 percent increase, compared to the Project's 321 new FTE employees. However, Alternative 3 would not result in an increase in visitors due to the lack of an additional 395 hotel rooms, restaurant, or retail uses compared to the Project. Because the Project or Alternative 3 do not include a residential component, neither would affect the North Hollywood Community Police Station's officer-to-population ratio of 1:733. LAPD does not provide crime rates for non-resident population; rather, crime associated with non-resident population is incorporated into the overall community service ratio based on the residential population. In addition, both the Project and Alternative 3 would implement Project Design Feature POL-PDF-2, which would include a security program, such controlled access, camera surveillance, and on-site security personnel that would reduce demand on police services. Accordingly, there would be no need for expanded police facilities to accommodate increased demand. Moreover, LAPD correspondence

stated that the Project would not result in the need for new or altered police facilities.[9] As Alternative 3 does not increase residential population and results in a decrease in non-residential service population compared to the Project, the LAPD's determination would be equally applicable to Alternative 3. Thus, neither the Project nor Alternative 3 would result in substantial adverse physical impacts associated with the provision of a new or physically altered police facility, the construction of which would cause significant environmental impacts. While the number employees would increase under Alternative 3, there would be no additional visitors under Alternative 3 due to the lack of additional hotel rooms, restaurant, and retail uses, which would result in a lower overall occupancy of the Project Site. Thus, despite neither the Project nor Alternative 3 having a residential component, since occupancy of the Project Site would be greater under the Project, Alternative 3's impacts would be less as compared to the Project's less than significant impact.

(k) Transportation

(i) Conflict with Programs, Plans, Ordinances or Policies Addressing the Circulation System, Transit, Roadways, Bicycle and Pedestrian Facilities

As with the Project, Alternative 3 would not conflict with the applicable policies of the City's Mobility Plan 2035, Bicycle Parking Ordinance, TDM Ordinance, Central City Community Plan, Vision Zero, Plan for a Healthy Los Angeles, and Citywide Design Guidelines. These land use plans were adopted for the purpose of creating land use patterns that support infill and centralized development, the efficient use of existing infrastructure and services, and to support alternative transportation modes, which would ultimately result in the reduction of environmental effects, such as vehicle emissions and other greenhouse gases. Consistent with the Mobility Plan 2035, both the Project and Alternative 3 would be pedestrian-oriented and uses that support alternative transportation use near transit facilities. The Project and Alternative 3 would support healthy lifestyles by locating jobs adjacent and near transit and providing bicycle parking, and through these measures, would support reductions in VMT. Neither the Project nor Alternative 3 would conflict with programs or policies addressing transit, roadway, bicycle and pedestrian facilities, transportation impacts. Impacts under Alternative 3 would be similar as compared to the Project's less than significant impact.

(ii) Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)

Alternative 3 would reduce the Project's daily vehicle trips from 4,309 to 905 with similar TDM measures as the Project, and as a result, would reduce the Project's daily VMT

[9] LAPD, Central Division, Officer Alfonso Velasco, letter to Alan Como, Los Angeles Planning Department, May 24, 2022.

from 29,995 to 6,902.[10] The Project and Alternative 3 would have an 8.8 and 8.7 work VMT per employee, respectively. As such, the VMT per employee would be well Impacts regarding VMT under both the Project and Alternative 3 would be consistent with the LADOT's TAG and, thus, consistent with CEQA Guidelines Section 15064.3(b). Therefore, VMT impacts under either the Project or Alternative 3 would be less than significant. However, because Alternative 3 would have a much lower daily VMT compared to the Project, Alternative 3's impacts would be less as compared to the Project's less than significant impact.

(iii) Geometric Design Hazards

Alternative 3 would reduce the Project's daily vehicle trips due to the change in operational land use from hotel, restaurant, and retail to office use. The Project is projected to add 29 or more trips to the US-101 Southbound Off-Ramp at Lankershim Boulevard during the weekly PM peak hour. While queue lengths would be approximately 27 feet during the weekday PM peak hour, this queue length can be accommodated by the existing off-ramp and vehicle queue would not extend on to the mainline. As such, the Project would not result in a safety impact. Because Alternative 3 would reduce daily vehicle trips compared to the Project, Alternative 3 would also not substantially increase geometric hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses and impacts would be less than significant. However, with the reduction in vehicle trips under Alternative 3, impacts related to design hazards (freeway safety) would be less as compared to the Project's less than significant impact.

(l) Tribal Cultural Resources

Alternative 3 would not include the existing parking garage expansion or removal of the Existing Outdoor Pool Area and thus, would eliminate the Project's construction activities required for excavation of these components. However, the depth for excavation for other Project components would be approximately 50 feet. The Project would result in a cut and fill balance of 87,000 CY of grading. Alternative 3's reduced excavation would reduce the Project's total grading by approximately 80 percent. Under both the Project and Alternative 3, excavation into native soils (beneath the upper fills soils) has the potential to encounter previously undiscovered subsurface tribal cultural resources. Both the Project and Alternative 2 would be required to adhere to the City's conditions of approval for the treatment of inadvertent tribal cultural resource discoveries. With adherence to the City's conditions of approval, construction activities would not cause a substantial adverse impact to tribal cultural resources, and impacts would be less than significant under both the Project and Alternative 3. However, because construction of Alternative 3 would reduce the Project's extent of excavation, and thus with less excavation requirements, the risk of encountering an unanticipated discovery is diminished, impacts to tribal cultural resources would be less as compared to the Project's less than significant impacts.

[10] See Appendix K-5 of this Draft EIR for VMT Calculator results of the Alternative 3 with TDM measures similar to the Project.

(m) Utilities and Service Systems

(i) Water Supply

(a) Construction

Construction activities under the Project or Alternative 3 would result in an intermittent demand for water, including dust control, cleaning of equipment, removal and re-compaction, and other related water-consuming activities. Water use for construction of both the Project would range from 1,000 to 2,000 gpd.[11] As Alternative 3 would reduce the amount of grading and excavation required by 80 percent (from approximately 87 days to approximately 18 days based on the corresponding 80 percent reduction in grading quantities) and would reduce the total number of construction days, the daily construction water demand would be similar, but the total amount of construction water would be reduced under Alternative 3 by 80 percent accordingly. The existing water infrastructure has adequate capacity for existing site conditions (estimated to be 9,000 gpd) and, as such, would have adequate capacity for construction activities. New water distribution lines would be constructed onsite, with minor off-site work associated with connections to the public water main. Impacts on water supply and infrastructure during construction would be less than significant under both Alternative 3 and the Project. However, because Alternative 3 would reduce the duration and scale of earthwork by 80 percent, water required for construction activity would be less under Alternative 3 as compared to the Project's less than significant impact.

(b) Operation

Alternative 3 would reduce the overall scale the Project, including not providing any new development in the northern portion of the Project Site with removal of the Meeting Room Addition. The reduction in building height of the office use building compared to the Hotel Expansion Building and scale of development under Alternative 3 would reduce fire flow requirements. Thus, it is anticipated that greater fire flow over existing conditions would not be required. The Project Site currently has adequate fire flow to serve either the Project or Alternative 3 to demonstrate compliance with Section 57.507.3 of the LAMC providing 9,000 gpm from the existing six hydrants. Both the Project and Alternative 3 would incorporate a fire sprinkler suppression system which can provide 1,250 gpm for the proposed development. Therefore, there is adequate fire flow available to meet the flow required for either the Project or Alternative 3.

Both the Project and Alternative 3 would increase long-term water demand for consumption, operational uses, maintenance, and other activities on the Project Site. Domestic water demand for the Project, subtracting water conservation features, is estimated to be approximately 112,868 gpd (refer to Table I of the approved WSA, Appendix M-2 of this Draft EIR). In addition, with implementation of WS-PDF-1, the Project's total water demand would be lowered to approximately 78,764 gpd. Water

[11] KPFF Consulting Engineers, *Infrastructure Report,* p. 26, June 2023.

demand for Alternative 3 is calculated using sewer generation factors published by the City of Los Angeles Department of Public Works, Bureau of Sanitation and Environment. Using a rate of 170 gpd/ksf, Alternative 3's 105,000 square feet of office use would have a water demand of 17,850 gpd day. The approved WSA for the Project demonstrates LADWP has sufficient water supplies to meet the demand of the Project. As Alternative 3 would result in less water demand than the Project, impacts to water supply under Alternative 3 would be less as compared to the Project's less than significant impact.

(ii) Wastewater

(a) Construction

During construction of either the Project or Alternative 3, a negligible amount of wastewater would be produced by construction workers because it is anticipated that portable toilets that would dispose of the wastewater off-site would be provided. As with the Project, construction of Alternative 3 would include the construction of all necessary on- and off-site sewer pipe improvements and connections to adequately connect to the City's existing sewer system. Construction of the wastewater system would occur onsite and in the immediate vicinity. All construction impacts would be temporary and would cease once the installation is complete. Due to the reduced excavation and reduce development square footage, Alternative 3 would result in a shorter construction duration and therefore, less wastewater generated during construction. Alternative 3's construction activity would not require or result in the relocation or construction of new or expanded wastewater treatment facilities. Alternative 3's impacts related to wastewater infrastructure and treatment capacity during construction would be less as compare to the Project's less than significant impact.

(b) Operation

Wastewater generation for the Project was estimated at 171,645 gpd (see Table IV.M.2-3, *Estimated Proposed Wastewater Generation Increase*, in Section IV.M.2, *Wastewater*, of this Draft EIR). The estimated wastewater generation from the proposed office uses would be less than that of the Project. The sewage generation rate used to calculate Alternative 3 and the Project's water demand above would remain the same, and the estimated wastewater generation for Alternative 3 would be 17,850 gpd.

Since the sewer main lines serving the Project Site have adequate capacity to accommodate the Project, they would also have adequate capacity to accommodate Alternative 3 which would also be served by the existing sewer main lines. Future detailed gauging and evaluation will be needed as part of the standard permit process to identify a specific sewer connection point and confirm the sewer capacity near the time of Project or Alternative 3 development. Although not anticipated, if the public sewer lacks sufficient capacity, then the Project or Alternative 3 would be required to upgrade sewer lines to a point in the sewer system with sufficient capacity. Ultimately, sewage flow under the Project or Alternative 3 would be conveyed to the Hyperion Water Reclamation Plant (HWRP), which has sufficient capacity for the Project and Alternative 3. Sewage flows

under the Project or Alternative 3 would represent only a small fraction of the remaining available capacity of 175 mgd at the HWRP. As with the Project, Alternative 3 would not require or result in the relocation or construction of new or expanded wastewater treatment facilities and impacts on wastewater infrastructure and treatment capacity would be less than significant. Alternative 3 would have less wastewater generation compared to the Project, and therefore, Alternative 3's impacts would be less as compared to the Project's less than significant impacts.

(3) Comparison of Impacts

As evaluated above and shown in Table V-2 on page V-8, Alternative 3 would not avoid the Project's significant and unavoidable impacts associated with on-site construction noise. Alternative 3 would also not avoid the Project's significant cumulative impacts that cannot be feasibly mitigated with regard to on-site construction noise. All other environmental impacts would be less than or similar to the Project.

(4) Relationship of the Alternative to Project Objectives

Alternative 3 would not develop the northern portion of the Project Site with the Meeting Room Addition and would replace the Project's 18-story Hotel Expansion Building in the southern portion of the Project Site with an 8-story office building. All parking on site for Alternative 3 would either be in the existing parking garage or surface level parking. Alternative 3 would reduce the overall scale of development as compared to the Project. Office uses would not be permitted by the existing RE15-1-H zoning on the southern portion for the Project Site, but would be permitted with the proposed C2 zoning for this portion of the Project Site, similar to the Project.

Based on the above, Alternative 3 would fully meet the following Project Objectives:

> **Objective 4:** Provide efficient and convenient site access for all modes of transportation, and enhance pedestrian circulation and bicycle amenities.
>
> **Objective 6:** Support the City's commitment to green building design, conservation, recycling, and sustainability through sustainable design and construction that promotes resource conservation, including waste reduction, efficient water management techniques, and conservation of energy.
>
> **Objective 9:** Strengthen the economic vitality of the local area by expanding employment opportunities and visitor-serving uses through construction and operation of an infill project within a TPA on a site that is served by existing infrastructure and would generate additional annual tax revenues to the City, including sales taxes and transient occupancy taxes.

Based on the above, Alternative 3 would partially meet the following Project Objectives:

> **Objective 1:** Expand hotel capacity and local employment opportunity through infill development on a parcel located within close proximity to tourist destinations, entertainment-related uses, and transit centers, thereby promoting local, regional, and

state land use and mobility objectives, enabling visitors to use alternative modes of transportation (e.g., walking, bicycling, transit) and reducing vehicle miles traveled.

Objective 3: Preserve views to and from the Hollywood Hills by developing a hotel building that is compatible with the height and massing of nearby high-rise buildings while aligning the building in a way that preserves existing view corridors from public viewing areas.

Based on the above, Alternative 3 would not meet the following Project Objective:

Objective 2: Maximize the usefulness of the Project Site by redeveloping underutilized portions of the property and upgrading other areas of the Project Site with an economically viable designed project with comprehensive ground-level landscape and entry upgrades and a new hotel building with guestrooms, spa and meeting rooms, and restaurants to support anticipated market demand.

7. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR and that if the "no project" alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. With respect to identifying an Environmentally Superior Alternative among those analyzed in this Draft EIR, the range of feasible Alternatives includes the No Project/No Build Alternative, New Parking Garage Alternative, and Office Use Alternative.

A comparative summary of the environmental impacts anticipated under each Alternative to the environmental impacts associated with the Project is provided in Table V-2, *Comparison of Impacts Associated with the Alternatives and the Project*, based on the detailed evaluation of the potential impacts associated with each Alternative provided in the previous sections. As indicated in Table V-2, the No Project/No Build Alternative would have less impacts than the Project or other alternatives as it would have no direct or indirect impacts on the environment. Further, it would avoid the Project's short-term construction impacts on air quality, noise and traffic, including the Project's significant and unavoidable construction noise impacts. Therefore, the No Project/No Build Alternative is considered the overall Environmentally Superior Alternative.

However, although Alternative 1 would avoid all the Project's significant environmental impacts relating to on-site construction noise, it would also not include the Project's beneficial impacts or meet any of the Project Objectives. As shown in **Table V-3**, *Ability of Alternatives to Meet Project Objectives*, the No Project/No Build Alternative would not allow for the underlying purpose of the Project to expand and upgrade the existing Hilton Universal City Hotel to maintain its competitive position as a hub for regional commerce with convenient visitor access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist and entertainment destinations. The Project Site would remain available for an alternative future development that may or may not have less environmental impact than the Project.

TABLE V-3
ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Project Objective	Ability to Meet Project Goal/Objective			
	Project	**Alternative 1 No Project/ No Development**	**Alternative 2 Surface Parking**	**Alternative 3 Office Use**
1. Expand hotel capacity and local employment opportunity through infill development on a parcel located within close proximity to tourist destinations, entertainment-related uses, and transit centers, thereby promoting local, regional, and state land use and mobility objectives, enabling visitors to use alternative modes of transportation (e.g., walking, bicycling, transit) and reducing vehicle miles traveled.	Fully Meets Objective	Does Not Meet Objective	Fully Meets Objective	Partially Meets Objective
2. Maximize the usefulness of the Project Site by redeveloping portions of the property and upgrading other areas of the Project Site with an economically viable designed project with comprehensive ground-level landscape and entry upgrades and a new hotel building with guestrooms, spa and meeting rooms, and restaurants to support anticipated market demand.	Fully Meets Objective	Does Not Meet Objective	Partially Meets Objective	Does not Meet Objective
3. Preserve views to and from the Hollywood Hills by developing a hotel building that is compatible with the height and massing of nearby high-rise buildings while aligning the building in a way that preserves existing view corridors from public viewing areas.	Fully Meets Objective	Does Not Meet Objective	Fully Meets Objective	Partially Meets Objective
4. Provide efficient and convenient site access for all modes of transportation, and enhance pedestrian circulation and bicycle amenities.	Fully Meets Objective	Does Not Meet Objective	Fully Meets Objective	Fully Meets Objective

TABLE V-3
ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Project Objective	Ability to Meet Project Goal/Objective			
	Project	**Alternative 1 No Project/ No Development**	**Alternative 2 Surface Parking**	**Alternative 3 Office Use**
5. Strengthen the economic vitality of the local area by expanding employment opportunities and visitor-serving uses through construction and operation of an infill project within a TPA on a site that is served by existing infrastructure and would generate additional annual tax revenues to the City, including sales taxes and transient occupancy taxes.	Fully Meets Objective	Does not Meet Objective	Fully Meets Objective	Partially Meets Objective
6. Support the City's commitment to green building design, conservation, recycling, and sustainability through sustainable design and construction that promotes resource conservation, including waste reduction, efficient water management techniques, and conservation of energy.	Fully Meets Objective	Does not Meet Objective	Fully Meets Objective	Fully Meets Objective

SOURCE: ESA, 2023

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project/No Action Alternative, a comparative evaluation of the remaining Alternatives should be performed. Following this guideline, Alternative 3, Office Use Alternative, has been identified as an Environmentally Superior Alternative to the remaining alternatives as it requires the least amount of excavation and grading and is 65 percent less Floor Area than the Project or Alternative 2.

Alternative 2, which fully meets many of the Project Objectives, would be considered environmentally superior to the Project because Alternative 2 would slightly reduce the construction-based impacts, due to the reduction in grading, excavation, and foundation work associated with the parking garage expansion. However, as Alternative 2 would result in the same FAR and uses as the Project, Alternative 3 is only Alternative that substantially reduces the scale of development. The amount of excavation, building volume and related construction activity under Alternative 3 would be less than that required for Alternative 2, 55 percent less than the Project associated with Alternative 2 and 80 percent less associated with Alternative 3. Therefore, Alternative 3 offers the greatest reduction in construction activity and construction impacts including those associated with noise and vibration.

As shown in Table V-2, Alternative 3, the Office Use Alternative, would broadly reduce the Project's environmental impacts, with a higher number of issues areas than Alternative 2 resulting in less impacts compared to the Project. Alternative 3 would substantially reduce the scale of development by reducing the Project's floor area by approximately 65 percent and would substantially reduce the duration of construction activities and the Project's significant and unavoidable construction noise impacts. However, as with Alternative 2, significant noise impacts would not be reduced to less than significant levels. As also shown in Table V-3, Alternative 3 would fully meet three of the Project's six specific Objectives and would not meet the Project's underlying purpose to maintain its competitive position as a hub for regional commerce with convenient visitor access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist and entertainment destinations.

It should also be noted that Alternative 3 would require the least amount of electricity and water consumption due to the lack of new pool areas, lack of a new spa area, and lack of new restaurant areas. It would also require less overall change to the current setting conditions than other alternatives as the Existing Outdoor Pool Area would remain. However, Alternative 3 would lack the potential benefits as the Project since it would not provide the same type of visitor serving uses that would enable visitors to use alternative modes of transportation while visiting a regional hub for commerce including tourist destinations, entertainment-related uses and transit centers. Further, Alternative 3 would not support many of the Project Objectives. Therefore, Alternative 3 would only partially meet the Project's economic and development Objectives by providing new local employment opportunities.

Therefore, while Alternative 3 is environmentally superior to the remaining alternatives it would not necessarily be considered superior to the Project and would not meet the Project's attainment of its Project Objectives.

VI. Other CEQA Considerations

1. Significant Unavoidable Impacts

Section 15126.2(a) of the CEQA Guidelines requires that an EIR describe significant environmental impacts of a project on the environment. Direct and indirect significant effects shall be clearly identified and described, giving due consideration to short-term and long-term effects. As evaluated in Section IV.I, *Noise*, of this Draft EIR, and summarized below, implementation of the Project would result in significant impacts that cannot be mitigated with respect to Project-level and cumulative on-site and off-site noise sources during construction.

On-Site Construction Noise (Project-Level): Mitigation Measure NOI-MM-1 provides for construction noise barriers that would achieve a noise reduction of a minimum 15 dBA along the western boundary of the Project Site at Levels 1 through 5 of the Sheraton Hotel guest rooms (R1). Construction noise impacts would be less than significant for receptor R2 without implementation of a noise barrier due to the receptor's distance from the Project Site and difference in elevation. Receptors R1 (Sheraton Hotel levels 6 through 17) and R3 through R5 would not benefit from implementation of a noise barrier because the receptors are at a higher elevation than the Project Site and would have a direct line-of-sight to the construction area. Therefore, noise impacts from on-site construction at Receptors R1 (Sheraton Hotel levels 6 through 17) and R3 through R5 would not be reduced to less than significant with implementation of Mitigation Measure NOI-MM-1 and, as such, noise barrier reductions were not applied to receptors R1 (Sheraton Hotel levels 6 through 17) through R5. The noise barriers required under Mitigation Measure NOI-MM-1 shall be in-place during early Project construction phases (through completion of architectural coating) and during paving when heavy equipment is used. Mitigation Measure NOI-MM-2 requires the use of power construction equipment with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' specifications, including requiring the contractor to use muffler systems that provide a minimum reduction of 8 dBA compared to the same equipment without an installed muffler system, reducing maximum construction noise levels. No impact pile driving shall be utilized; however, vibratory, augered, or drilled piles would be permitted (NOI-PDF-3).

Implementation of Mitigation Measures NOI-MM-1 and NOI-MM-2 would reduce the Project's on-site construction noise impacts at certain off-site noise sensitive receptors, to the extent technically feasible. Specifically, the mitigation measures would reduce construction noise levels by a minimum of 15 dBA at two levels of receptor location R1. Construction noise levels at R2 are less than significant without mitigation, and Receptors R1 (Sheraton Hotel levels 6 through 17) and R3 through R5 would not benefit from noise

barriers. Consequently, with implementation of technically feasible mitigation measures, construction noise impacts at noise-sensitive receptors R1 (Sheraton Hotel levels 6 through 17) and R3 through R5 would exceed the significance threshold temporarily during certain months of construction, when there would be multiple simultaneous construction activities and some equipment used near the periphery of the Project Site. Construction noise impacts would be lower than peak levels when equipment is used in the interior portions of the Project Site, with equipment noise reduced (attenuating) at a rate of at least 6 dBA per doubling of distance between the equipment and the sensitive receptor. The mitigated noise levels conservatively assume that the loudest equipment used during the various construction stages and construction activities would be located on the Project Site in the applicable construction work area for the construction activity at the nearest distance to the sensitive receptor location. There are no other feasible mitigation measures that could be implemented to reduce the temporary noise impacts from on-site construction. Therefore, construction noise impacts associated with on-site noise sources would remain significant and unavoidable.

On-Site Construction Noise (Cumulative): Cumulative construction noise impacts associated with on-site construction equipment could be significant in the event that construction activities as part of a related projects occurs within 1,000 feet of the Project Site. The 1,000-foot distance is based on a screening distance identified in the 2006 L.A. CEQA Thresholds Guide of 500 feet from two different construction sites. Only one related project (Related Project No.1) is located within 1,000 feet of the Project Site as described in Section IV.I, *Noise*, of this Draft EIR. The southwestern portion of Related Project No. 1 is within 500 feet of both the Project Site and the Sheraton Hotel property (receptor location R1). The Project would implement Mitigation Measures NOI-MM-1 and NOI-MM-2 to reduce certain on-site construction noise impacts. Implementation of these mitigation measures would reduce the Project's construction noise impacts at the lower five levels of the Sheraton Hotel (receptor location R1); however, construction noise impacts at receptor location R1 (Levels 6 through 17) would continue to be significant. Project impacts to receptor location R2 would be less than significant without mitigation and impacts to receptor locations R3 through R5 would be less than significant with mitigation. Although it is expected that Related Project No.1 would implement mitigation that would reduce construction noise impacts similar to the Project, overlapping construction activities could result in significant cumulative impacts. The Project and Related Project No. 1 could contribute to construction noise at receptor location R1 that may exceed the significance threshold. Thus, if the construction activities overlap, the Project's contribution to cumulative construction noise associated with on-site construction equipment would be cumulatively considerable and would represent a significant and unavoidable cumulative impact at receptor location R1. Receptor locations R2 through R5 are located more than 1,000 feet of Related Project No.1, which exceeds the screening distance; therefore, cumulative impacts would not occur at these locations.

Off-Site Construction Noise – Mobile Sources (Cumulative): The Project would not result in any significant off-site construction noise impacts due to construction trips in excess of standards established by the City. However, cumulative construction noise impacts associated with off-site construction truck traffic from multiple related projects could potentially overlap with the Project on some days and generate noise in excess of the significance threshold if the related projects contribute more than 61 truck trips per hour at the same time as the Project's maximum truck trips of 50 per hour. No feasible mitigation measures are available for the Project to implement to further reduce impacts. Residential land uses comprise the majority of existing sensitive uses within the vicinity of the Project Site that could be impacted by the increase in construction traffic generated noise levels. Construction of sound barriers would be inappropriate and infeasible for residential land uses that face the roadway as it would create aesthetic and access concerns. Thus, it is conservatively concluded that the Project's contribution to cumulative construction noise associated with off-site construction truck traffic along the haul route would be cumulatively considerable and would represent a significant and unavoidable cumulative impact.

2. Reasons Why the Project is Being Proposed, Notwithstanding Significant Unavoidable Impacts

In addition to identification of the Project's significant unavoidable construction-related noise impacts, Section 15126.2(c) of the CEQA Guidelines also requires a description of the reasons why a project is being proposed, notwithstanding significant unavoidable impacts associated with the project. The reasons why the Project has been proposed are grounded in the Project's underlying purposes and the associated list of project objectives included in Chapter II, *Project Description*, of this Draft EIR.

As provided in Chapter II, *Project Description*, of this Draft EIR, the underlying purpose of the Project is to expand and upgrade the existing Hilton Universal City Hotel to maintain its competitive position as a hub for regional commerce with convenient visitor access to Universal Studios Hollywood, Universal CityWalk, and other proximate tourist and entertainment destinations. This underlying purpose and associated objectives are closely tied to and would be consistent with the Southern California Association of Governments (SCAG) Regional Council adopted 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS); the City of Los Angeles General Plan Framework Element (Framework Element); and the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. A summary of the Project's consistency with each of these plans is provided below.

a) 2020–2045 RTP/SCS

The Project would be consistent with 2020–2045 RTP/SCS strategies to emphasize land use patterns that facilitate multi-modal access to work, educational and other institutions. Because of the proximity to transit, the Project would also be consistent with strategies that plan for growth near transit investments and support implementation of first/last mile strategies by utilizing a safe pedestrian route between the Project Site and the transit station. The Project would be consistent with strategies to prioritize infill and redevelopment of underutilized land to accommodate new growth and to increase amenities and connectivity in existing neighborhoods, and because the Project would represent an infill development and intensification of an existing developed site within a Transit Priority Area (TPA)/High Quality Transit Area (HQTA), the Project would increase pedestrian activity and connectivity in the existing area. The Project would also be supportive of 2020–2045 RTP/SCS strategies that encourage design and transportation options that reduce the reliance on and number of solo car trips, as it would intensify development in a TPA/HQTA and would provide bicycle parking spaces and bicycle amenities, which would encourage employee cycling to work and the use of bicycles by guests for sight-seeing and other regional trips, thus, reducing the reliance on and number of solo car trips. The Project would be consistent with strategies that support development of local climate adaptation and hazard mitigation plans, as well as improve community resiliency to climate change and natural hazards because due to the location of the Project within the TPA/HQTA, the Project would contribute to the reduction in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

In addition, the Project would protect water resources by incorporating a variety of water conservation features pertaining to water-efficient fixtures for the entire Project; landscaping and irrigation features, such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters. Further, the Project would support local policies for renewable energy and green building design, as it would be designed to meet the California Green Building Standards (CALGreen) Code as adopted, or the Los Angeles Green Building Code, which was amended to incorporate various provisions of the CALGreen Code, through the incorporation of green building techniques and other sustainability features, including the use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); the installation of heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; high-efficiency appliances; stormwater retention; and the provision of bicycle parking and other amenities for bicyclists, and electric vehicle charging stations.

The Project would also be consistent with the 2020–2045 RTP/SCS strategies that promote more resource-efficient development focused on conservation, recycling and reclamation by including design features that would contribute to energy efficiencies. Recycling would include a program for all disposable products from rooms including soap, shampoo, kitchen glass and plastic. Conservation efforts would include water efficient

plumbing fixtures and low-flow shower heads, leak detection system and water-saving pool filters for the swimming pool, artificial turf, a drip/subsurface Irrigation (Micro-Irrigation) system, and retention of surface water runoff in accordance with LID requirements.

b) General Plan Framework Element

The Project would intensify commercial uses in a designated Regional Center served by public transit. The Project's improvements would be compatible with the entertainment and commercial environment in the Universal City area. The Project would also be consistent with Framework Element's goals to achieve a balanced and diverse distribution of land uses that contributes to the City's long-term fiscal and economic viability by continuing and expanding the existing hotel use and maximizing the use of the Project Site by accommodating a higher density at the Project Site. The Project is located in a TPA and near the Metro B Line (Red Line) Universal City/Studio City Station, reducing the need for vehicle use and reducing traffic congestion. The proximity of the Project to transit would be consistent with Framework Element policies to promote an improved quality of life by facilitating a reduction of vehicle trips, VMT, and air pollution. The Project would be supportive of the Urban Form and Neighborhood Design objective to reinforce existing Regional Centers that accommodate a broad range of users that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles. The Project would also be consistent with Framework Element's objectives to encourage proper design and effective use of the built environment to help increase personal safety at all times of the day by continuing the existing comprehensive security program, 24 hours per day/seven days per week, to ensure the safety of hotel guests and visitors.

c) Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (Community Plan)

The Project Site is consistent with Community Plan's Regional Center Commercial (Pre-Framework) designation. The Project would be consistent with the goals of the Community Plan to conserve and strengthen the Community's commercial sector, to enhance the visual character of the Project Site, and to provide on-site landscaping. In addition, by maintaining existing security personnel and providing well-lit public and semi-public spaces, as well as active security features, the Project would support the Community Plan's goals with respect to police and fire services. The Project would represent the expansion of an existing hotel that would increase density and human activity within a designated TPA and within a 0.25 mile, and easy pedestrian access, of the Metro B Line (Red Line) Universal City/Studio City Station. As such, the Project would be consistent with the transportation goals of the Community Plan to increase use of public transit for work trips and non-work trips and to encourage alternative modes of transportation to the use of single occupancy vehicles in order to reduce trips.

As described further below, this Project is being proposed, notwithstanding its significant and unavoidable impacts, because: (1) the Project would support a considerable number of regional and community land use and mobility objectives, including those that promote infill development within a TPA in accordance with 2020–2045 RTP/SCS, General Plan, and Community Plan strategies, policies, and objectives; (2) the Project would provide employment and visitor-serving uses to the local area and the region; and (3) the Project would provide economic benefits to the region.

More specifically, the Project includes a number of characteristics that are consistent with, and contribute to, the implementation of local, regional, and State land use and mobility objectives. The Project's location (within a Priority Growth Area (PGA) and considered both a TPA and a HQTA due to its location within 0.25 miles of the Metro B Line (Red Line) Universal City/Studio City Station) would help facilitate a reduction in per capita employee VMT and air pollution by maximizing infill development within an existing TPA and HQTA. The Project would provide pedestrian connectivity throughout the Project Site and to nearby entertainment and tourist destinations and transit centers, consistent with applicable strategies, policies, and objectives of the 2020–2045 RTP/SCS, the General Plan Framework Element, and the Community Plan. The Project would also provide new hotel and restaurant uses located within walking and biking distances to transit and bus routes, including bus lines operated by Metro, BurbankBus Lines, and Universal Studios. In addition to the bus lines, the Metro B Line (Red Line) Universal City/Studio City Station acts as a transfer hub for these local bus lines and is located within 0.25 miles of the Project Site.

The Project would be consistent with the requirements of the Los Angeles Green Building Code and the CALGreen Code and would be designed to United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold certification or equivalent standards through proven and effective design strategies. The Project would also implement a transportation demand management (TDM) program to reduce single occupant vehicle trips. The TDM program would include design features, transportation services, education, and incentives intended to reduce the number of single-occupant vehicles during commuter peak hours. The Project would comply with the City's Electric Vehicle Parking Ordinance, which requires 30 percent of the Project's total parking spaces to be designated as electric vehicle (EV) spaces capable of supporting future EV supply equipment, and 10 percent of the total number of spaces to be EV charging stations (Ordinance No. 186,485). Further, the Project would provide on-site short and long-term bicycle parking. The Project would incorporate water conservation and rainwater management strategies such as low flow/efficient water fixtures, rainwater capture systems, drought-tolerant/California native plant species selection, landscape contouring to minimize precipitation runoff, irrigation system efficiency, smart irrigation systems (e.g., weather-based controls), and water-saving pool equipment.

The Project would support the growth of the City's economic base by creating jobs during both Project construction and operation of the Project. The Project would also create commercial opportunities that could serve local employees, generate local tax revenues, and provide new permanent jobs. Furthermore, as discussed in Chapter V, *Alternatives*, of this Draft EIR, neither of the Project's "build" alternatives (Alternatives 2 and 3) would reduce the Project's significant and unavoidable impacts to a level less than significant, and although the No Project/No Build Alternative would result in the elimination of all of the Project's significant and unavoidable impacts, it would not achieve any the stated Project objectives or underlying purpose.

For all the reasons stated above, the Project is being proposed notwithstanding its significant unavoidable construction noise impact. It should also be noted that the Project's significant and unavoidable noise impact, is associated with temporary and periodic construction activities, similar to those occurring at other development sites in urban areas, particularly within infill locations.

3. Significant Irreversible Environmental Changes

According to Section 15126.2(d) of the CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed Project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

The Project would necessarily consume limited, slowly renewable and non-renewable resources that could result in irreversible environmental changes. This consumption would occur during the construction phase of the Project and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation.

a) Building Materials and Solid Waste

Project construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and

other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, nonrenewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site.

As discussed in the Project's *Initial Study – Section XIX (d)* (contained in *Appendix A-1* of this Draft EIR), Project construction would generate an estimated 2,107 tons of construction and demolition (C&D) waste. This estimate does not take into account the amount of C&D waste that would be diverted via source reduction and recycling programs within the City. Consistent with requirements of Assembly Bill (AB) 939, a minimum of 50 percent of the C&D waste would be recycled, which would reduce the total C&D waste to approximately 1,054 tons. This total is conservative because the Project would strive to exceed the minimum AB 939 requirement and recycle more than 50 percent, if feasible. Project operation would generate an estimated 141 tons per year (TPY) of Class III solid waste after the 75 percent diversion goal set by AB 939 and AB 341 starting in year 2020. This would represent a negligible proportion (approximately 0.0001 percent) of the County's 2018 annual Class III solid waste generation total of 10,482,809 tons, and an incremental fraction of the total remaining 163.4-million-ton capacity of the County's Class III landfills.

Based on the above, the Project's operational waste generation would not exceed the permitted capacity of disposal facilities serving the Project, and would not alter the ability of the County to address landfill needs via existing capacity and other planned strategies and measures for ensuring sufficient landfill capacity exists to meet the needs of the County.

b) Water

Consumption of water during construction and operation of the Project is addressed in Section IV.M.1, *Utilities and Service Systems-Water Supply*, of this Draft EIR. As discussed therein, Project construction would result in an intermittent demand for water during demolition, excavation, grading, and construction activities on-site, including but not limited to use in dust control, cleaning of equipment, excavation/export, removal and re-compaction, and other related activities. Based on a review of construction projects of similar size and duration, a conservative estimate of construction water use ranges from 1,000 to 2,000 gallons per day (gpd) for the Project. Using the upper range of 2,000 gpd to provide a more conservative analysis, construction water use would be substantially less than the Project's approved water consumption during long-term operation (estimated to be approximately 112,868 gpd for the Project according to the approved Water Supply Assessment [WSA]). Considering temporary construction water use would be substantially less than the approved water consumption at the Project Site, there would be sufficient water supplies available to serve the Project Site during construction.

Furthermore, Project construction includes demolition of the Existing Outdoor Pool Area which would also reduce existing water demand on the Project Site.

With regard to long-term operations, the City's Department of Water and Power (LADWP) determined in the Project's approved WSA that there are adequate water supplies available from existing LADWP entitlements and supplies to meet the projected water demand of 112,868 gpd, when considering the existing and planned future demand on LADWP, annually during normal, single-dry, and multiple-dry water years over the next 20 years, as required by SB 610, as well as through at least 2040 (the planning horizon of the LADWP's 2015 Urban Water Management Plan (UWMP)). In addition, as stated in the Project's approved WSA, the projected water demand falls within the LADWP's 2015 UWMP's projected increases in Citywide water demands, while anticipating multi-dry year water conditions during the planning period. The Project, as described in Chapter II, *Project Description*, of this Draft EIR, would result in a proposed water demand increase of 77,619 gpd. As this water demand is less than the demand projected in the Project's approved WSA, the conclusion that there is adequate water supplies available from existing entitlements to the meet the demand through 2040 remains applicable.

Thus, as evaluated in Section IV.M.1, *Utilities and Service Systems-Water Supply*, of this Draft EIR, while Project construction and operation would result in some irreversible consumption of water, the Project would not result in a significant impact related to water supply.

c) Energy Consumption

Project operation would continue to expend nonrenewable resources that are currently consumed within the City. These include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced.

At the same time, the Project's infill of an existing hotel property located within a TPA and HQTA would contribute to a land use pattern that would reduce reliance on private automobiles and the consumption of non-renewable resources when considered in a larger context. Most notably, the Project would provide expanded visitor-services and employment in close proximity to tourist destinations, entertainment-related uses, and transit centers. As described above, the Project Site is located within a HQTA, and therefore is preferred for development pursuant to the 2020–2045 RTP/SCS and City policies to reduce vehicle miles traveled and related consumption of renewable resources, among other goals. Given its location, the Project would support pedestrian and bicycle access to a considerable range of employment, retail and entertainment activities. The Project also provides excellent access to the regional transportation system as it is located in proximity to the Metro B Line (Red Line) station and numerous regional

and local Metro bus lines. These factors would contribute to a land use pattern that is considered to reduce the consumption of non-renewable resources.

Furthermore, the Project would include design features such as GHG-PDF-1 (Green Building Features), which requires that the Project's buildings be designed to achieve the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold Certification or equivalent and that they be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code. In addition, Project Design Feature WS-PDF-1 (Water Conservation Features) includes water conservation features that reduce energy consumption and associated operational GHG emissions, while Project Design Feature TRAF-PDF-1 (TDM Program) would require implementation of a TDM Program to reduce Project VMT that reduce operational energy demand and related GHG emissions. The Project would comply with the Los Angeles Sustainable City pLAn 2019, Los Angeles Green Building Code, the CALGreen Code, the State's AB 32 GHG reduction target, and other sustainability plans. Emissions generated by the Project's construction and operation activities would be consistent with standards set forth in the 2020–2045 RTP/SCS to meet GHG emission-reduction targets set by the California Air Resources Board. The Project would also be consistent with regional employee growth provided in the 2020–2045 RTP/SCS.

The Project would reduce GHGs by achieving the equivalent of the USGBC LEED Gold certification level (refer to Project Design Feature WS-PDF-1). Additional project design features that would contribute to energy efficiencies and to reduce GHG emissions include, but are not limited to: the use of materials and finishes that emit low quantities of volatile organic compounds; the installation of heating, ventilation, and air conditioning systems that use ozone-friendly refrigerants; the installation of heat pumps; the installation of high-efficiency appliances; and the provision of bicycle parking and other amenities for bicyclists. The parking garage expansion would provide infrastructure for vehicular charging stations per the requirements of the City of Los Angeles. The Hotel Expansion Building would also utilize the recycling program and facilities that are currently located in the Existing Hotel Building. In addition, the Project would incorporate a variety of water conservation features pertaining to water-efficient fixtures, such as High Efficiency Toilets with a flush volume of 1.0 gallons per flush, or less; waterless urinals; High-efficiency Energy Star–rated commercial dishwashers, etc. which comply with the performance requirements specified in the City of Los Angeles Green Building Code (Ordinance No. 184,692). For the Project landscaping and irrigation, features such as use of artificial turf, California Friendly® plants, and drip/subsurface irrigation (micro-Irrigation); and pool-related features, such as a leak-detection system and water-saving pool filters would be incorporated. The Project's water conservation features are included as Project Design Feature WS-PDF-1, as noted above.

As indicated in Section IV.F, *Greenhouse Gas Emissions*, of this Draft EIR, the Project would result in a less than significant GHG impact with these project design features and other Project components. In addition, as described in Sections IV.A, *Air Quality*, IV.D, *Energy*, IV.H, *Land Use and Planning*, and IV.K, *Transportation*, of this Draft EIR, the Project would be consistent with applicable plans, policies, or regulations to reduce GHG emissions and energy demand, such as those within the 2020–2045 RTP/SCS, the Framework Element, and the Community Plan.

As discussed above, continued use of non-renewable resources would be on a relatively small scale when considered with regard to the existing supplies of these natural resources, and their use would be consistent with regional and local growth forecasts in the area, as well as State and local goals for reductions in the consumption of such resources. Furthermore, the Project would not affect access to existing resources, nor interfere with the production or delivery of such resources. The Project Site contains no energy resources that would be precluded from future use through Project implementation. The Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant.

4. Growth-Inducing Impacts

a) Population

Section 15126.2(e) of the CEQA Guidelines requires an EIR to discuss the ways a proposed project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth-inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, pursuant to CEQA, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The Project would expand the development on an existing hotel property, identified as an infill site, with a new Hotel Expansion Building, a Meeting Room Addition, an expanded parking structure, and additional landscaping, utility, and circulation improvements. The new development would be located within the area identified in the Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan as Regional Center Commercial. Regional Centers are defined as a focal point of regional commerce, identity, and activity that contain a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities, and supporting services. The Project, which has a floor-to-area ratio of greater than 0.75 and is located on an infill site, also qualifies as an employment center project. The Project would include visitor-serving uses that would be compatible with adjacent uses and representative of the type of development anticipated for the Project Site in the Community Plan. As further described in Section IV.H, *Land Use and Planning*,

of this Draft EIR, the Project would be consistent with the existing zoning designation of C2-1, with the approval of the proposed vesting zone change for portions of the property from PB and RE15 to allow for uniform zoning, and the approval of a height district change for the Project Site from Height District 1 to Height District 2.

As described in the Initial Study contained in Appendix A-1 of this Draft EIR, the Project would not include the construction of new homes that could directly induce population growth or require the extension of public roadways or other infrastructure (e.g., water facilities, sewer facilities, electricity transmission lines, natural gas lines, etc.) into undeveloped areas that could indirectly induce population growth. Indirect population growth that might occur as a result of employment opportunities from Project implementation would represent an extremely small component (less than one percent) of the projected population growth projected for the City. The Project's new development is within the range of development anticipated within the established SCAG regional forecast for the City of Los Angeles and Sherman Oaks–Studio City–Toluca Lake–Cahuenga Pass Community Plan area. Therefore, the Project would not increase or induce residential density growth.

Construction workers would not be expected to relocate their households' places of residence as a direct consequence of working on the Project. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the specific time during which their skills are needed to complete a particular phase of construction. Therefore, given the availability of construction workers, the Project would not be considered growth-inducing from a short-term employment perspective, but rather, the Project would provide a public benefit by providing new employment opportunities during the construction period.

The Project Site is located in an urbanized area that is served by current infrastructure (e.g., roads and utilities) and community service facilities. The Project's only off-site infrastructure improvements would consist of tie-ins to the existing utility main-lines already serving the Project area. The Project would not require the construction of off-site infrastructure that would provide additional infrastructure capacity for other future development. It would not open inaccessible sites to new development other than existing opportunities for development that are already available.

Overall, the Project would be consistent with the growth forecast for the SCAG region and City of Los Angeles, and would be consistent with regional policies to reduce urban spawl, efficiently utilize existing infrastructure, reduce regional congestion, as well as improve air quality though the reduction of VMT with the Project's proximity to public transit options.

Therefore, the Project would not spur additional growth other than that already anticipated and would not eliminate impediments to growth. Consequently, the Project would not foster growth inducing impacts.

b) Employment

The Project would have the potential to generate indirect population growth in the vicinity of the Project Site as a result of the employment opportunities generated by the Project. During construction, the Project would create temporary construction-related jobs. However, as discussed above in the Population sub-section, construction workers remain at a job site only for the specific time in which their skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be expected to relocate to the Project Site vicinity as a direct consequence of working on the Project. Therefore, given the availability of construction workers, the Project would not be growth-inducing from a short-term employment perspective, but rather, the Project would provide a public benefit by providing new employment opportunities during the construction period.

Currently, for operation of the Existing Hotel Building and Existing Ancillary Hotel Building, Universal Hilton employs approximately 370 full-time staff members and 90 part-time and seasonal employees, which equates to 415 full-time equivalent (FTE) employees. The Project would result in a similar ratio of full-time to part-time/seasonal employees as under existing conditions. The Project is anticipated to result in approximately 321 FTE employees at the Hotel Expansion Building, including 257 full-time employees and 128 seasonal/part-time employees.[1] When combined with the Existing Hotel Building and Existing Ancillary Hotel Building's approximately 415 FTE employees, Universal Hilton would employ a total of approximately 736 FTE employees on the Project Site. Overall, the provision of new jobs would constitute a small percentage of employment growth forecasted by SCAG for the City and would not produce such a high quantity of new jobs that it would have the possibility to induce unplanned residential growth.

The Project's proposed hotel and supporting back-office uses would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who do not relocate their households due to employment opportunities. Therefore, given that some of the employment opportunities generated by the Project would be filled by persons already residing in the vicinity of the Project Site, the potential growth associated with Project employees who may relocate their place of residence would not be substantial. Although it is possible that some of the employment opportunities offered by the Project would be filled by persons moving into the surrounding area, which could increase the demand for housing, it is anticipated that most of this demand would be filled by then-existing vacancies in the housing market and others by residential developments that may occur in the vicinity of the Project Site. As

[1] Full-time employees anticipated for the Project are generated using the Los Angeles Unified School District 2022 Developer Fee Justification Study, which utilizes 0.00113 employees per average square foot for the category of "Lodging" that applies to the Project. FTE employee numbers are calculated with two part-time/seasonal employees as one FTE employee.

such the Project's uses would be unlikely to create an indirect demand for additional housing or households in the area.

5. Potential Secondary Effects of Mitigation Measures

Section 15126.4(a)(1)(D) of the CEQA Guidelines requires mitigation measures to be discussed in less detail than the significant effects of the proposed Project if the mitigation measure(s) would cause one or more significant effects in addition to those that would be caused by the Project as proposed. The analysis of Project impacts in Chapter IV, *Environmental Impact Analysis,* of this Draft EIR resulted in recommended mitigation measures for several environmental topics, which are identified below. The following provides a discussion of the potential secondary effects on those topics that could occur as a result of implementation of the required mitigation measures. For the reasons stated below, it is concluded that the Project's mitigation measures would not result in significant secondary impacts.

a) Air Quality

Mitigation measure AQ-MM-1 requires the use of off-road diesel-powered construction equipment during Project construction that meets or exceeds the USEPA Tier 4 standards, or equivalent for equipment rated at 50 horsepower or greater during Project construction where available within the Los Angeles region, and to maintain applicable equipment to such standards. Mitigation Measure AQ-MM-1 also requires that construction activities shall be discontinued during second-stage smog alerts. These requirements would reduce construction air emissions to a level of less than significant. Because this mitigation measure would apply only to construction activities used within and immediately adjacent to the Project Site, implementation of this mitigation measure would not result in secondary environmental effects at neighboring properties or within the broader community.

b) Biological Resources

Mitigation Measure BIO-MM-1 requires the protection of sensitive bat species. This mitigation measure would reduce impacts on species to a less than significant level by requiring pre-construction surveys for construction activities occurring during the maternity roosting season and avoidance of identified active roosts. Because these requirements would apply only to potential roosting habitat within the Project Site or within the right-of-way immediately adjacent to the Project Site, the implementation of this mitigation measure would not result in secondary environmental effects at neighboring properties or within the broader community.

c) Geology and Soils

Mitigation Measures PALEO-MM-1 to PALEO-MM-3 would ensure short-term construction activities do not directly or indirectly destroy a unique paleontological resource or site. These mitigation measures require the retention of a qualified paleontologist to provide technical and compliance oversight during construction, construction worker training, and paleontological resource monitoring during all ground disturbance activities. With implementation of Mitigation Measures PALEO-MM-1 to PALEO-MM-3, potentially significant impacts to paleontological resources would be reduced to a less-than-significant level. Because these requirements would apply only to ground disturbance occurring within the Project Site, the implementation of this mitigation measure would not result in secondary environmental effects at neighboring properties or within the broader community.

d) Noise

Mitigation Measure NOI-MM-1 provides procedures to be followed during Project construction to avoid noise impacts at sensitive receptors. As such, the mitigation measure would reduce adverse environmental effects. The only construction activity associated with the mitigation measure is the construction of a temporary twenty-foot noise barrier along the western boundary of the Hilton Property with noise blankets or equivalent noise reduction materials capable of reducing sound levels by at least 15 dBA at the nearest off-site sensitive receptors, during early construction phases through completion of architectural coating activities. Construction of this barrier represents a very minor temporary site improvement, from which noise and vibration would negligible, and is part of the anticipated construction program addressed in the environmental analyses in Section IV.I, *Noise,* of this Draft EIR. Therefore, no secondary impacts would result.

Mitigation Measure NOI-MM-2 sets forth procedures to be followed during Project construction to ensure construction equipment is maintained with noise shielding and muffling devices, consistent with the manufacturer's specifications. Documentation of this compliance would not require infrastructure or additional equipment and, therefore, would not result in secondary environmental impacts.

6. Effects Found Not to be Significant

Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. An Initial Study was prepared for the Project and is included in Appendix A-2 of this Draft EIR. Pursuant to Section 15128, such a statement may be contained in an attached copy of an Initial Study.

The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each topical area is or is not analyzed further in the Draft EIR.

The Initial Study determined that the Project would not result in potentially significant impacts related to Aesthetics, Agricultural Resources, Air Quality (objectionable odors); Biological Resources (riparian habitat, wetlands); Cultural Resources (disturbance of human remains); Geology and Soils (septic systems); Hazards and Hazardous Materials; Hydrology and Water Quality (groundwater, flood hazards); Land Use and Planning (divide an established community); Mineral Resources, Noise (airport land use plan, private airstrip); Population and Housing; Public Services (schools, parks, other public facilities); Recreation; Transportation (change in air traffic patterns and emergency access); Utilities and Service Systems (wastewater treatment capacity and solid waste); and Wildfire.

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No references provided.

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