CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Sustainable Communities Environmental Assessment

400 San Vicente Project

Case Number: ENV-2023-2059-SCEA
Related Case No. CPC-2023-2058-CU-DB-MCUP-CUW-SPR-VHCA

Project Location: 400, 406, 410, 414, 418, 420, 424, 426, 428, 432 South San Vicente Boulevard, Los Angeles, CA 90048

Community Plan Area: Wilshire

Council District: 5 – Katy Young Yaroslavksy

Project Description: The Proposed Project includes the demolition of the Beverly Plaza Shopping Center, which consists of a two-story commercial strip mall and surface parking and one adjacent commercial building with a combined 22,494 square feet of floor area for the construction, use, and maintenance of an eight-story (100 feet above grade), mixed-use building with 126 residential dwelling units, and 11,615 square feet of ground floor commercial restaurant uses. Fifteen percent of the Proposed Project's base density (14 dwelling units) would be deed restricted for Very-Low Income tenants. The Proposed Project would include three levels of subterranean parking with 153 vehicle parking spaces. The Proposed Project would include 6,200 square feet of open space areas, including outdoor decks and terraces and indoor recreational amenity rooms (i.e., fitness, spa, lounge areas). The Proposed Project would provide 109 bicycle parking spaces. Vehicular access would be provided by one entry-only driveway along South San Vicente Boulevard and two exit-only driveways (one along South San Vicente Boulevard and the other along the alleyway). Access to an on-site loading area would be provided from the alleyway. In total, the Proposed Project would include 208,901 square feet of floor area, resulting in a 6.3:1 floor area ratio (FAR). The Proposed Project would provide 32 trees pursuant to the LAMC. The Proposed Project is also requesting the removal and replacement of 2 street trees subject to the review and approval of Urban Forestry. The Proposed Project would require the demolition of 22,494 square feet of floor area and approximately 46,000 cubic yards of soil to be exported off-site.

The Proposed Project's discretionary requests include approval of a **Conditional Use Permit** to permit a density bonus increase of 37.5 percent to permit 126 residential units with 14 Very-Low Income restricted affordable units in lieu of 91 residential units permitted (base density); **Density Bonus Compliance Review** for Off-Menu Incentives and Waiver of Development Standards to: (a) permit 208,901 square feet of floor area (6.3:1 FAR) in lieu of 50,121 square feet of floor area (1.5:1 FAR); (b) permit a height of 8 stories and 100 feet; (c) provide a 680 square-foot loading zone with a maximum clear height of 12 feet; (d) permit a 0-foot rear yard in lieu of 20 feet; (e) waiver of Development Standard to waive the transitional height limits otherwise required in LAMC Section 12.21.1.A.10; (f) open space reduction to permit 6,200 square feet of open space in lieu of 16,575 square feet of open space required by LAMC Section 12.21.G.2; **Site Plan Review** for a development that creates more than 50 new dwelling units; **Main Conditional Use Permit (MCUP**) for allow to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption; and **Conditional Use Permit** to permit a proposed new cellular telecommunication facility on the building. Approvals and permits from the Department of Building and Safety and other municipal agencies for construction activities may include, but not be limited to, the following: demolition, shoring, grading and excavation, foundation and building, temporary street closures, removal of street trees, temporary relocation of the existing cellular telecommunication facilities during construction, and a haul route.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Department of City Planning	Parker Environmental Consultants, LLC	400 S. San Vicente LLC

November 2023

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Table of Contents

Page

1. Introduction 1-1

2. Project Description 2-1

A. Project Summary 2-1

B. Environmental Setting 2-2

C. Description of Project 2-13

D. Requested Permits and Approvals 2-36

3. SCEA Criteria and Transit Priority Project Consistency Analysis 3-1

4. Connect SoCal (2020-2045 RTP/SCS) Program EIR Mitigation Measures 4-1

5. SCEA Initial Study Checklist 5-1

6. Sustainable Communities Environmental Analysis 6-1

I. Aesthetics 6-2

II. Agriculture and Forestry Resources 6-7

III. Air Quality 6-10

IV. Biological Resources 6-38

V. Cultural Resources 6-42

VI. Energy 6-50

VII. Geology and Soils 6-83

VIII. Greenhouse Gas Emissions 6-93

IX. Hazards and Hazardous Materials 6-131

X. Hydrology and Water Quality 6-144

XI. Land Use and Planning 6-153

XII. Mineral Resources 6-162

XIII. Noise 6-164

XIV. Population and Housing 6-187

XV. Public Services 6-192

XVI. Recreation 6-206

XVII. Transportation 6-209

XVIII. Tribal Cultural Resources 6-220

XIX. Utilities and Service Systems 6-223

XX. Wildfire 6-243

XXI. Mandatory Findings of Significance 6-244

7. Preparers and Persons Consulted 7-1

8. References Acronyms and Abbreviations 8-1

9. Mitigation Monitoring Program 9-1

List of Figures

Figure 2.1: Project Location Map… 2-4
Figure 2.2: Zoning and General Plan Land Use Designations 2-7
Figure 2.3: Aerial Photograph of the Project Site and Surrounding Land Uses 2-10
Figure 2.4: Photographs of the Project Site, Views 1-6 2-11
Figure 2.5: Photographs of Surrounding Land Uses, Views 7-12 2-12
Figure 2.6: Plot Plan 2-15
Figure 2.7: Basement Level 3 and 2 2-16
Figure 2.8: Basement Level 1 and Ground Floor Level 2-17
Figure 2.9: Levels 2 – 3 2-18
Figure 2.10: Level 4 – 7 and Level 8 / Pool Deck 2-19
Figure 2.11: Roof Plan 2-20
Figure 2.12: West and South Elevations 2-23
Figure 2.13: East and North Elevations 2-24
Figure 2.14: Building Sections 2-25
Figure 2.15: Ground Level Landscape Plan 2-26
Figure 2.16: Level 2 and Level 8 Landscape Plans 2-27
Figure 2.17: Architectural Rendering 2-28
Figure 2.18: Related Projects Map 2-35
Figure 3.1: Priority Growth Areas & Regional Growth Constraints 3-5
Figure 3.2: Priority Growth Areas – Spheres of Influence 3-6
Figure 3.3: Priority Growth Areas – Job Centers 3-7
Figure 3.4: Priority Growth Areas – Transit Priority Areas (2045) 3-8
Figure 3.5: Priority Growth Areas – High Quality Transit Areas (2045) 3-9
Figure 3.6: Priority Growth Areas - Neighborhood Mobility 3-10
Figure 3.7: Priority Growth Areas – Livable Corridors 3-11
Figure 6.1: Air Quality Sensitive Receptor Location Map 6-34
Figure 6.2: Noise Monitoring and Sensitive Receptor Location Map 6-173
Figure 6.3: Public Services in the Project Vicinity 6-194

List of Tables

Table 2.1: Summary of Project Site 2-3
Table 2.2: Proposed Development Program 2-14
Table 2.3: Summary of Required and Proposed Open Space Areas 2-22
Table 2.4: Summary of Required and Proposed Bicycle Parking Spaces 2-29
Table 2.5: Related Projects 2-34
Table 3.1: Consistency Analysis with Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Community Strategy) 3-12
Table 4.1: Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Community Strategy) 4-2

Table 6.1: Project Consistency with Applicable Policies of the General Plan Air Quality Element . 6-21
Table 6.2: Estimated Peak Daily Construction Emissions 6-27
Table 6.3: Existing Daily Operational Emissions from the Project Site 6-28
Table 6.4: Proposed Project Estimated Daily Operational Emissions 6-30
Table 6.5: Localized On-Site Peak Daily Construction Emissions 6-32
Table 6.6: Localized On-Site Maximum Daily Operational Emissions 6-33
Table 6.7: Summary of Energy Usage During Construction 6-66
Table 6.8: Estimated Electricity Consumption by the Proposed Project 6-67
Table 6.9: Estimated Natural Gas Consumption by the Proposed Project 6-68
Table 6.10: Estimated Transportation Energy Consumption by the Project 6-69
Table 6.11: Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan 6-96
Table 6.12: Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan 6-97
Table 6.13: Proposed Project Construction-Related Greenhouse Gas Emissions 6-117
Table 6.14: Existing Project Site Greenhouse Gas Emissions 6-118
Table 6.15: Proposed Project Operational Greenhouse Gas Emissions 6-119
Table 6.16: City of Los Angeles Community Noise Exposure Guidelines 6-168
Table 6.17: Existing Ambient Noise Levels in the Project Site Vicinity 6-171
Table 6.18: Summary of Noise Sensitive Land Uses within 500 feet of the Project Site 6-172
Table 6.19: Estimated Exterior Construction Noise at Nearest Sensitive Receptors 6-176
Table 6.20: Construction Vibration Damage Criteria 6-182
Table 6.21: Vibration Source Levels for Construction Equipment 6-182
Table 6.22: Estimated Structural Vibration Damage Levels at Nearest Structures 6-183
Table 6.23: SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region 6-188
Table 6.24: Project Estimated Population Generation 6-190
Table 6.25: Project Estimated Employment Generation 6-190
Table 6.26: Wilshire Area Crime Statistics 6-197
Table 6.27: Resident Schools Serving the Project Site 6-199
Table 6.28: Proposed Project Estimated Student Generation 6-200
Table 6.29: Recreation and Park Facilities within the Project Area 6-202
Table 6.30: Questions to Determine Project Applicability to Plans, Policies and Programs 6-210
Table 6.31: VMT Analysis 6-217
Table 6.32: Proposed Project Estimated Water Demand 6-225
Table 6.33: Proposed Project Estimated Wastewater Generation 6-227
Table 6.34: Estimated Construction and Demolition Debris 6-238
Table 6.35: Estimated Operational Solid Waste Generation 6-239

APPENDICES

APPENDIX A: AIR QUALITY MODELING AND GREENHOUSE GAS EMISSIONS WORKSHEETS

APPENDIX B: TREE REPORT

Arborgate Consulting Inc., Landscape Evaluation Report for 400-432 S. San Vicente, Los Angeles, February 2, 2023.

APPENDIX C: HISTORIC CULTURAL RESOURCES REPORT AND RECORDS SEARCH

C.1 GPA Consulting, 400-432 S. San Vicente Boulevard, Phase I HRER, dated January 20, 2023.

C.2 GPA Consulting, 400-432 S. San Vicente Boulevard, Supplemental Memorandum, September 22, 2023.

C.3 South Central Coastal Information Center, Records Search Results for the 400 San Vicente Project, Dated November 29, 2022.

APPENDIX D: ENERGY CONSUMPTION WORKSHEETS

APPENDIX E: GEOTECHNICAL INVESTIGATION AND PALEONTOLOGICAL RECORDS SEARCH

E.1 Langan Engineering and Environmental Services, Inc., Geotechnical Investigation Report for Proposed Mixed-Use Multi-Family Development, 400 South San Vicente Boulevard, Los Angeles, California 90048, dated October 12, 2022.

E.2 Addendum 1 – Response to LADBS Grading Division Review Comment, Proposed Mixed-Use Multi-Family Development, 400 South San Vicente Boulevard, Los Angeles, California, Langan Project No. 700109901; LADBS Log # 123970, February 6, 2023.

E.3 City of Los Angeles, Department of Building and Safety, Soils Report Approval Letter, LOG # 123970-01, Tract 7555, Lots FR18, FR17, FR16, FR15, FR14, FR13, 400 S. San Vicente Boulevard, March 30, 2023.

E.4 Los Angeles County Natural History Museum, Paleontological Resources for the 400 San Vicente Project, dated September 26, 2022.

APPENDIX F: ENVIRONMENTAL SITE ASSESSMENTS

F.1 Leighton and Associates, Inc., Phase I and Limited Phase II Environmental Site Assessment, Proposed Multi-Family Residential Development, 400 South San Vicente Boulevard, Los Angeles California, dated February 14, 2022.

F.2 Health Science Associates, Follow-Up Limited Asbestos and Lead Based Paint Survey Performed at Beverly Plaza, 400 South San Vicente Boulevard, Los Angeles, California 90048, dated February 8, 2022.

F.3 Leighton and Associates, Inc., Phase I and Limited Phase II Environmental Site Assessment, Proposed Multi-Family Residential Development, 432 South San Vicente Boulevard, Los Angeles California, dated May 24, 2022.

F.4 Health Science Associates, Inc., Follow-Up Limited Asbestos and Lead Based Paint Survey Performed at Beverly Plaza, 432 South San Vicente Boulevard, Los Angeles, California 90048, dated May 20, 2022.

F.5 Leighton and Associates, Inc., Methane Survey Report, Proposed Multi-Family Residential Development, 400-432 South San Vicente Boulevard, Los Angeles California, dated June 23, 2023.

APPENDIX G: UTILITIES AND SERVICE PROVIDER RESPONSE LETTERS

G.1 Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division, 400 San Vicente Project – Request for Wastewater Services Information, dated September 7, 2022.

G.2 Los Angeles Unified School District, Facilities Services Division, LAUSD Schools Enrollments and Capacities Report for the 400 San Vicente Project, dated September 19, 2022.

G.3 Los Angeles Department of Water and Power, Water and Electricity Connection Services Request, 400 San Vicente Boulevard Project, Dated November 8, 2022.

G.4 City of Los Angeles Police Department (LAPD), Correspondence Re: 400 San Vicente Project, Office Jeff Nelson, CPD, LAPD Public Engagement Section, Crime Prevention Through Environmental Design, May 9, 2023.

G.5 Outdoor Water Use Calculation Worksheets for the Beverly Plaza Project, June 16, 2023.

APPENDIX H: NOISE MONITORING DATA AND CALCULATIONS WORKSHEETS

APPENDIX I: TRANSPORTATION ASSESSMENT

Gibson Transportation Consulting, Transportation Assessment for Beverly Plaza, Los Angeles, CA, May 2023.

APPENDIX J: TRIBAL CULTURAL RESOURCES REPORT

SWCA Environmental Consultants, Tribal Cultural Resources Review for a Proposed Mixed-Use Development at 400 San Vicente Boulevard, Los Angeles California, dated November 11, 2022.

APPENDIX K: LAND USE CONSISTENCY TABLES

Section 1. Introduction

An application for the proposed 400 San Vicente (Proposed Project) has been submitted to the City of Los Angeles (City) Department of City Planning for discretionary review. The City of Los Angeles, as Lead Agency, has determined that the Proposed Project is subject to the California Environmental Quality Act (CEQA). This Sustainable Communities Environmental Assessment (SCEA) evaluates the potential environmental effects that could result from the construction, implementation, and operation of the Proposed Project. Based on the analysis provided within this SCEA, the City has concluded that the Proposed Project qualifies as a Transit Priority Project (TPP), is consistent with an adopted Sustainable Communities Strategy (SCS) that has been accepted by the California Air Resources Board (CARB) as meeting the State's greenhouse gas (GHG) reduction targets, and that the Proposed Project would not result in significant impacts on the environment. This SCEA is intended as an informational document, which is ultimately required to be considered and adopted by the decision-making body of the City in conjunction with approval of the Proposed Project.

1.1 Purpose of Environmental Review

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

Public Resources Code Section 21155.2(b)(1) requires that an Initial Study (IS) be prepared for each SCEA. An IS is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If a qualifying project meets certain criteria described below and the Initial Study shows that all potential significant effects would be avoided or mitigated to a point where clearly no significant effects would occur through project mitigation measures, a SCEA may be prepared. If it is determined in the IS that there is substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, an Environmental Impact Report (EIR) is normally required.

1.2 Background Information on Senate Bill 375 and the SCEA

The State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning in order to help meet the State's greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations incorporate a "sustainable communities strategy" (SCS) into

the regional transportation plans to achieve their respective region's GHG emission reduction targets set by the California Air Resources Board (CARB). SB 375 provides various CEQA streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tool is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On September 3, 2020, SCAG's Regional Council approved and adopted the Connect SoCal plan (2020–2045 RTP/SCS). For the SCAG region, CARB has set GHG emissions reduction targets at 19 percent below 2005 per capita emissions levels by 2035. SCAG's resolution adopting the 2020–2045 RTP/SCS also determined that the SCS includes strategies to meet the requirements of SB 375 to achieve these GHG emission reduction goals and directed SCAG staff to submit the 2020–2045 RTP/SCS to CARB for review and certification in this regard. On October 30, 2020, pursuant to Executive Order No. G-20-239, CARB "accept[ed] the SCAG determination that its 2020 SCS would, when implemented, meet the emissions reduction target for automobiles and light trucks as established by CARB in 2018, specifically, a 19 percent per capita reduction by 2035 relative to 2005 levels."

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA clearance for "transit priority projects" (as described below) that are consistent with the 2020-2045 RTP/SCS. Acting as Lead Agency, the City of Los Angeles Department of City Planning required preparation of this SCEA to consider the potential project-specific and cumulative environmental impacts of the Proposed Project. This SCEA includes the same substantive environmental analysis as provided in an Initial Study/Mitigated Negative Declaration (IS/MND), but also includes additional discussion and analysis demonstrating that the Proposed Project meets the criteria for a Transit Priority Project (TPP) that qualifies for CEQA streamlining under SB 375.

1.3 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to qualifying TPPs. For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see PRC § 21155 (a) and (b)):

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;

2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

3. Provides a minimum net density of at least 20 units per acre; and

4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

1.4 SCEA Process and Streamlining Provisions

Qualifying TPPs that have incorporated all feasible mitigation measures and performance standards or criteria set forth in the prior applicable EIRs (i.e., SCAG's 2020-2045 RTP/SCS Program EIR) and that are determined not to result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts, except for the following:

    a. Growth-inducing impacts, and

    b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.[1]

2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.

3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.

5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:

    a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and

    b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply.

[1] *"Regional transportation network" means all existing and proposed transportation system improvements, including the state transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads. Nothing in the foregoing relieves any project from a requirement to comply with any conditions, exactions, or fees for the mitigation of the regional transportation network or local streets and roads.*

i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.

ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 Required Findings

Based on the review of the entire administrative record, including the information contained in Sections 2 to 5 below, the City finds that preparation of a SCEA in accordance with PRC Section 21155.2(b) is appropriate for the Proposed Project for the following reasons:

1. The Proposed Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in SGAG's Connect SoCal 2020-2045 RTP/SCS. The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG would, if implemented, achieve the greenhouse gas emission reduction targets.

2. The Proposed Project qualifies as a transit priority project (TPP) pursuant to PRC Section 21155(b) in that it contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within one-half mile of a major transit stop or high quality transit corridor included in a regional transportation plan.

3. The Proposed Project is a residential mixed-use project as defined by PRC Section 21159.28(d).

4. The Proposed Project incorporates all relevant and applicable mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to Public Resources Code Section 21081, including SCAG's 2020-2045 RTP/SCS Program EIR. See Section 4 (RTP/SCS Program EIR Mitigation Measures) for the description of the mitigation measures imposed on the Proposed Project.

5. All potentially significant or significant effects required to be identified and analyzed pursuant to the CEQA have been identified and analyzed in an initial study.

6. The Proposed Project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the Proposed Project required to be analyzed pursuant to CEQA.

7. An Initial Study has been prepared in accordance with CEQA (PRC § 21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

1.6 Organization of the SCEA

This SCEA is organized into nine sections as follows:

Section I. Introduction: This section provides an overview of the SCEA and CEQA process.

Section 2. Project Description: This section provides a detailed description of the Project Site location, the existing environmental setting and the Proposed Project, including details involving the proposed land uses, developed floor area, building height, vehicle parking, bicycle parking, open space areas, landscaping, signage, constriction activities, and the associated land use entitlement requests.

Section 3. SCEA Criteria and Transit Priority Project Consistency Analysis: This section identifies the Transit Priority Project Criteria and provides an analysis of the Proposed Project's consistency with such criteria and demonstrates that the Proposed Project satisfies all necessary criteria for approval of a SCEA as set forth in California Public Resources Code Sections 21155 and 21155.2.

Section 4. Connect SoCal (2020-2045 RTP/SCS) Program EIR Mitigation Measures: This section identifies all mitigation measures, performance standards, and criteria from the 2020-2045 RTP/SCS (Connect SoCal) Program EIR and provides a discussion of the applicability of the mitigation measures to the Proposed Project.

Section 5. SCEA Initial Study Checklist: This section provides Proposed Project information, identifies key areas of environmental concern, and includes a determination whether the Proposed Project may have a significant effect on the environment. This section also contains the completed SCEA Initial Study Checklist showing the significance level under each environmental impact category.

Section 6. Sustainable Communities Environmental Analysis: Each environmental issue identified in the SCEA Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, mitigation measures are provided to reduce such impacts to a less than significant level. This section also identifies mitigation measures from the 2020-2045 RTP/SCS (Connect SoCal) Program EIR that are applicable to the Proposed Project.

Section 7. Preparers and Persons Consulted: This section provides a list of City personnel, other governmental agencies, and consultant team members that participated in the preparation of the SCEA.

Section 8. References, Acronyms, and Abbreviations: This section provides a list of reference materials and identifies commonly used acronyms and abbreviations that are used throughout the document.

Section 9. Mitigation Monitoring Program: This section incorporates the Mitigation Monitoring Program (MMP), which has been prepared pursuant to Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

Appendices: This section includes various reference documents, technical reports, and information used in the SCEA.

Section 2. Project Description

A. Project Summary

The Proposed Project includes the demolition of the Beverly Plaza Shopping Center, which consists of a one- to two-story commercial strip mall that includes commercial retail and restaurant uses, and its associated surface parking lot, along with the demolition of one adjacent commercial building to the immediate southeast with associated rear surface parking (a total of approximately 22,494 square feet of existing floor area), for the new construction, use, and maintenance of an eight-story (100 feet in height, including roof appurtenances) mixed-use building with 126 multi-family residential dwelling units, of which 15 percent of the permitted base density (14 units) would be reserved at the Very Low Income level, and 11,615 square feet of ground floor commercial retail/restaurant uses. The Proposed Project would also include three levels of subterranean parking. The Proposed Project would include 6,200 square feet of on-site open space areas, including outdoor decks and terraces and indoor recreational amenity rooms (i.e., fitness, spa, lounge areas). The Proposed Project would provide a total of 153 vehicle parking spaces as permitted under AB 2097 and 109 bicycle parking spaces in compliance with the requirements of the Los Angeles Municipal Code (LAMC). Primary vehicular access for residential and commercial uses would be provided from by one entry-only driveway along South San Vicente Boulevard and two exit-only driveways (one along South San Vicente Boulevard and the other along the alleyway). Access to an on-site loading area would be provided from the alleyway. In total, the Proposed Project would include 208,901 square feet of total floor area resulting in a floor area ratio (FAR) of 6.3:1. The Proposed Project would provide one tree per every four residential units for a total of 32 trees on-site, per LAMC Section 12.21 G.2(a)(3). The Proposed Project would require approximately 46,000 cubic yards (cy) of soil to be exported.

The Proposed Project's discretionary requests include:

1. Conditional Use Permit to permit a density bonus increase of 37.5 percent to permit 126 residential units with 14 Very-Low Income restricted affordable units in lieu of 91 residential units permitted (base density).

2. Density Bonus Compliance Review for the following Off-Menu Incentives and Waiver of Development Standards:
    a. An Off-Menu Incentive to permit 208,901 square feet of floor area (6.3:1 FAR) in lieu of 50,121 square feet of floor area (1.5:1 FAR).
    b. Off-Menu Incentive to permit a height of 8 stories and 100 feet in lieu of 3 stories and 45 feet otherwise permitted for a mixed-use project in the C2-1VL-O zone.

c. Off-Menu Incentive to provide a 680 square-foot loading zone with a maximum clear height of 12 feet in lieu of 809 square feet with a maximum clear height of 14 feet required by LAMC Section 12.21.C.6.

d. Waiver of Development Standard to permit a 0-foot rear yard in lieu of 20 feet required by LAMC Section 12.11.C.3.

e. Waiver of Development Standard to waive the transitional height limits otherwise required in LAMC Section 12.21.1.A.10.

f. Waiver of Development Standard for an open space reduction to permit 6,200 square feet of open space in lieu of 16,575 square feet of open space required by LAMC Section 12.21.G.2.

3. Site Plan Review for a development that creates more than 50 new dwelling units.

4. Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption within the ground floor commercial spaces and within residential common amenity areas for residents and guests only.

5. Conditional Use Permit to a proposed new cellular telecommunication facility on the building.

The Proposed Project would also require approvals and permits from the Department of Building and Safety and other municipal agencies for project construction activities, including, but not limited to, the following: demolition, grading and excavation, shoring, foundation and building, temporary street closures, removal of street trees, temporary relocation of the existing cellular telecommunication facilities during construction, and a haul route.

B. Environmental Setting

1. Project Location

The Project Site is located in the Wilshire Community Plan area within the City of Los Angeles (City). The Project Site's location within the City and the greater Los Angeles region is depicted in Figure 2.1, Project Location Map. The Project Site encompasses seven parcels and includes approximately 33,414 square feet of gross lot area (0.77 acres). The Project Site is generally bound by West 4th Street to the north, an unnamed alleyway to the east, healthcare uses to the south, and South San Vicente Boulevard to the west. The Project Site's property addresses, Assessor's Parcel Numbers (APN), land use and lot area are summarized in Table 2.1, Summary of Project Site, below.

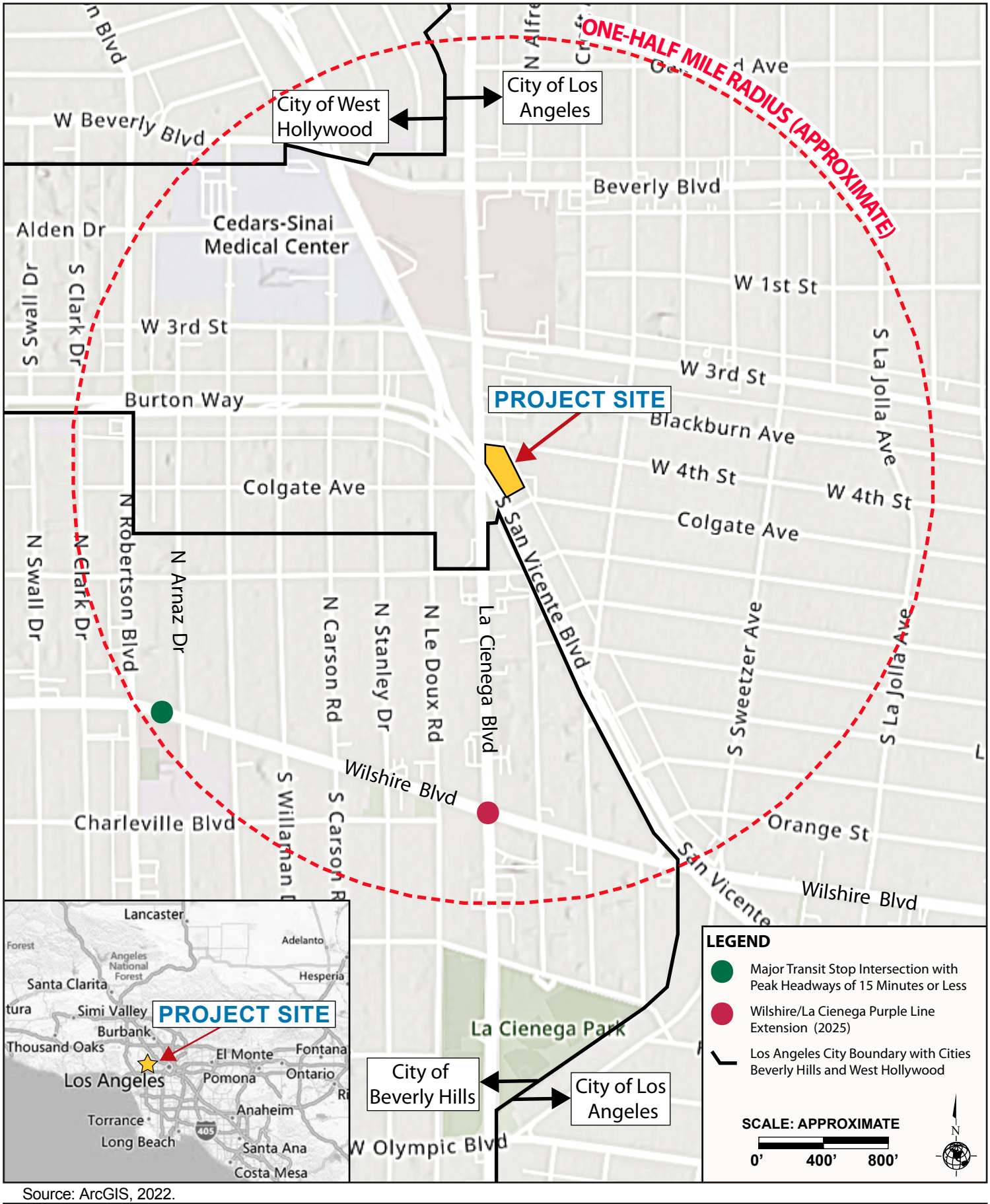
Table 2.1
Summary of Project Site

Address	APN	Existing Land Use	Lot Area (square feet)
400 South San Vicente Blvd 406 South San Vicente Blvd	5511-044-038	17,094 square-foot commercial strip mall with associated surface parking	33,414 sf
410 South San Vicente Blvd			
414 South San Vicente Blvd			
418 South San Vicente Blvd			
424 South San Vicente Blvd 420 South San Vicente Blvd			
426 South San Vicente Blvd 428 South San Vicente Blvd			
432 South San Vicente Blvd	5511-044-013	5,400 square-foot commercial retail building with surface parking in rear	

Sources: City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed March 2023.

Regional access to the Project Site is provided by the California State Route 2 (SR-2) Highway, located approximately 1 mile to the northwest; the Santa Monica Freeway (I-10) Freeway, located approximately 2.35 miles to the south; and the Hollywood Freeway (US-101), located approximately 4.1 miles to the northeast.

Local street access is provided by the grid roadway system surrounding the Project Site. The City's General Plan and Mobility Plan 2035 classify street designations in the Project vicinity. West 4th Street is an east-westbound street and borders the Project Site to the north. It is a two-way street providing one travel lane in each direction and prohibits right turns from South San Vicente Boulevard and is classified as a Local Street in the City's Mobility Plan. On-street parking is restricted to cars with District No. 34 permits. An alleyway borders the Project Site to the east and runs north-south and is approximately 20 feet wide. The alleyway has no classification in the City's Mobility Plan. South San Vicente Boulevard is a diagonal northbound-southbound street and borders the Project Site to the west. It is a two-way boulevard providing three travel lanes in each direction and left turn lanes at most intersections, with on-street metered parking available along the southwestern boundary of the Project Site and is classified as a Boulevard II in the City's Mobility Plan. On-street meter parking is provided with some restrictions. La Cienega Boulevard is a north-southbound street and borders the Project Site to the northwest. It is a two-way boulevard providing three lanes in each direction and is classified as an Avenue I in the City's Mobility Plan. On-street parking is available along the southwestern boundary of the Project Site.



Source: ArcGIS, 2022.

Figure 2.1
Project Location Map

Transit Priority Area

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a Transit Priority Area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "Transit Priority Area" as an area within one-half mile of a Major Transit Stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed with qualified urban uses, 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. As state law, SB 743 supersedes the aesthetic impact thresholds in the *CEQA Statute and Guidelines*, including those established for aesthetics, obstruction of views, shading,[1] and nighttime illumination.

The Project Site is an infill site within a Transit Priority Area (TPA), as defined by CEQA, because it is within one half-mile of a Major Transit Stop as defined by CEQA (Public Resource Code (PRC) Section 21099(a)(7)).[2] Specifically, the Project Site is located approximately 0.4-mile north of the Metro D (Purple) Line Extension at La Cienega Blvd/Wilshire Blvd (2025) that is under construction which meets the criteria for a Major Transit Stop. The Metro D (Purple) Line Extension at La Cienega Blvd/Wilshire Blvd (2025) will provide transfer opportunities to other Metro rail services such as Amtrak, Metrolink, and numerous bus routes served by Metro, LADOT, and municipal bus operators. Due to its proximity to the aforementioned bus stops and the future La Cienega Boulevard/Wilshire Boulevard Station, the Project Site is easily accessible and highly connected with the City and the greater Los Angeles area, now and in the future. In addition, the roadways adjacent to the Project Site are served by several bus lines that are managed by multiple transit operators, including the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT DASH Fairfax Westbound, and Antelope Valley Transit Authority (AVTA). These include the following bus lines within a "reasonable walking distance" (approximately one-half mile) from the Project Site: Metro bus lines 14/37, 16, 20, 105, 218, 617, and 720; the LADOT DASH Fairfax

[1] *CEQA Statute and Guidelines Appendix G, which includes a comprehensive list of environmental topics under CEQA, does not expressly list shade and shadow impacts. The L.A. CEQA Thresholds Guide, however, considers shade and shadow impacts to be a type of aesthetic visual character impact under question 1c of Appendix G. The City has issued ZI No. 2452, confirming that SB 743 applies to a project's aesthetic impacts, including shade and shadow impacts.*

[2] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed September 2022.*

Westbound bus line, and the AVTA bus line 786. The Project Site is served by one additional Major Transit Stop located at the Wilshire Boulevard / Robertson Boulevard (Metro lines 20 and 720). This roadway intersection contains an 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. Existing Conditions

2.1 Zoning and Land Use Designations

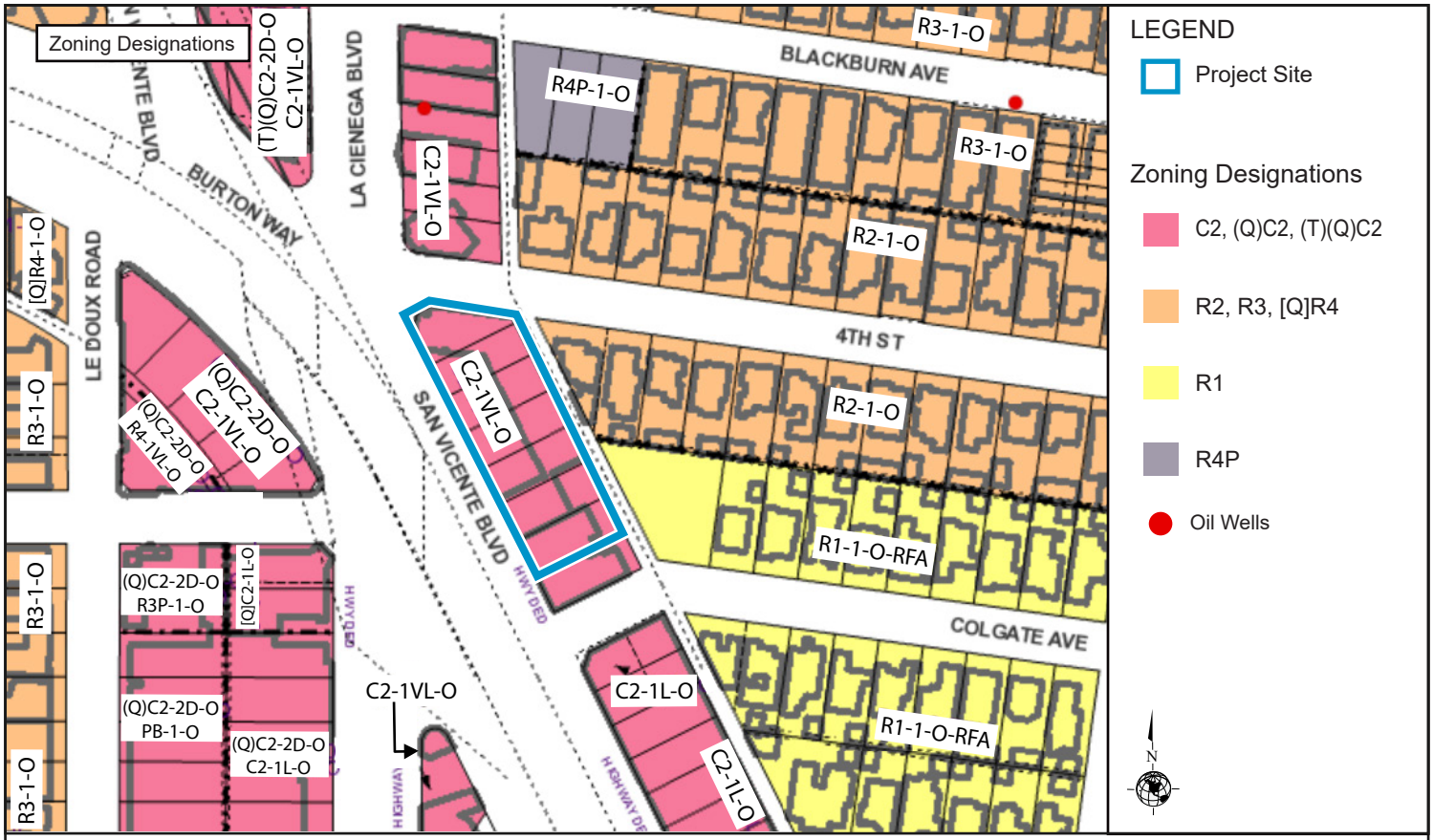
Figure 2.2, Zoning and General Plan Designations, shows the existing and proposed zoning and land use designations on the Project Site and in the surrounding area. The zoning designation for the Project Site is C2-1VL-O (Commercial Zone). The General Plan land use designation is General Commercial. The zones corresponding to the General Commercial designation include the CR, C1, C1.5, C2, C4, C5, RAS3, RAS4, and R4P zones. The Project Site is located in Height District No. 1VL, which imposes a height restriction of 45 feet from adjacent grade, and limits development to a maximum of 3 stories with an allowable 1.5:1 FAR. The "O" designation indicates that the Project Site is located in an Oil Drilling District, specifically the Salt Lake Oil Field.[3]

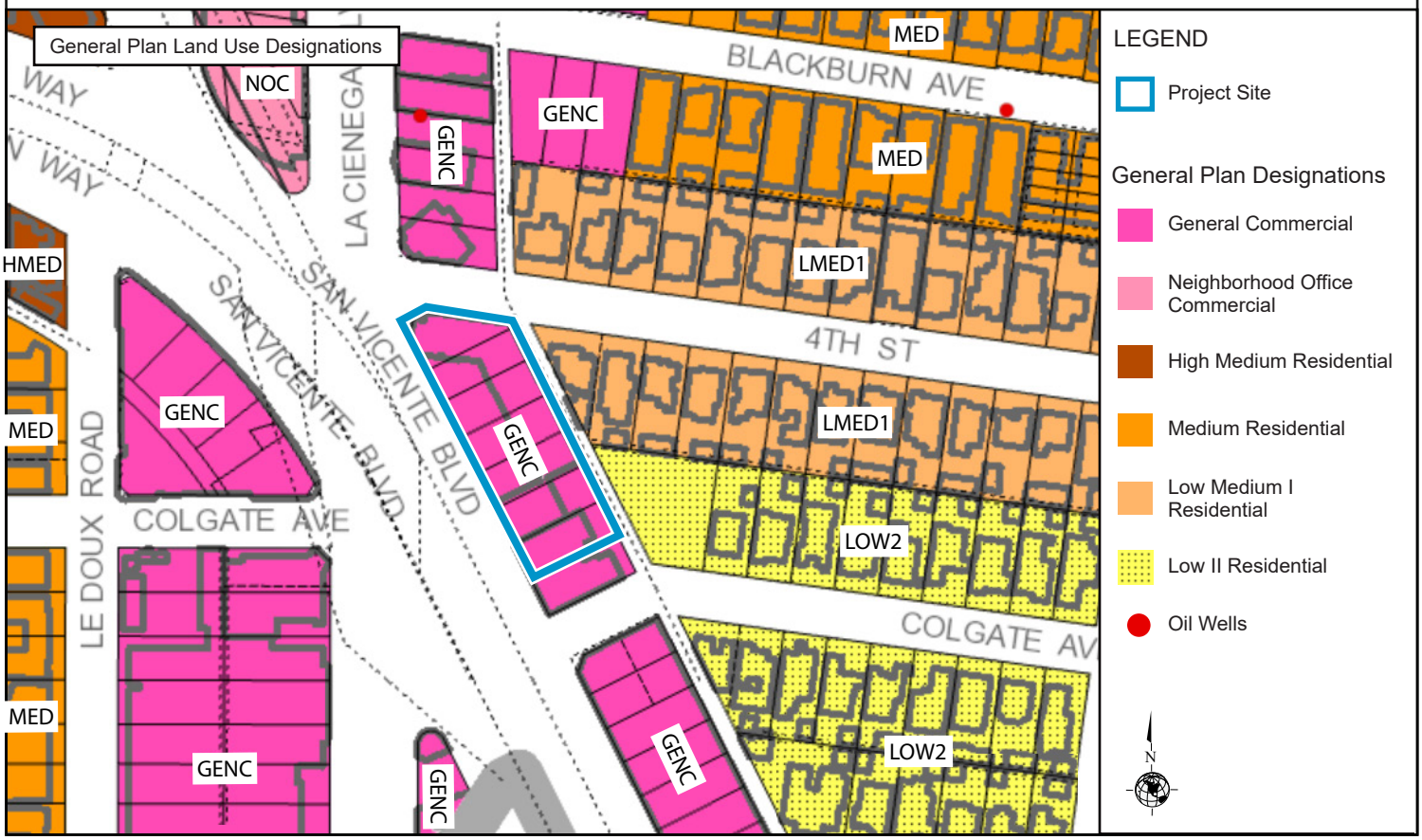
The Project Site is located within the Local Emergency Temporary Regulations – Time Limits and Parking Relief – LAMC Section 16.02.1 Area (Ordinance 187,096, effective July 1, 2021), which addresses extensions for the expiration of certain Conditional Use Permits and Quasi-Judicial approvals, as well as any concurrent actions; and Automobile Parking Requirements, which grants modifications to existing parking requirements for businesses that meet the eligibility requirements, in certain limited circumstances.

2.2 Wilshire Community Plan

The Project Site is located within the Wilshire Community Plan (Community Plan) area, which was last revised in September 2001. The Wilshire Community Plan area includes approximately 8,954 acres and has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major streets including Wilshire Boulevard, Pico Boulevard, La Cienega Boulevard, Western Avenue and

[3] *California Department of Conservation, Geological Energy Management Division CalGEM (formerly Division of Oil Gas and Geothermal Resources, or DOGGR), Well Finder GIS interactive map, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.33760/34.06835/13, accessed September 2022.*





Source: ZIMAS, City of Los Angeles, Department of City Planning, 2022.

Figure 2.2
Zoning and General Plan Land Use Designations

Vermont Avenue. The Community Plan area east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area known as “Wilshire Center.” The Wilshire Community Plan area is often referred to as the Mid-City section of the City. The eastern edge of the approximately 2.5-mile wide by 6-mile long plan area is about 6 miles west of downtown Los Angeles, while the western edge abuts the City of Beverly Hills. The Wilshire Community Plan area is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the cities of West Hollywood and Beverly Hills to the west. The Wilshire Community Plan aims to maintain the Community Plan area’s distinctive character by:

- Enhancing the positive characteristics of residential neighborhoods while providing a variety of housing opportunities;
- Improving the function, design and economic vitality of commercial areas;
- Preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance;
- Maximizing development opportunities around existing and future transit systems while minimizing adverse impacts;
- Preserving and strengthening commercial developments to provide a diverse job-producing economic base; and
- Improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance the appearance of the community.

2.3 Existing Site Conditions

Figure 2.3, Aerial Photograph of the Project Site and Surrounding Land Uses, shows an aerial view of the Project Site and identifies the photograph locations for the Project Site and surrounding land use photographs shown in Figure 2.4, Photographs of the Project Site, and Figure 2.5, Photographs of the Surrounding Land Uses. The Project Site is currently improved by the Beverly Plaza Shopping Center, which consists of a 17,094 square foot commercial strip mall and associated parking, as well as an adjacent 5,400 square foot commercial building to the immediate southeast with associated rear parking. As such, the existing conditions baseline includes 22,494 square feet of commercial and retail uses, of which 18,862 square feet are currently active.

There are two vehicular driveways along South San Vicente Boulevard that provide access to the on-site surface parking lot, and the alleyway, which provides parking access to the rear of the retail strip mall center. There are two non-protected street trees in the public right-of-way along West 4th Street, which borders the Project Site to the north.

3. Surrounding Land Uses

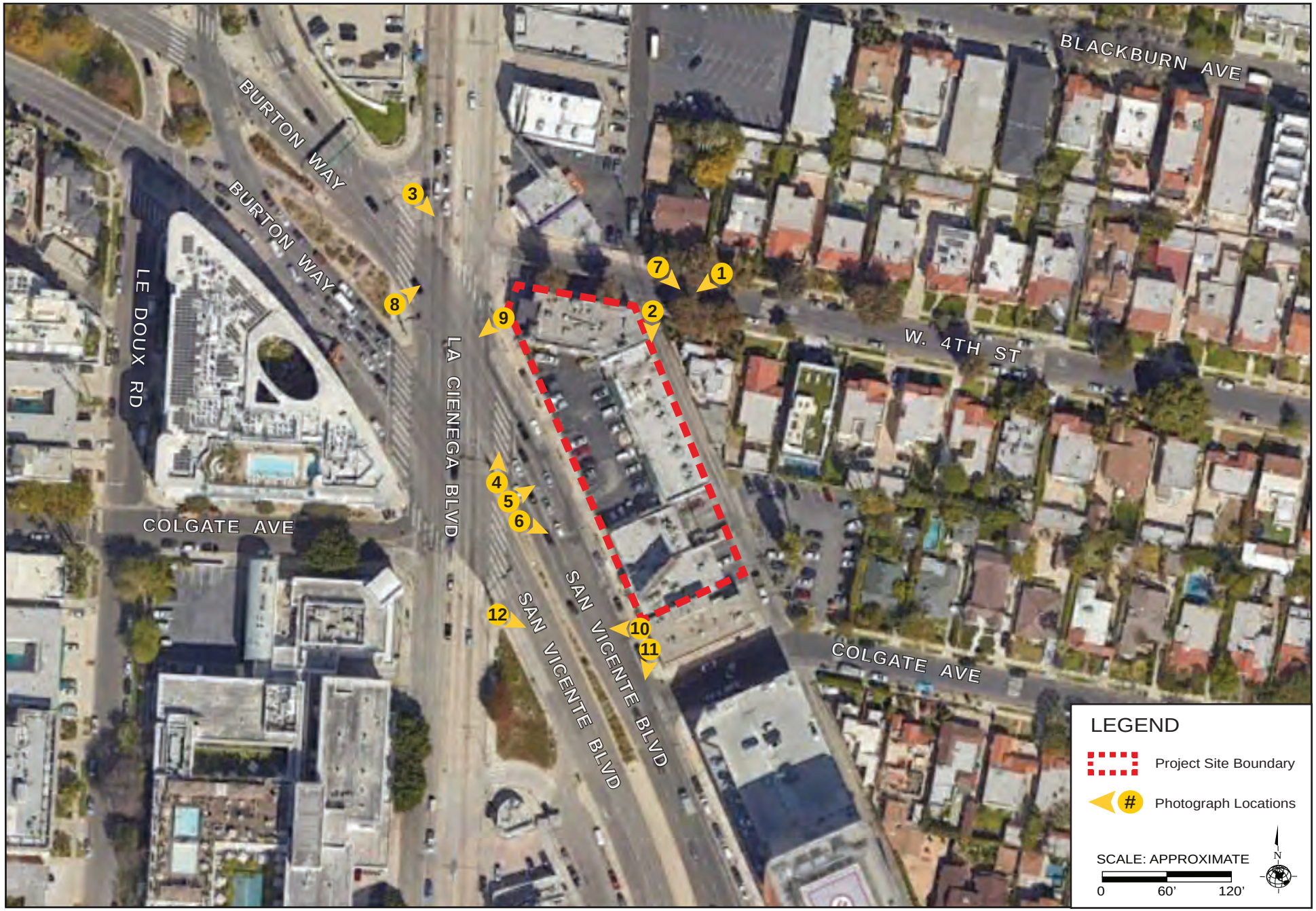
As shown in Figure 2.2, properties immediately bordering the Project Site are zoned C2-1VL-O, with a General Plan Land Use Designation of General Commercial; R2-1-O, with a General Plan Land Use Designation of Low Medium I Residential; and R1-1-O-RFA, with a General Plan Land Use Designation of Low II Residential. The properties surrounding the Project Site include a mix of single-family residential, multi-family residential, commercial retail, restaurant, medical office, auto-shop, and mixed-use properties and range in height from one- to eleven-stories above grade. Photographs of the Project Site are provided in Figure 2.4, Photograph of the Project Site, while photographs of the surrounding land uses are provided in Figure 2.5, Photographs of the Surrounding Land Uses. Figure 2.3 shows an aerial photograph of the Project Site and surrounding area, as well as the locations of the photographs taken of the Project Site and surrounding land uses. Below is a description of the existing conditions in the surrounding area.

North: West 4th Street immediately borders the Project Site to the north. Further north, across West 4th Street, properties include one- to two-story commercial buildings, zoned C2-1VL-O, with General Plan Land Use Designations of General Commercial. Along the interior of West 4th Street northeast of the Project Site includes two-story multi-family residential uses zoned R2-1-O, with a General Plan Land Use Designation of Low Medium I Residential. (See Figure 2.5, View 8).

East: The Project Site is immediately bordered by an alleyway to the east. Further east, across the alleyway, include properties occupied as one- to two-story multi- and single-family residential homes. These properties are zoned R2-1-O, with a General Plan Land Use Designation of Low Medium I Residential; and R1-1-O-RFA, with a General Plan Land Use Designation of Low II Residential. (See Figure 2.5, View 7).

South: The Project Site is immediately bordered by a one-story healthcare building. Further south, across Colgate Avenue, includes the 11-story Cedar Sinai Medical Center and its associated parking structure. These properties are zoned C2-1VL-O and C2-1L-O, with General Plan Land Use Designations of General Commercial (See Figure 2.5, Views 11 and 12).

West: San Vicente Boulevard borders the Project Site immediately to the west. Across San Vicente Boulevard, further west, include a seven-story mixed-use multi-family residential building with ground floor commercial, named 8500 Burton, and a luxury hotel. 8500 Burton is zoned (Q)C2-2D-O and (Q)C2-2D-O, R4-1VL-O, with a General Plan Land Use Designation of General Commercial. The luxury hotel is zoned [Q]C2-1L-O; (Q)C2-2D-O, C2-1L-O; (Q)C2-2D-O, R3P-1-O; and (Q)C2-2D-O, PB-1-O (See Figure 2.5, Views 9 and 10).



Source: Google Earth, Aerial View, 2020.

Figure 2.3
Aerial Photograph of the Project Site and Surrounding Land Uses



View 1: On the north side of W. 4th Sreet, looking south-west at the Project Site.



View 2: On the south side of W. 4th Street, looking south at the Project Site and unnamed alley.



View 3: In the pedestrian median refuge on La Cienega Boulevard / Burton Way, looking southeast at the Project Site.



View 4: In the pedestrian median refuge on La Cienega Boulevard / San Vicente Boulevard, looking north at the Project Site.



View 5: In the pedestrian median refuge on La Cienega Boulevard / San Vicente Boulevard, looking norheast at the Project Site.



View 6: In the pedestrian median refuge on La Cienega Boulevard / San Vicente Boulevard, lookng east at the Project Site.

Source: Parker Environmental Consultants, August 11, 2022

Figure 2.4
Photographs of the Project Site
Views 1-6



View 7: On the north side of W. 4th Street, looking south-east at properties east of the Project Site.



View 8: In the pedestrian median refuge on La Cienega Boulevard / Burton Way, looking northeast at properties north of the Project Site.



View 9: On the corner of La Cienega Boulevard and San Vicente Boulevard, looking southwest at properties west of the Project Site.



View 10: On the east side of San Vicente Boulevard, looking west at properties west of the Project Site.



View 11: On the east side of San Vicente Boulevard, looking south at properties southwest of the Project Site.



View 12: On the west side of San Vicente Boulevard, looking southeast at properties south of the Project Site.

Source: Parker Environmental Consultants, August 11, 2022.

Figure 2.5
Photographs of the Surrounding Land Uses
Views 7-12

C. Description of Project

1. Project Overview

The Proposed Project includes the demolition of the Beverly Plaza Shopping Center, which consists of a one- to two-story commercial strip mall that includes commercial retail and restaurant uses, and its associated surface parking lot, along with the demolition of one adjacent commercial building to the immediate southeast with associated rear surface parking (a total of approximately 22,494 square feet of existing floor area) for the construction, use, and maintenance of an eight-story (100 feet in height, including roof appurtenances), mixed-use building with 126 residential dwelling units, of which 15 percent of the Proposed Project's base density (14 dwelling units) would be comprised of affordable housing units reserved at the Very Low Income level, and 11,615 square feet of ground floor retail/restaurant uses. The Proposed Project would include three levels of subterranean parking. The Proposed Project includes 6,200 square feet of on-site open space areas, including outdoor decks and terraces and indoor recreational amenity rooms (i.e., fitness, spa, lounge areas). The Proposed Project would provide a total of 153 vehicle parking spaces as permitted under AB 2097 and 109 bicycle parking spaces in compliance with the requirements of the LAMC. Primary vehicular access to the porte-cochere and parking garage via separated ingress and egress driveways along San Vicente Boulevard that are approximately in the same locations as two existing driveways. A secondary vehicular outlet is also available along the adjacent alley. Vehicular access to an internal loading area is also provided along the alley.

In total, the Proposed Project would include 208,901 square feet of floor area, resulting in a 6.3:1 floor area ratio (FAR). The Proposed Project would provide one tree per every four residential units for a total of 32 trees on-site. The Proposed Project would require approximately 46,000 cubic yards of soil to be exported off-site.

A summary of the Proposed Project is provided in Table 2.2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 2.6, Site Plan. The floor plans are illustrated in Figures 2.6 through 2.11.

Residential Uses

As shown in Table 2.2, above, the Proposed Project would include a maximum of 126 residential units on the second through eighth floors. The unit mix would include 49 one-bedroom units, 75 two-bedroom units, and 2 three-bedroom units, all of which would be of varying sizes and configurations. The building would also include a residential lobby located on the ground floor. Additional residential amenity space would be located on the second and eighth floors. The residential floor area totals approximately 197,286 square feet.

Table 2.2
Proposed Development Program

Land Uses	Dwelling Units	Total Developed Floor Area (Square Feet)
Residential		
1-Bedroom Units	1	
1-Bedroom + Den Units	48	197,286[a]
2-Bedroom Units	60	
2-Bedroom + Den Units	15	
3-Bedroom + Den Units	2	
Subtotal	***126***	
Nonresidential		
Retail/Restaurant	-	11,615
Total Floor Area:		208,901[b]
FAR:		**6.3:1**

Notes:

a *Includes common open space and amenity areas that are included within the definition of floor area.*

b *Pursuant LAMC Section 12.03, the definition of "floor area" includes the area confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms, housing and building operating equipment or machinery, bicycle parking, basements, and structured parking areas which are excluded from the floor area calculations for purposes of calculating floor area ratio that are not counted toward the FAR.*

Source: Steinberg Hart, June 23, 2023.

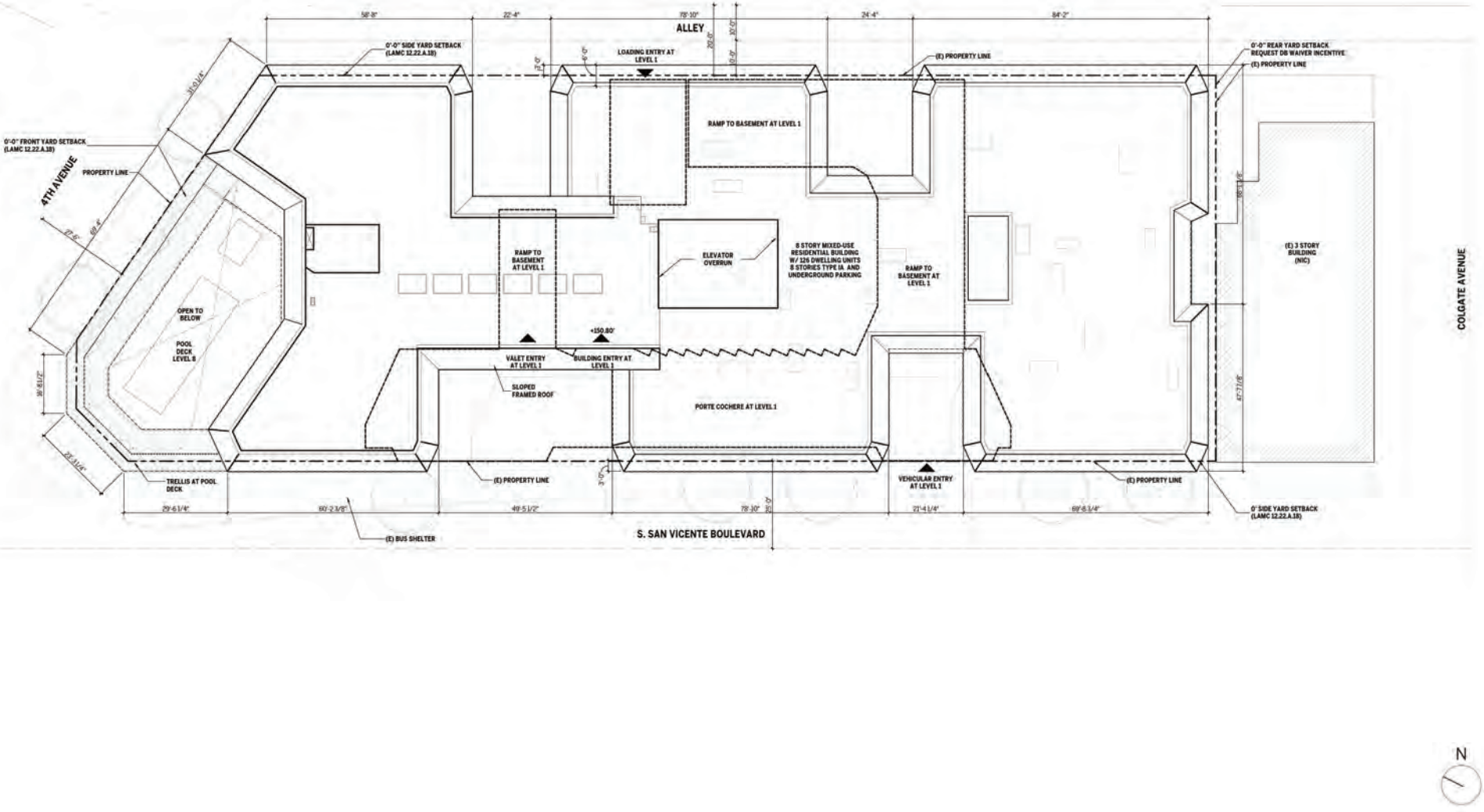
Commercial Uses

The Proposed Project would include approximately 11,615 square feet of ground floor commercial retail/restaurant uses. Two or more restaurants or retail spaces would be provided, with 6,391 square feet located on the northern end of the Project Site and approximately 5,224 square feet located on the southern end of the Project Site.[4]

2. Floor Area

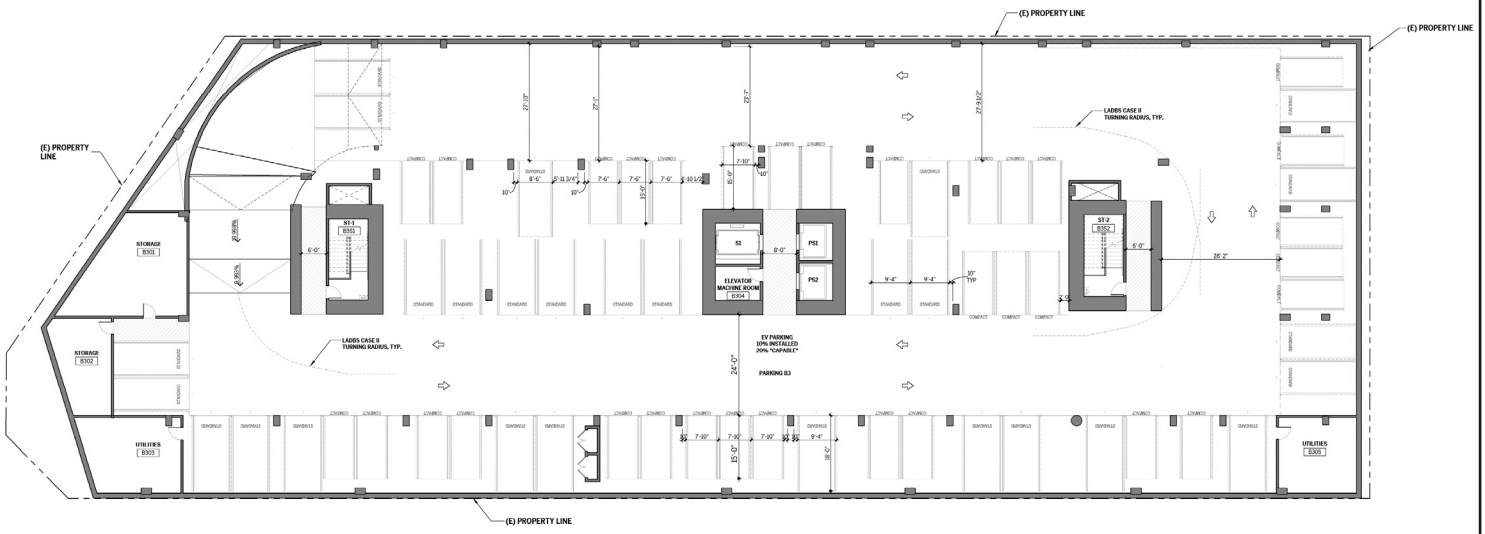
The Project Site includes a gross lot area of 33,414 square feet. The Project Site's allowable floor area is limited to a floor are a ratio (FAR) of 1.5:1. Pursuant to LAMC Section 12.22 A.31, the Applicant is seeking approval of a State Density Bonus incentive to permit the proposed 208,901 square feet of floor area, resulting in an approximate FAR of 6.3:1.

[4] *See Figure 2.8, Basement Level 1 and Ground Floor Level to this SCEA. For purposes of this SCEA, the environmental impact analysis is based on 11,615 square feet of restaurant area, as restaurant space would be more impactful than retail space with regard to utility and energy demands, traffic impacts, and air quality emissions.*

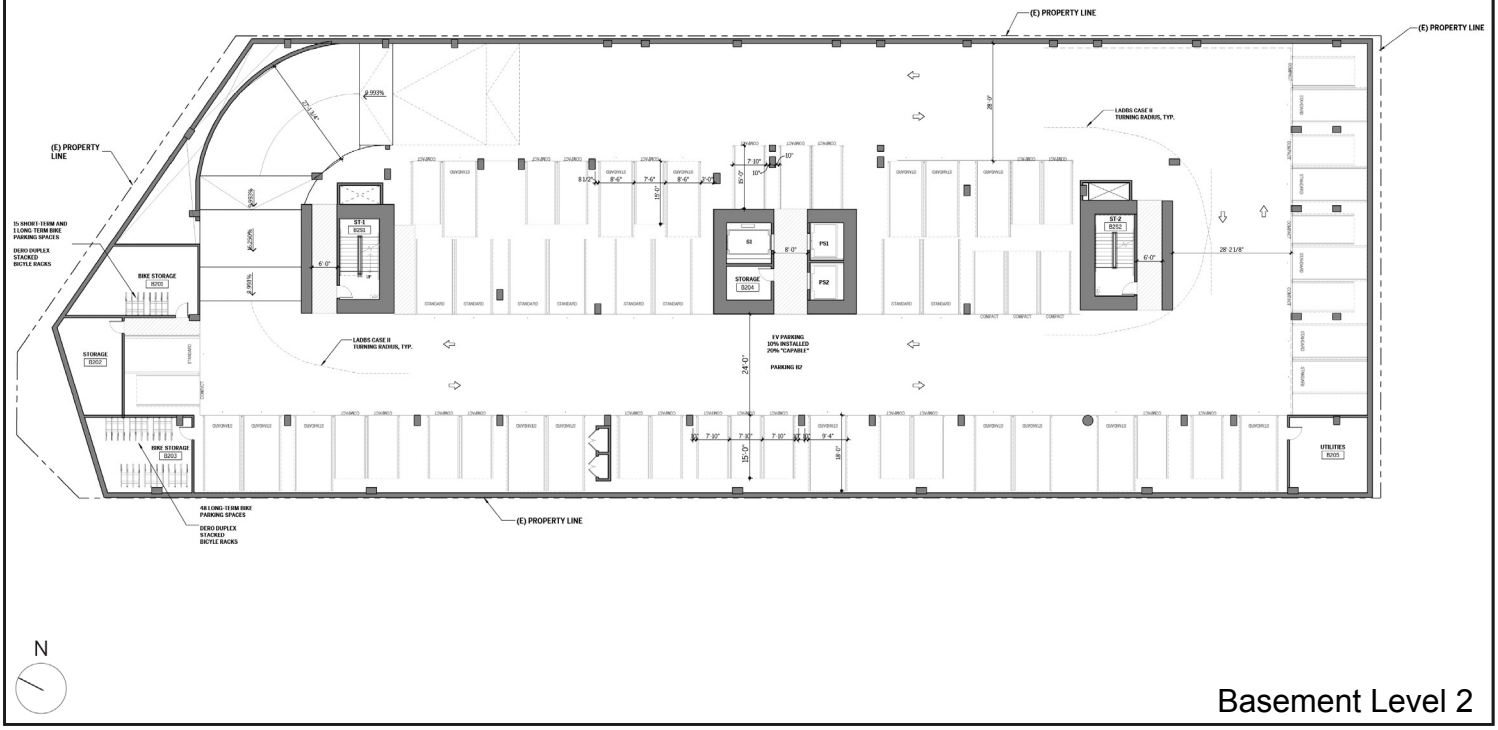


Source: Steinberg Hart, July 13, 2023.

Figure 2.6
Plot Plan



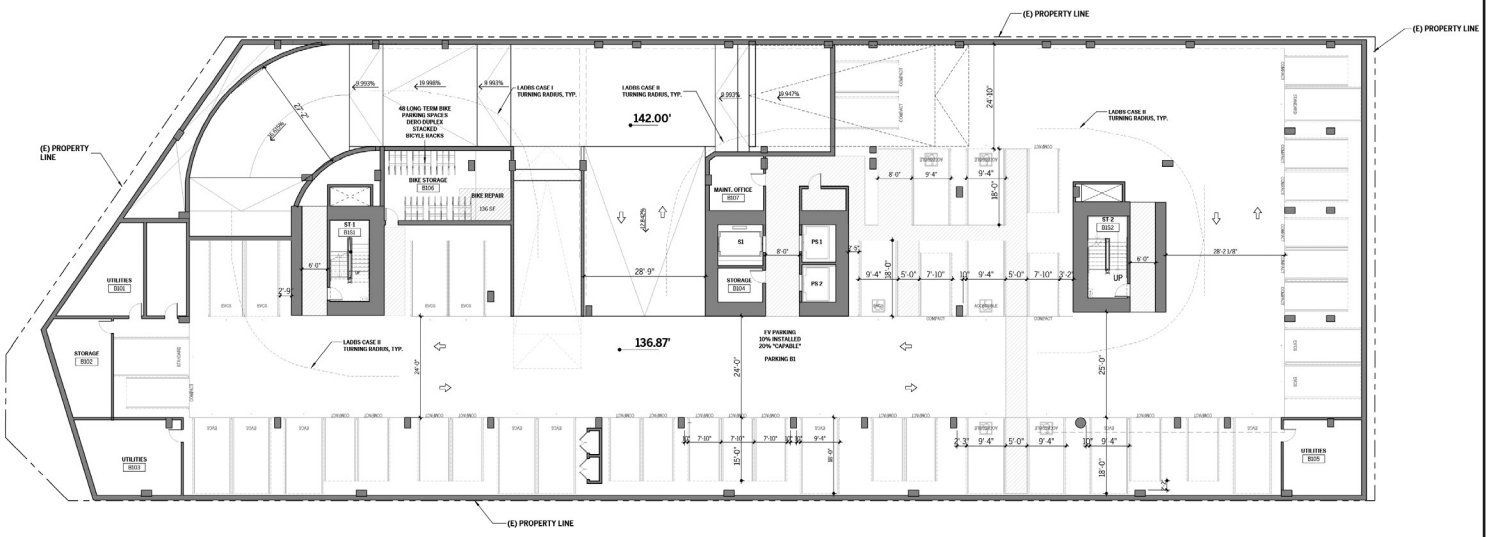
Basement Level 3



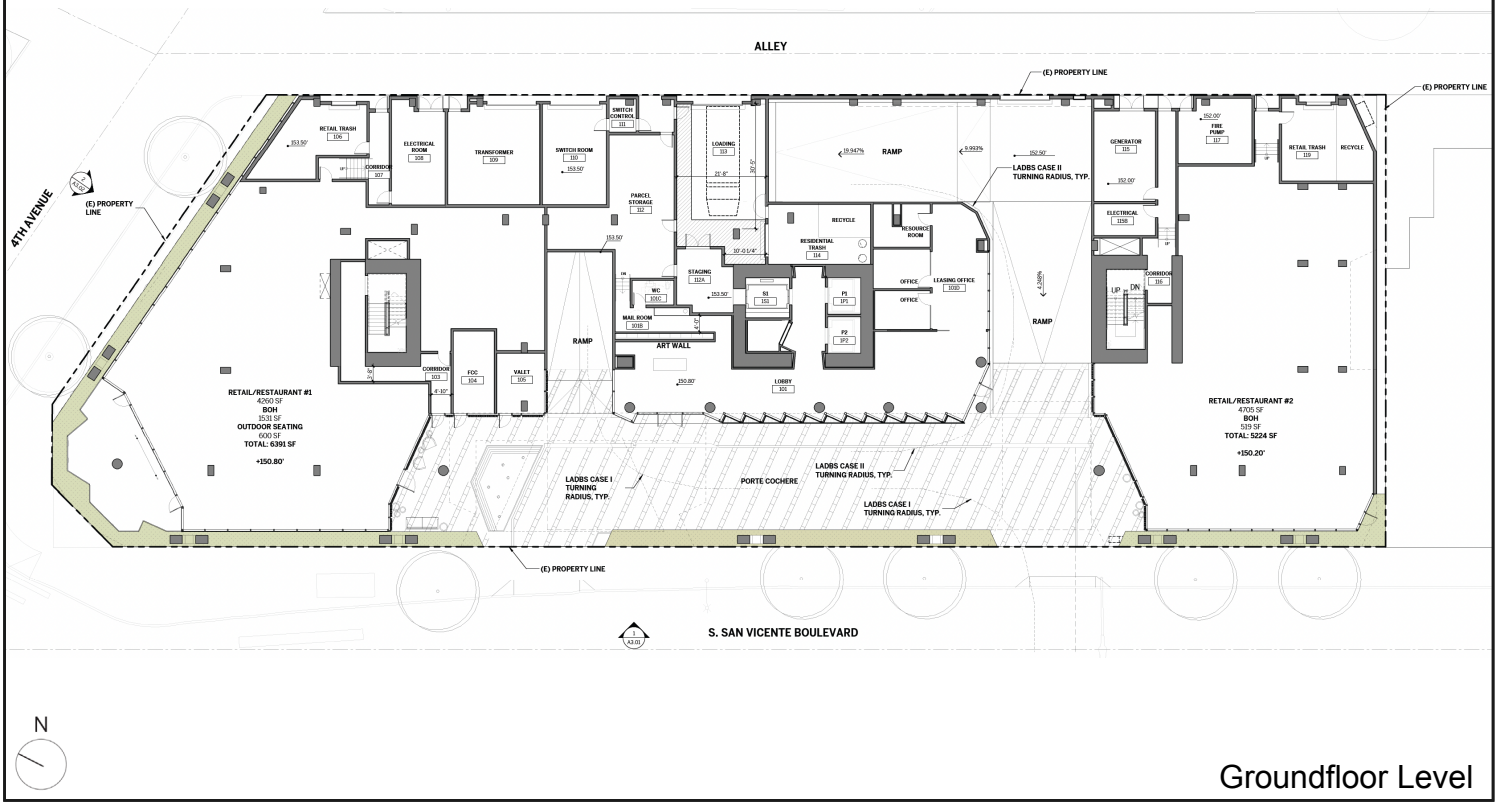
Basement Level 2

Source: Steinberg Hart, July 13, 2023.

Figure 2.7
Basement Level 3 and 2



Basement Level 1



Groundfloor Level

Source: Steinberg Hart, July 13, 2023.

Figure 2.8
Basement Level 1 and Ground Floor Level



Level 2



Level 3

Source: Steinberg Hart, July 13, 2023.

Figure 2.9
Levels 2-3



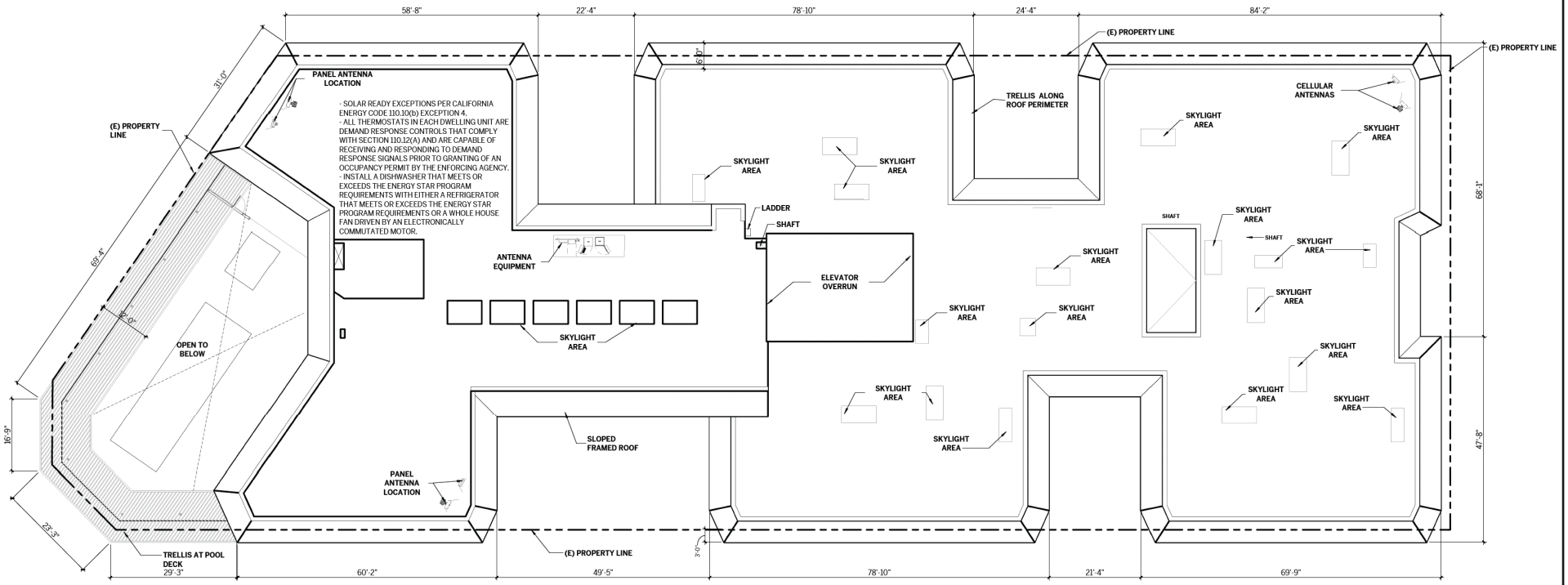
Levels 4-7



Level 8 / Pool Deck

Source: Steinberg Hart, July 13, 2023.

Figure 2.10
Levels 4-7 and Level 8 / Pool Deck



Source: Steinberg Hart, July 13, 2023.

Figure 2.11
Roof Plan

3. Density

Pursuant to LAMC Section 12.14 C, portions of a building erected and used for residential purposes in a C2 Zone shall conform to the density requirements of the R4 Zone. As such, residential uses on the Project Site are limited to (at most) one dwelling unit per 400 square feet of lot area. Based on a lot area of 36,164 square feet, (which includes the area of ½ the adjacent alley), a base density of 91 dwelling units is allowed for the Project Site. The Applicant is requesting a Conditional Use Permit to permit a density bonus increase of 37.5 percent to permit 126 residential units with 14 Very-Low Income restricted affordable units in lieu of 91 residential units permitted (base density).

4. Building Height

The Project Site is located in Height District No. 1VL, which imposes a height restriction of 45 feet above grade and limits development to a maximum of 3 stories. Pursuant to LAMC Section 12.22 A.25, the Applicant is seeking approval of Density Bonus incentive to permit a height of 8 stories and 100 feet in lieu of 3 stories and 45 feet and a Density Bonus waiver of development standard to waive the transitional height limits otherwise required in LAMC Section 12.21.1.A.10. Refer to Figures 2.12 and Figure 2.13 for the elevations of the proposed building. Illustrations depicting the building sections of the Proposed Project are provided in Figure 2.14.

5. Setbacks

Per LAMC Section 12.14, no front yard setbacks are required in a C2 zone; and no side yard are required for the portion of the Project Site adjacent to a public street or alley, however, portions of a building erected and used for residential purposes shall conform to the setback requirements of the R4 zone rear yard requirements which in this case is 20 feet. The Applicant is requesting a Density Bonus waiver of development standard to permit a 0-foot rear yard in lieu of 20 feet along the easterly yard.

6. Design and Architecture

The Proposed Project is a mid-rise (eight-story) modern mixed-use building designed with modern architectural materials including metal panels, mirrored stainless fin, vision glass, spandrel glass with frit, operable awning windows with vision glass, horizontal wood louvers, aluminum cladding systems, linear wood batten systems, and trellises. Mechanical equipment on the roof level would be enclosed and screened. An architectural rendering of the Proposed Project is provided in Figure 2.17.

7. Open Space and Landscaping

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 2.3, Summary of Required and Proposed Open Space Areas, below. Pursuant to the LAMC, the Proposed Project would be required to provide 16,575 square feet of open space areas. The Project is requesting a Density Bonus Incentive to provide 6,200 square feet of common open space. Open space would be provided on private balconies and outdoor terrace areas on the second floor and eighth floors.

Table 2.3
Summary of Required and Proposed Open Space Areas

LAMC Open Space Requirements	Dwelling Units	Open Space (square feet)
Less than 3 Habitable Rooms (100 sf/du)	1	100
3 Habitable Rooms (125 sf/du)	108	13,500
More than 3 Habitable Rooms (175 sf/du)	17	2,975
	Subtotal Required	16,575
Total Provided with Density Bonus Incentive		**6,200**
Proposed Common Open Space		**Open Space (square feet)**
Outdoor		
Level 2 West Terrace		420
Level 8 Pool Deck		1,580
Total Outdoor Open Space Provided		**2,000**
Indoor		
Level 8 Recreation Room/Lounge		1,550
Total Indoor Open Space Provided		**1,550**
Subtotal Common Open Space Provided		***3,550***
Total Private Open Space (Balconies) Required [a]		**3,100**
Total Private Open Space (Balconies) Provided [b]		**2,650**
Total Provided Open Space		**6,200**

Notes: du = dwelling unit; sf = square feet

[a] *Pursuant to LAMC Section 12.21 G(a)(1)(iv), common open space areas shall constitute at least 50 percent of the total required usable open space.*

[b] *The Proposed Project is requesting a Waiver of Development Standard to provide a reduced amount of open space.*

Source: Steinberg Hart, June 23, 2023.

The Proposed Project would also provide one tree per every four residential units for a total of 32 trees on-site, per LAMC Section 12.21 G.2(a)(3). Eight of these trees would be located along the public right-of-way on South San Vicente Boulevard and West 4th Street, and the remaining 24 trees would be provided on the Project Site along the perimeter of the ground floor and on Level 2. Figure 2.15 and Figure 2.16 illustrate the landscape plans for the Proposed Project.

KEYNOTES:

GL - VISION GLASS

MF- MIRRORED STAINLESS FIN

MP- METAL PANEL

SL- SPANDREL GLASS W/FRIT

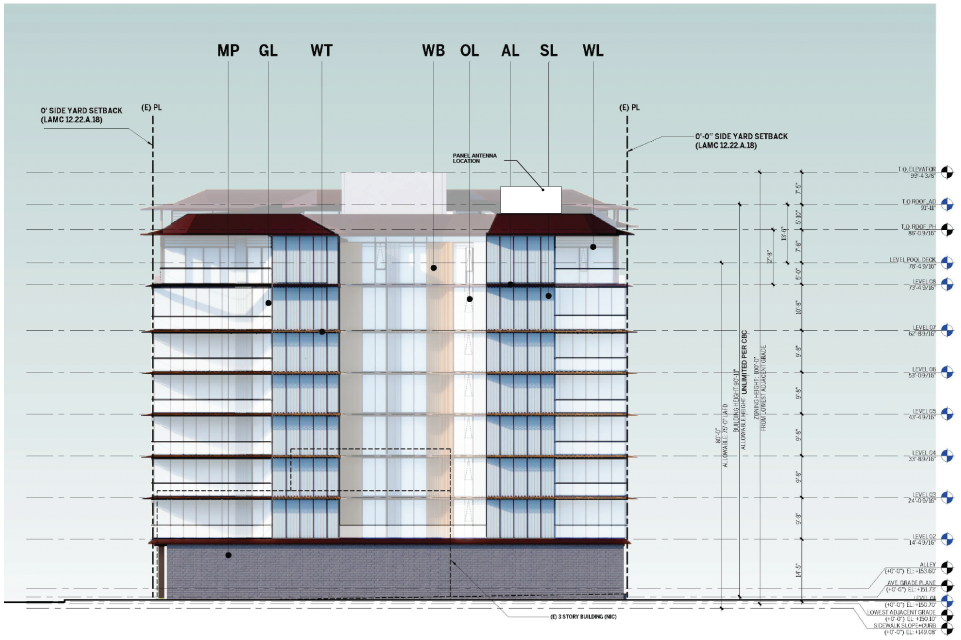
OL- OPERABLE AWNING WINDOW W/VISION GLASS

WL- HORIZONTAL WOOD LOUVERS

AL- ALUMINUM CLADDING SYSTEM

WB- LINEAR WOOD BATTEN SYSTEM

WT- TRELLIS



West Elevation



South Elevation

Source: Steinberg Hart, July 13, 2023.

Figure 2.12
West and South Elevations

KEYNOTES:

GL - VISION GLASS

MF- MIRRORED STAINLESS FIN

MP- METAL PANEL

SL- SPANDREL GLASS W/FRIT

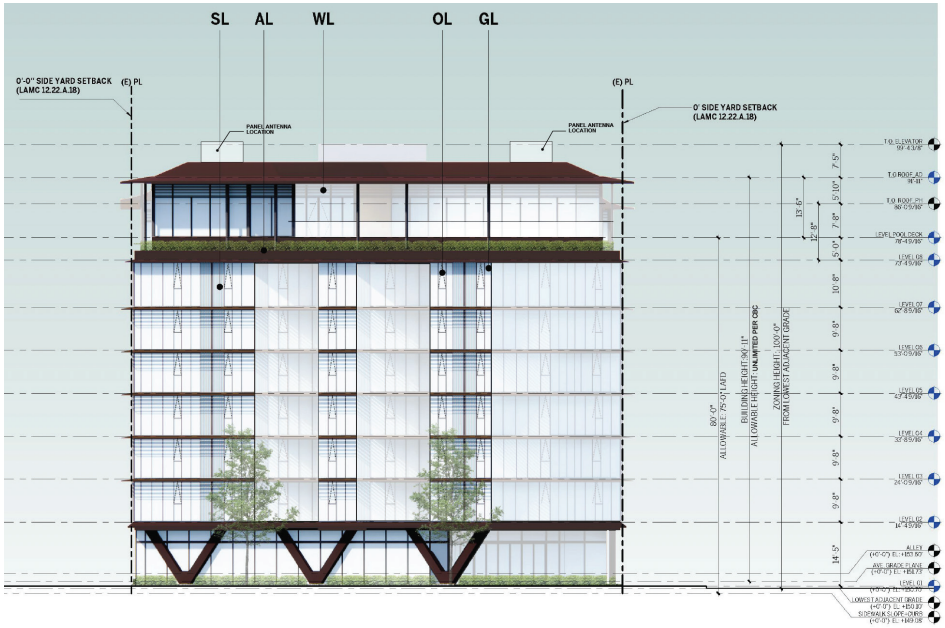
OL- OPERABLE AWNING WINDOW W/VISION GLASS

WL- HORIZONTAL WOOD LOUVERS

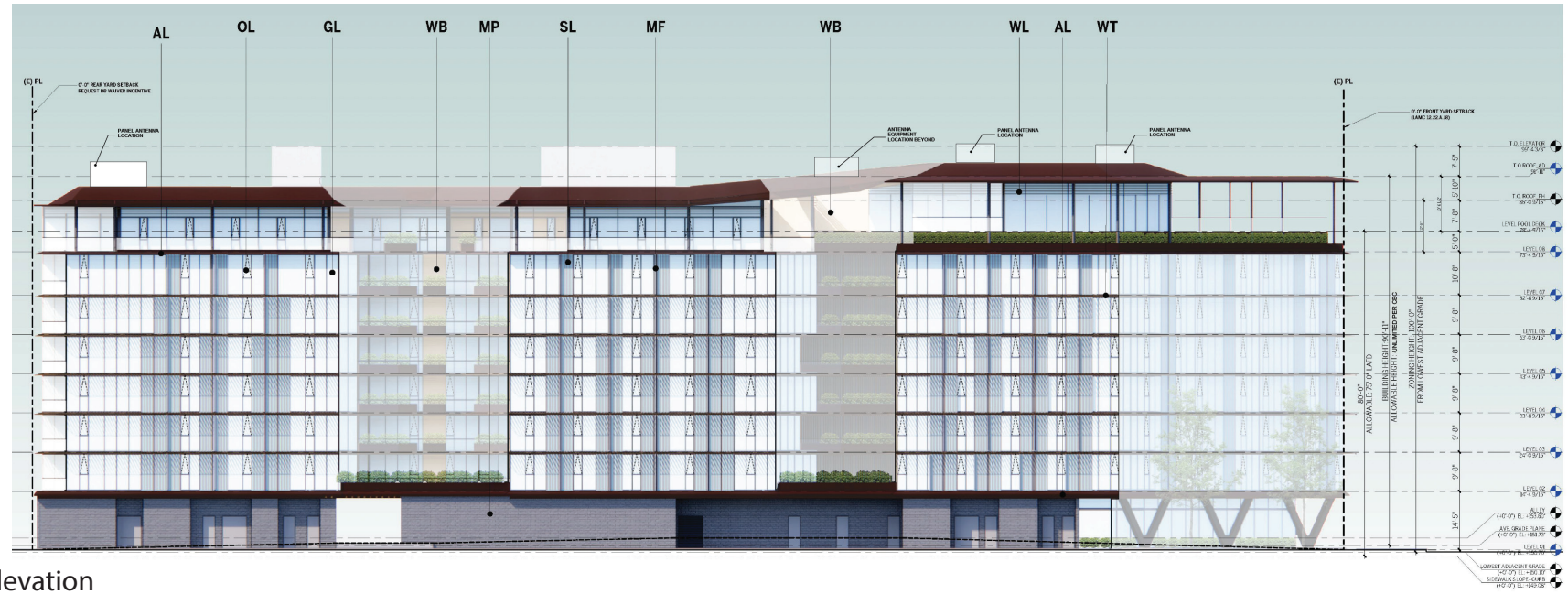
AL- ALUMINUM CLADDING SYSTEM

WB- LINEAR WOOD BATTEN SYSTEM

WT- TRELLIS



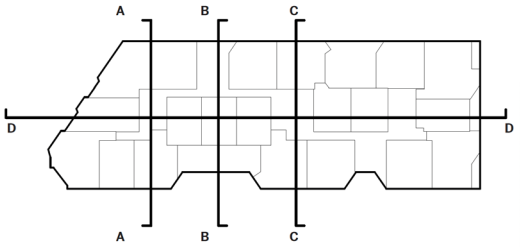
East Elevation

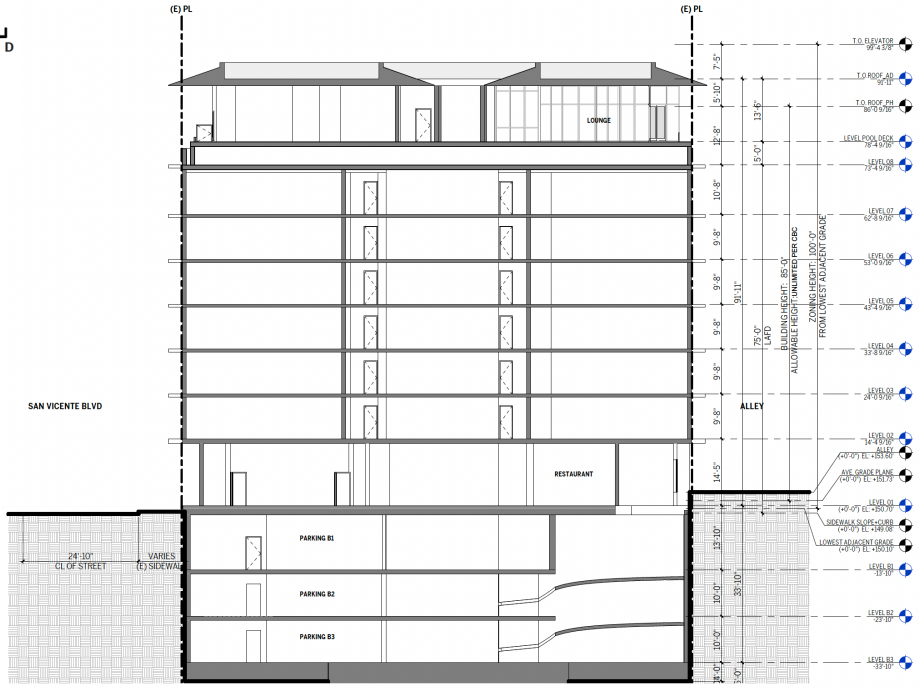


North Elevation

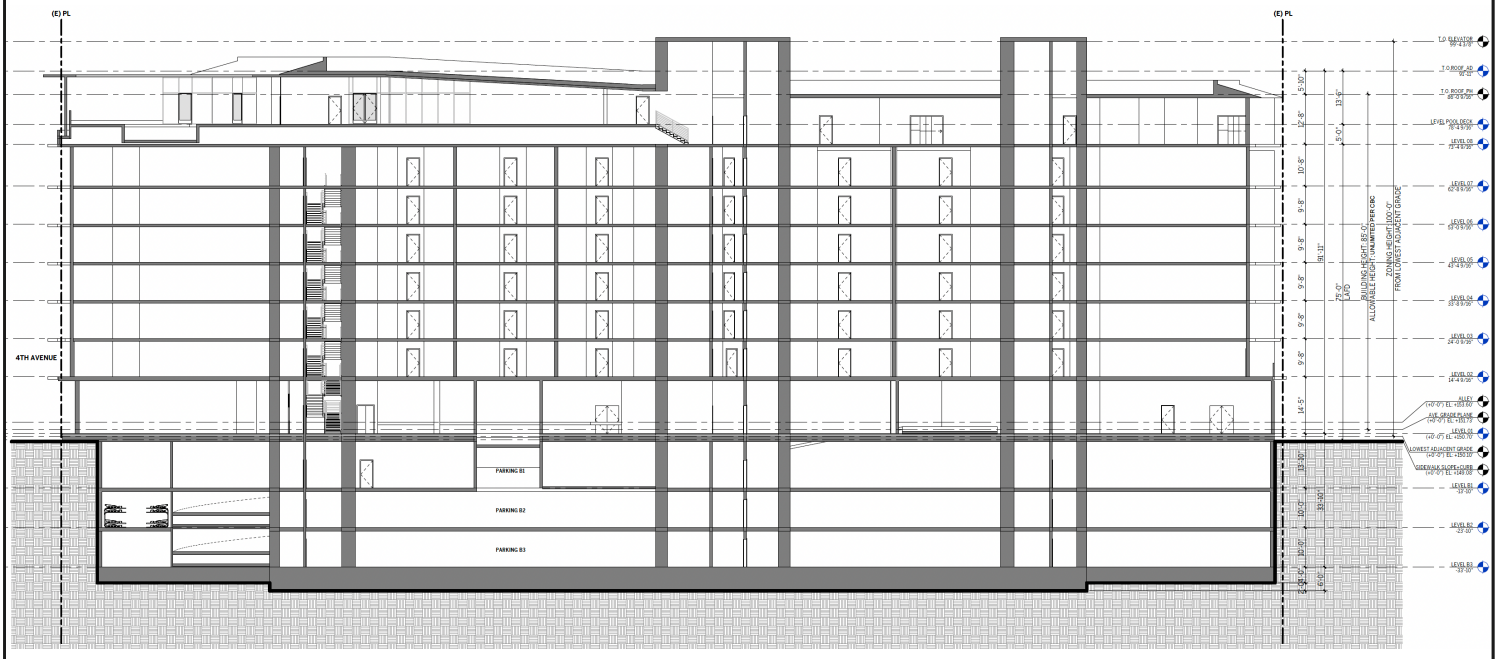
Source: Steinberg Hart, July 13, 2023.

Figure 2.13
East and North Elevations





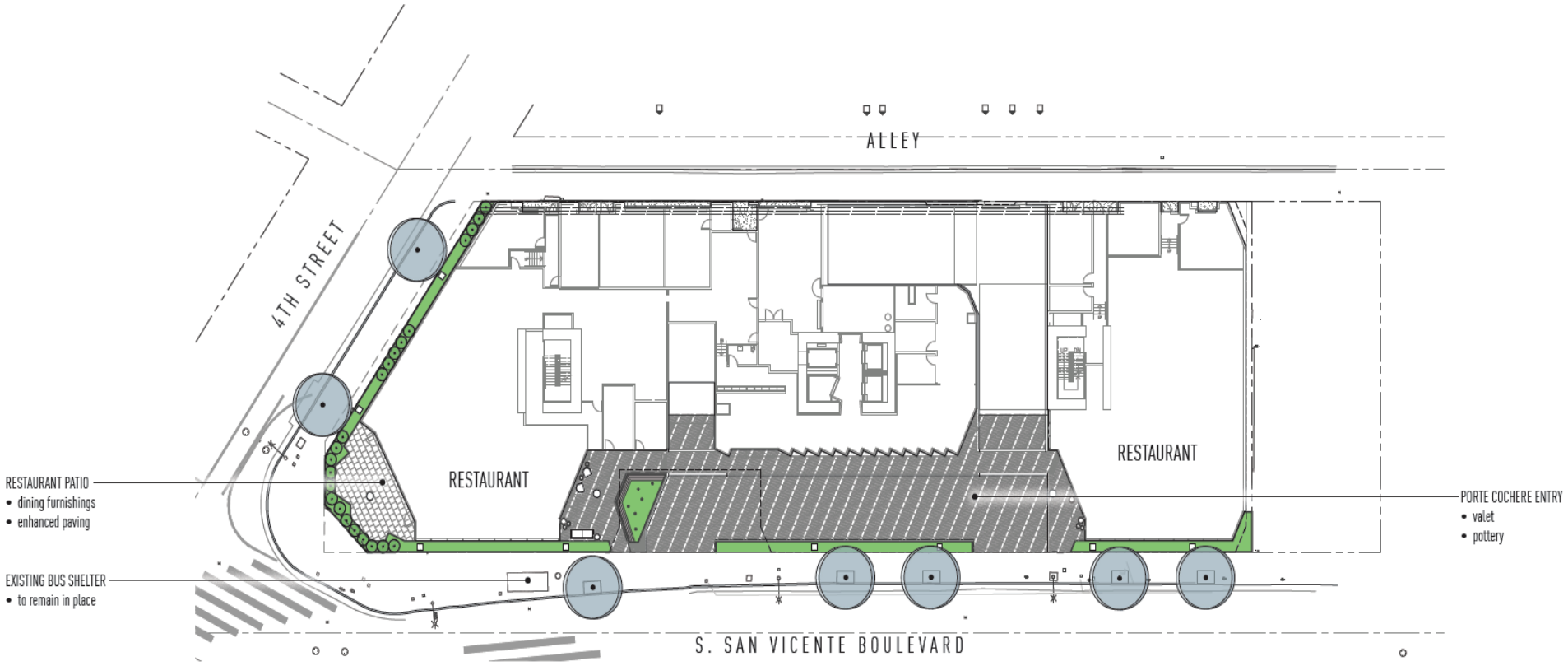
Section A



Section D

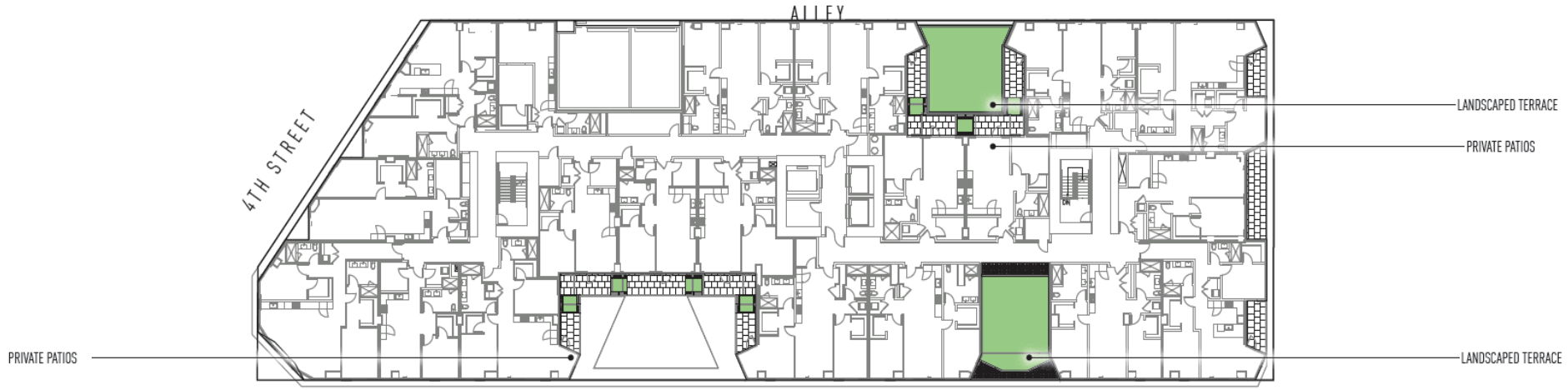
Source: Steinberg Hart, July 13, 2023.

Figure 2.14
Building Sections



Source: MJS Landscape Architecture, March 1, 2023.

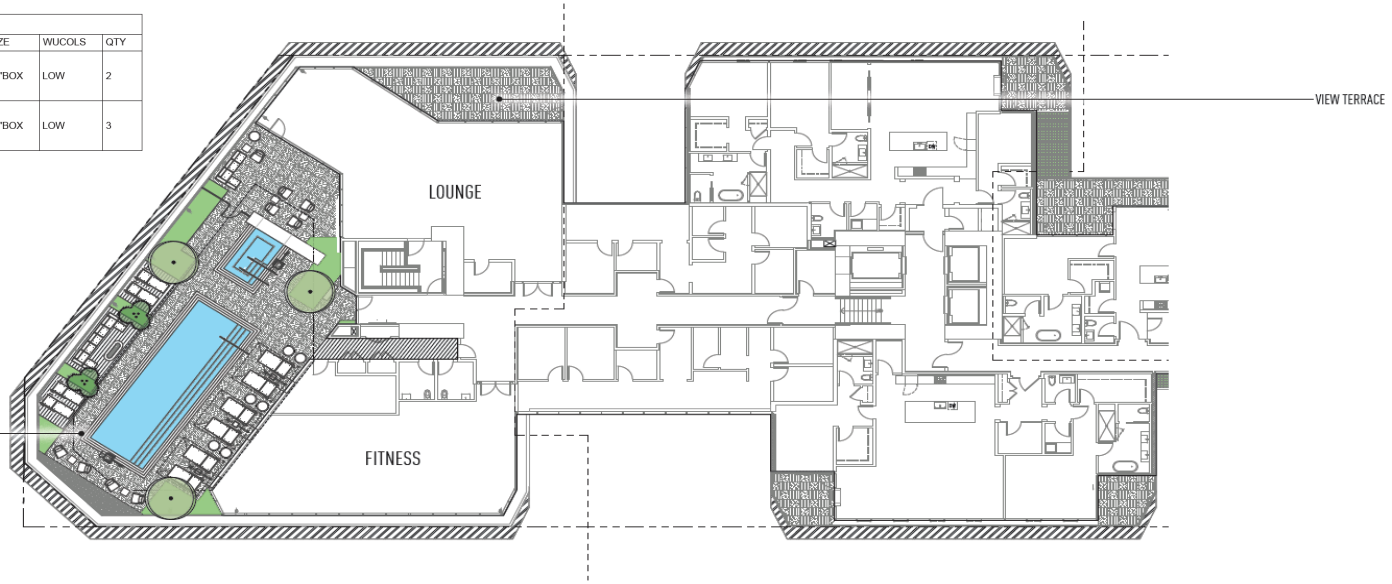
Figure 2.15
Ground Level Landscape Plan



Level 2 Landscape Plan

PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
	DRACAENA DRACO	DRAGON TREE	36"BOX	LOW	2
	OLEA EUROPAEA `SWAN HILL`	SWAN HILL OLIVE - MULTI TRUNK	60"BOX	LOW	3



Level 8 Landscape Plan

Source: MJS Landscape Architecture, March 1, 2023.

Figure 2.16
Level 2 and Level 8 Landscape Plans



Source: Steinberg Hart, July 13, 2023.

Figure 2.17
Architectural Rendering

In addition to the above, the Proposed Project would request the removal and replacement of two street trees located on 4th Avenue. The removal and replanting of trees within the public right of way is subject to the review and approval of the Department of Public Works, Urban Forestry Unit. The number and location of replacement trees would be determined by the Urban Forestry Unit.

8. Access, Circulation, and Parking

Vehicle Parking

Parking for the proposed residential and commercial uses on-site would be provided in the three levels of subterranean parking. Vehicular access to the Project Site would be provided via two driveway aprons along South San Vicente Boulevard: one entrance-only driveway and one exit-only driveway, and one exit-only driveway along the alleyway for loading only. Pursuant to AB 2097, no parking is required for the Proposed Project since the Project Site is located within ½ mile of a Major Transit Stop. Nevertheless, the Proposed Project would provide 153 vehicle parking spaces for the residential and commercial uses, all of which would be located in the three levels of subterranean parking.

Bicycle Parking

The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. As summarized in Table 2.4, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC, as amended by Ordinance No. 185,480 adopted on March 27, 2018, for bicycle parking, and provide 15 short-term and 94 long-term bicycle parking spaces. In the event the number of residential units or commercial space is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet code requirements.

Table 2.4
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required [a]		Total Spaces Required		Total Spaces Provided	
		Short-Term	Long-Term	Short-Term	Long-Term	Short-Term	Long-Term
Residential (126 du)							
Units 1-25	25 du	1 / 10 du	1 / du	2.5	25	--	--
Units 26-100	75 du	1 / 15 du	1 / 1.5 du	5	50	--	--
Units 101-200	26 du	1 / 20 du	1 / 2 du	1.4	13	--	--
			Subtotal Residential	9	88	9	88
Commercial							
Restaurant	11,615 sf	1 / 2,000 sf	1 / 2,000 sf	6	6	6	6
TOTAL PROVIDED SHORT- AND LONG-TERM BICYCLE PARKING SPACES:						**15**	**94**

Notes: sf = square feet; du = dwelling units
[a] *LAMC 12.21 A.16. Bicycle Parking and Shower Facilities, revised May 9, 2018.*
[b] *Commercial uses including restaurant uses shall provide both short- and long-term parking at a rate of 1 space per 2,000 square feet..*
Source: Steinberg Hart, June 23, 2023

9. Lighting and Signage

Exterior lighting features within the Proposed Project would consist of low-level illuminated pedestrian walkways and lighting within common open space areas and outdoor courtyards, along with exterior architectural building accent lighting. On site signage would include site identity and wayfinding signs in accordance with the LAMC.

10. Site Security

Security for the Proposed Project would be provided via site planning and secured access points of entry. The Proposed Project would include security design measures for semi-public and private spaces, which may include but not be limited to access control to the building, surveillance cameras, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and the location of building entrances in high-foot traffic areas.

11. Sustainability Features

The Proposed Project would also be required to comply with the 2019 L.A. Green Building Code (codified in Section 99 of the LAMC).[5] The L.A. Green Building Code, effective January 1, 2019, requires the use of numerous conservation measures beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation, per LAMC Section 99.04.303. The Proposed Project would comply with CALGreen (Part 11 of Title 24) by providing a minimum of 10 percent of the total number of parking spaces to include Electric Vehicle Charging Stations (EVCS), pursuant to LAMC Section 99.04.106.4.2.2.3. In addition, pursuant to LAMC Section 99.04.106.4.2.2.1, 30 percent of the total number of parking spaces would be EVCS capable of supporting future electric vehicle supply equipment (EVSE). The Proposed Project would also comply with the solar ready requirements of Section 110.10(b).1.B of the California Energy Code (Part 6 of Title 24) that requires 15 percent of the roof area to be solar ready. Therefore, compliance with Title 24 of the California Administrative Code, the L.A. Green Building Code, and the California Energy Code would reduce the Proposed Project's energy consumption.

[5] *The 2022 Title 24 update to the California Building Energy Efficiency Standards became effective on January 1, 2023. However, because the Proposed Project submitted a complete building plan application to the City of Los Angeles Department of Building and Safety on December 14, 2022, the Proposed Project is subject to the 2019 Title 24 Standards.*

12. Anticipated Construction Schedule

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 28 months, with final buildout occurring in 2027. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition/site clearing; (2) grading/excavation; (3) building construction; and (4) finishings and architectural coatings. All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in LAMC Section 41.40, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. The Department of City Planning further restricts hours of construction in residential areas to 6:00 P.M. on weekdays. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Demolition/Site Clearing Phase

This phase would include the demolition of the Beverly Plaza Shopping Center, which consists of a one- to two-story strip mall and associated surface parking, along with the demolition of one adjacent commercial building to the immediate southeast and associated rear surface parking. In addition, this phase may include the removal of walls, fences, and associated debris. The demolition/site clearing phase would be completed in approximately one month.

Grading/Excavation Phase

After the completion of the demolition/site clearing phase, the grading/excavation phase would occur for approximately 3 months and would involve excavating the Project Site for the cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project would require approximately 46,000 cy of soil export to be hauled off-site.

Building Construction Phase

The building construction phase consists of three floors of subterranean parking below-grade as well as the eight-story mixed-use building above-grade and is expected to occur for approximately 15 months. The building construction phase also includes building foundations, connection of utilities to the building, laying irrigation for landscaping, and landscaping the Project Site. Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities, as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by City agencies and will conform to City standards.

Finishing/Architectural Coating Phase

The finishing/architectural coating phase is expected to occur over approximately 9 months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing's and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units.

Temporary Right-of-Way Encroachment

Construction activities would necessitate temporary lane closures on South San Vicente Boulevard and West 4th Street, adjacent to the Project Site, on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities, as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Traffic lane and right-of-way closures, including sidewalks, if required, would be properly permitted by City agencies and would conform to City standards.

As discussed further in Checklist Question XVII(a), Transportation, a construction worksite traffic control plan shall be submitted to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work (see PDF-TRAFFIC-2). The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. All construction related traffic shall be restricted to off-peak hours. In accordance with City policy, pedestrian routes on South San Vicente Boulevard and W. 4th Street fronting the Project Site will be maintained and protected from the active construction site. Temporary detours would be coordinated with the City on an as needed basis.

Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon landfill, which accepts construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 24 miles northwest of the Project Site (approx. 48 miles round trip). For recycling efforts, Downtown Diversion (operated by Waste Management, Inc.) accepts construction and demolition waste for recycling and is located approximately 12 miles southeast of the Project Site (approximately 24 miles round trip).[6] Construction debris generated during the building construction phase would be hauled to the Downtown Diversion station for processing, recycling, and reclamation. Any waste materials that are not suitable for diversion would likely be disposed of at the Sunshine Canyon Landfill facility.

[6] *Construction and Demolition Debris Recycling Facilities in Los Angeles County, website: https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed June 2022.*

13. Related Projects

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

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*
>
> *(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."*

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1)

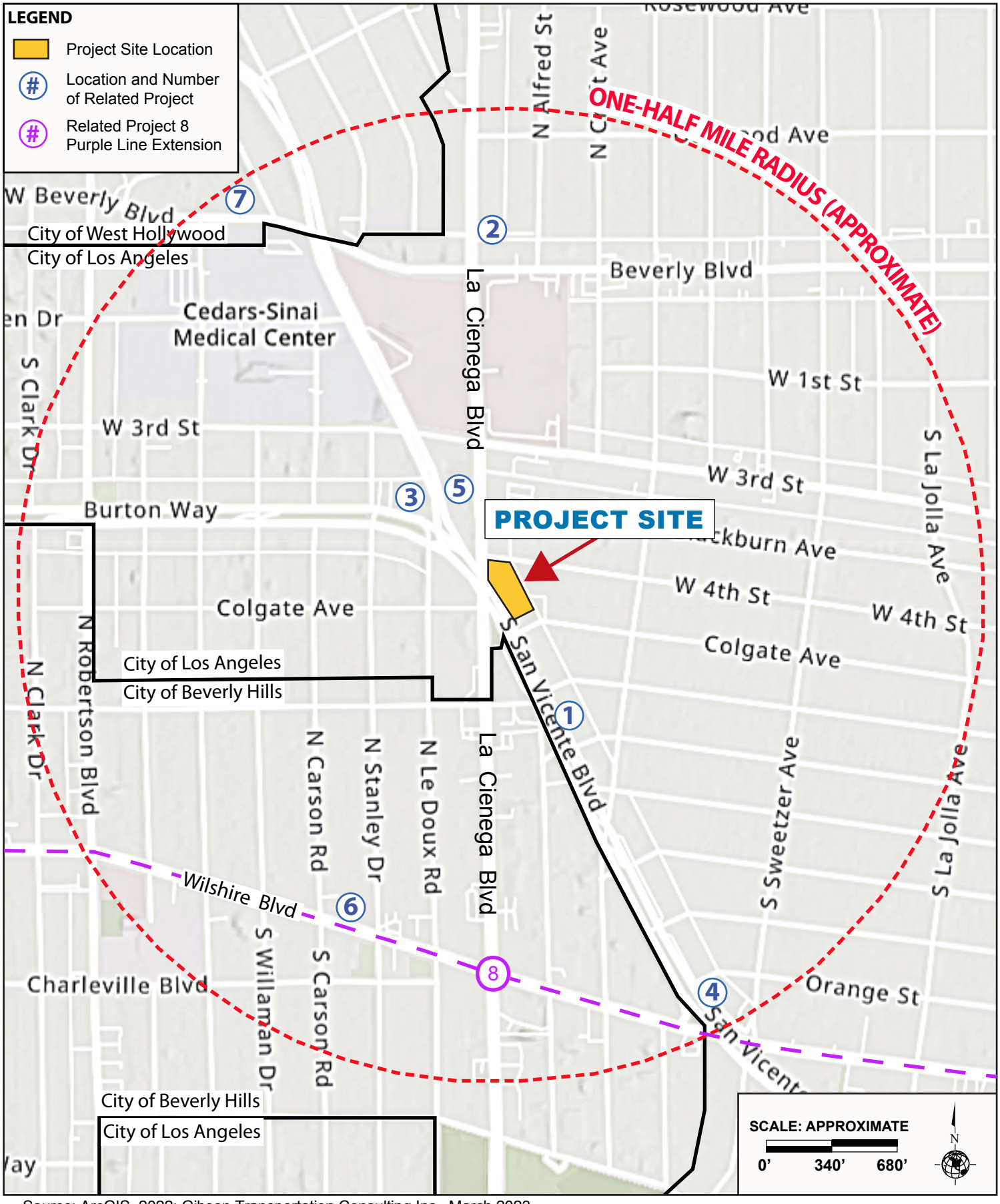
a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table 2.5, Related Projects List, below. A total of eight related projects were identified within the vicinity of the Project Site, including five withing the City of Los Angeles, one in the City of Beverly Hills, one in the City of West Hollywood, and one infrastructure project (i.e., Metro's Purple Line Extension). An analysis of the cumulative impacts associated with these related projects and the Proposed Project are provided under each individual environmental impact category in Section 6 of this SCEA. The locations of the related projects are shown in Figure 2.18, Location of Related Projects, below.

Table 2.5
Related Projects List

Project Number	Project Name	Location/Address	Project Description	Size	Units
City of Los Angeles					
1	Mixed-Use	488 S. San Vicente Blvd	Apartments Retail	54 5,651	du sf
2	Mixed-Use	316 N. La Cienega Blvd	Apartments Commercial	45 4,485	du sf
3	Mt. Lebanon MU	333 S. San Vicente Blvd	Apartments Church rehabilitation	153 31,439	du sf
4	Medical Office Building	656 S. San Vicente Blvd	Medical Office Retail	140,305 5,000	sf sf
5	333 La Cienega Blvd	333 La Cienega Blvd	Apartments Supermarket Restaurant	145 27,685 3,370	du sf sf
City of Beverly Hills					
6	8613 Wilshire	8613 Wilshire Blvd	Office	25,565	sf
City of West Hollywood					
7	8713 Beverly Blvd	8713 Beverly Blvd	Apartments Office/retail/gallery	30 9,391	du sf
Infrastructure					
8	Metro Purple Line Extension	Metro Wilshire/Western Station to Metro Westwood/Veterans Administration Hospital Station	Provide extended rail service with seven new transit stations by year 2035	--	--

Notes: du = dwelling unit, sf = square feet
Source: Gibson Transportation Consulting Inc., May 2023.



Source: ArcGIS, 2022; Gibson Transportation Consulting Inc., March 2023.

Figure 2.18
Related Projects Map

D. Requested Permits and Approvals

The discretionary entitlements, reviews, permits, and approvals required to implement the Proposed Project include, but are not necessarily limited to, the following:

(1) Conditional Use Permit to permit a density bonus increase of 37.5 percent to permit 126 residential dwelling units with 14 Very Low Income restricted affordable housing units in lieu of 91 residential units permitted (base density).

(2) Density Bonus Compliance Review for the following Off-Menu Incentives and Waiver of Development Standards

   a. An Off-Menu Incentive to permit 208,901 square feet of floor area (6.3:1 FAR) in lieu of 50,121 square feet of floor area (1.5:1 FAR).

   b. Off-Menu Incentive to permit a height of 8 stories and 100 feet in lieu of 3 stories and 45 feet otherwise permitted for a mixed-use project in the C2-1VL-O zone.

   c. Off-Menu Incentive to provide a 680 square-foot loading zone with a maximum clear height of 12 feet in lieu of 809 square feet with a maximum clear height of 14 feet required by LAMC Section 12.21 C.6.

   d. Waiver of Development Standard to permit a 0-foot rear yard in lieu of 20 feet required by LAMC Section 12.21 A.10.

   e. Waiver of Development Standard to waive the transitional height limits otherwise required in LAMC Section 12.21.1.A.10.

   f. Waiver of Development Standard for an open space reduction to permit 6,200 square feet of open space in lieu of 16,575 square feet of open space required by LAMC Section 12.21 G.1.

(3) Site Plan Review for a development that creates more than 50 new dwelling units.

(4) Main Conditional Use Permit (MCUP) to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption within the ground floor commercial spaces and within residential common amenity areas for residents and guests only.

(5) Conditional Use Permit to permit the proposed new cellular telecommunication facility on the building.

The Proposed Project would also require approvals and permits from the Department of Building and Safety and other municipal agencies for project construction activities, including, but not limited to, the following: demolition, grading and excavation, shoring, foundation and building, temporary street closures, removal of street tress, temporary relocation of the existing cellular telecommunication facilities during construction, and a haul route.

Section 3. SCEA Criteria and Transit Priority Project Consistency Analysis

A. Proposed Project Consistency with the Transit Priority Project Criteria

As discussed in Section 1 (Introduction), a Sustainable Communities Environmental Assessment (SCEA) may be prepared for a project that (a) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California Public Resources Code Section 21155(a) and (b) is a "transit priority project" [TPP] [as defined in California Public Resources Code Section 21155(b)]). As further described below, the Project meets these criteria and thus, is eligible for certain CEQA streamlining benefits by way of preparing a SCEA for purposes of clearance under the California Environmental Quality Act (CEQA). Specifically, Section 21155(b) applies to a project that meet the following criteria:

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the California Air Resources Board (CARB) has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by CARB;

2. Is a TPP that in that the project meets the following criteria:

    a. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

    b. Provides a minimum net density of at least 20 units per acre; and

    c. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

As discussed below, the Proposed Project qualifies as a TPP and meets the qualifying criteria pursuant to Public Resources Code, Section § 21155 as outlined above.

Consistency with Criterion #1:

The Project is consistent with the general use designation, density, and building intensity and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy.

The Southern California Association of Government's (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) includes strategies for accommodating projected population, household and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with reduced dependence on automobiles and an increase in growth in walkable, mixed-use communities and High Quality Transit Areas (HQTAs). The strategies encourage growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote a green region. As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, TPAs, HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of the region's total land area, but the implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2020 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

- Job Centers: Areas with denser employment than their surroundings. The 2020-2045 RTP/SCS prioritizes employment growth and residential growth in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced.

- TPAs: Areas within one-half mile of a major transit stop that is existing or planned. According to the 2020-2045 RTP/SCS, focusing on regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.

- HQTAs: Areas within one-half mile from major transit stops and high-quality transit corridors. New developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed Transit Oriented

Developments (TODs) can preserve existing development patterns and neighborhood character while providing a balance of housing choices.

- NMAs: Areas that focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs have robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban and rural settings is encouraging "walkability," active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to "walkable" and destination-rich neighborhoods to more people in the future.

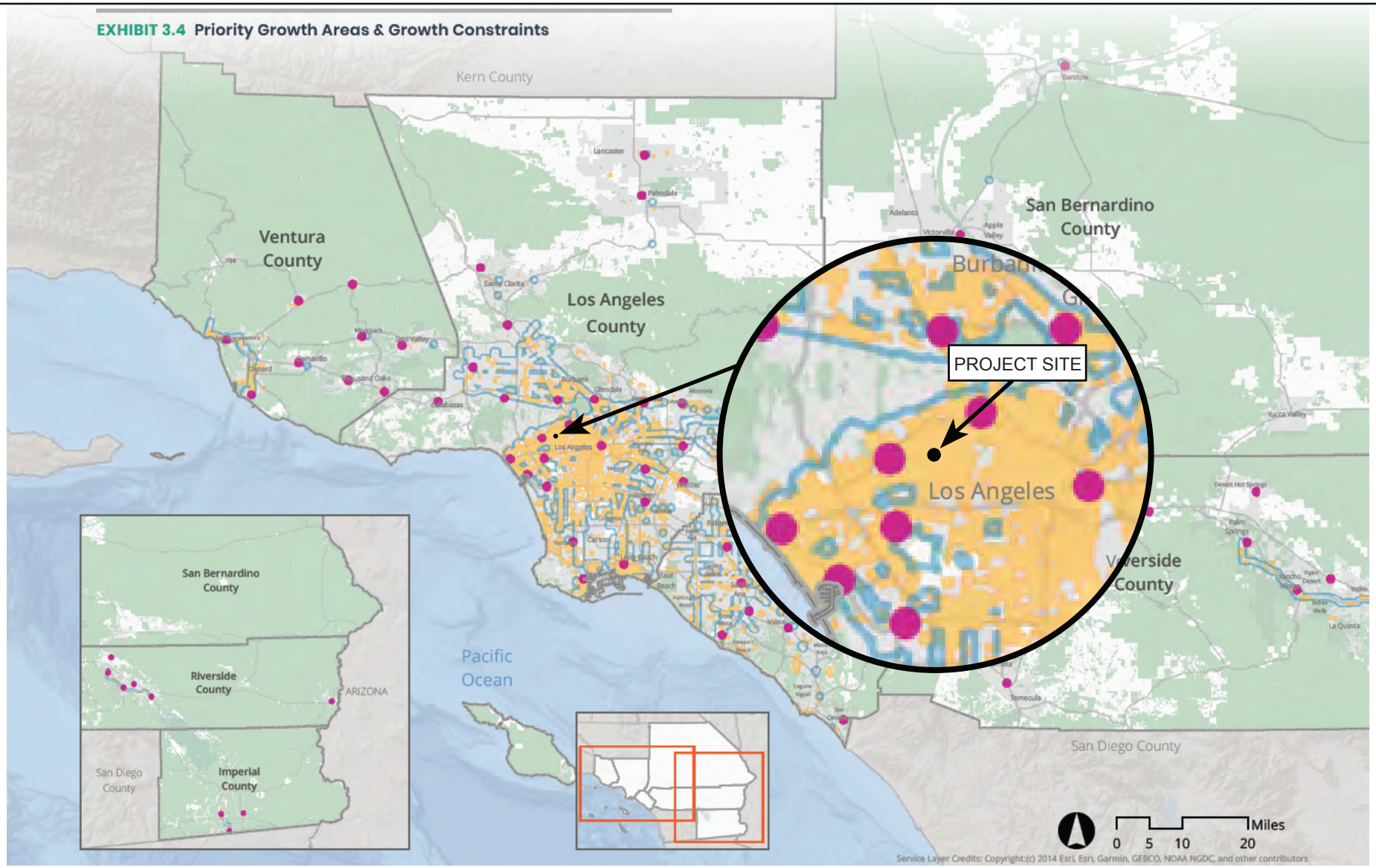
- Livable Corridors: Livable Corridor land-use strategies include the development of mixed-use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a "Complete Streets" approach to roadway improvements and zoning that allows for the replacement of underperforming auto-oriented strip retail between nodes with higher density residential and employment. Livable Corridors also encourage increased density at nodes along key corridors, and redevelopment of single-story, under-performing retail with well-designed, higher density housing and employment centers.

The 2020-2045 RTP/SCS identifies these PGAs on Exhibits 3.4 through 3.10, which are included in this SCEA as Figures 3.1 to 3.7, below. As shown in these figures, the Project Site is located near a Job Center; within the boundaries of a TPA, an HQTA, and an NMA; and along a Livable Corridor. (The Project Site is not within a Sphere of Influence.) The Proposed Project would be consistent with the general use designation, density, and building intensity set forth in the 2020-2045 RTP/SCS for each of these PGAs in that the Proposed Project includes the development of 126 multi-family housing units (including 14 affordable units) an infill site near transit, including the Metro D (Purple) Line Extension at La Cienega Blvd/Wilshire Blvd and multiple bus lines, and sources of employment, shopping, services, and entertainment, leveraging existing density and infrastructure and reducing the length of vehicle trips for residents and employees.

Consistent with the land use policies for TPAs, the Proposed Project would constitute compact, focused infill development in an established community with access to high-quality transportation. Given the urban nature of the Project Site area, Project residents would be able to walk and bike to work and to shop. In addition, the Project Site's location near robust transit opportunities including would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.

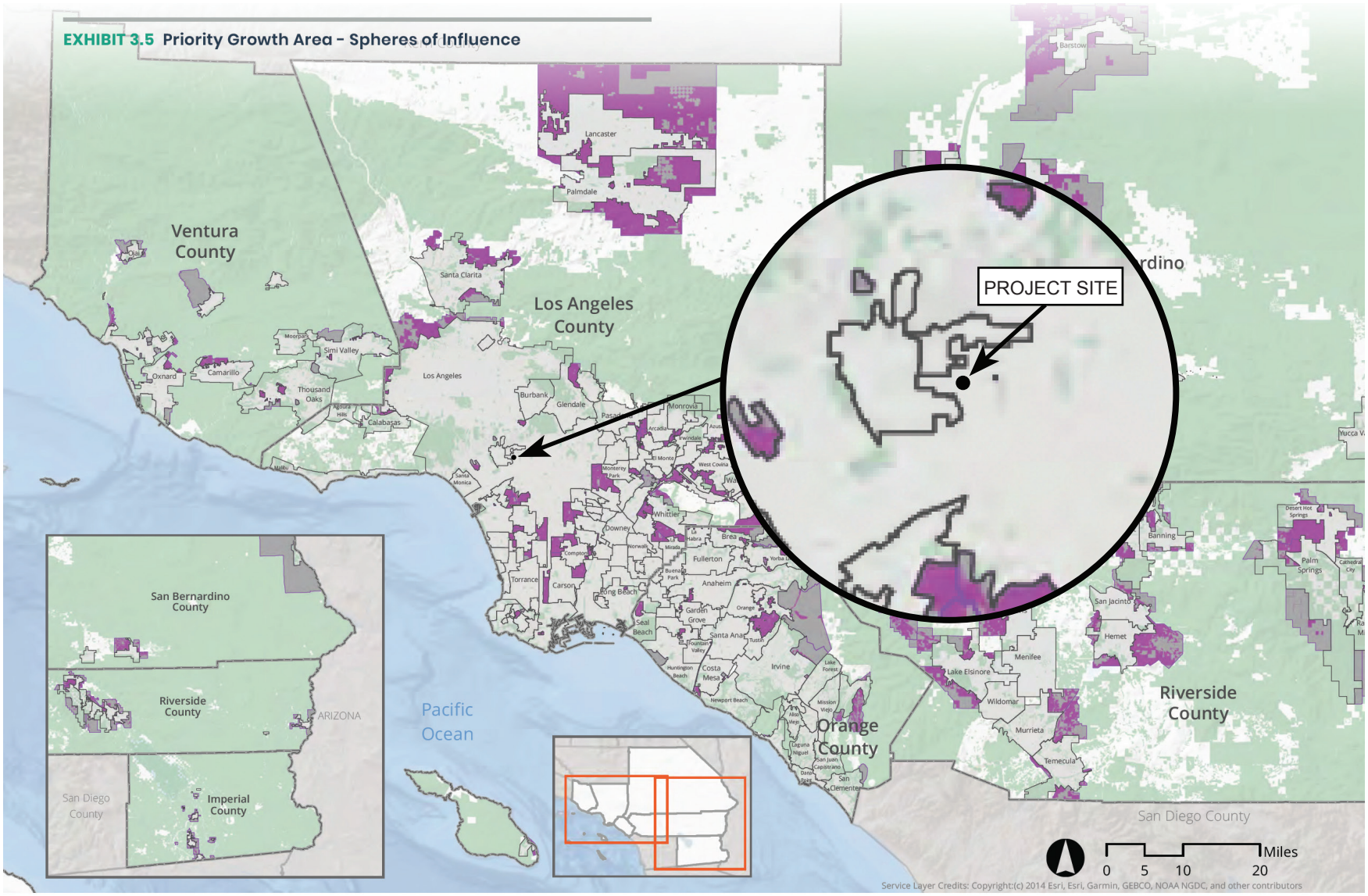
Consistent with the 2020-2045 RTP/SCS's general use designation, density, and building intensity for NMAs and Livable Corridors, the Project would develop new multi-family residential uses in a destination-rich area with robust residential to non-residential land use connections and high roadway intersection densities. The Project would increase density in close proximity to the Santa Monica Boulevard and Wilshire Boulevard corridors. The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks around the Project Site frontages, allowing better access to the surrounding area. Further, the Project would include 94 long-term bicycle parking stalls and 15 short-term bicycle parking stalls, which would encourage bicycling as a form of exercise and transportation.

This type of transit-oriented residential development helps to reduce dependence on automobile travel and to reduce associated mobile-source GHG emissions. Thus, the Proposed Project is consistent with SCAG's land use strategies related to reducing GHG emissions by encouraging growth near destinations and mobility options. As such, the Proposed Project would be consistent with the land use, density, and intensity of development specified in the 2020-2045 RTP/SCS for projects near Job Centers and in TPAs, HQTAs, NMAs, and along Livable Corridors.



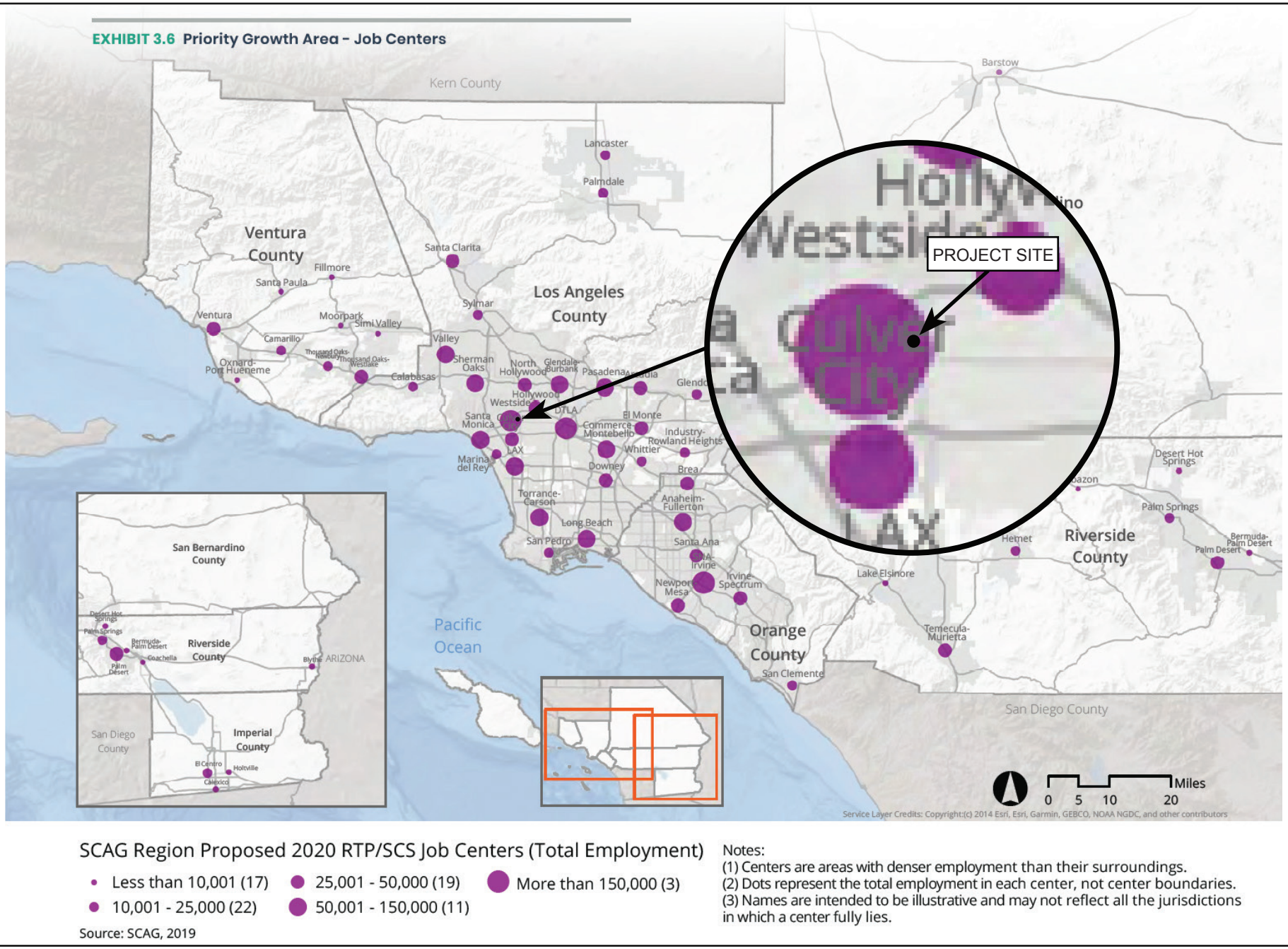
Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.1
Priority Growth Areas & Regional Growth Constraints



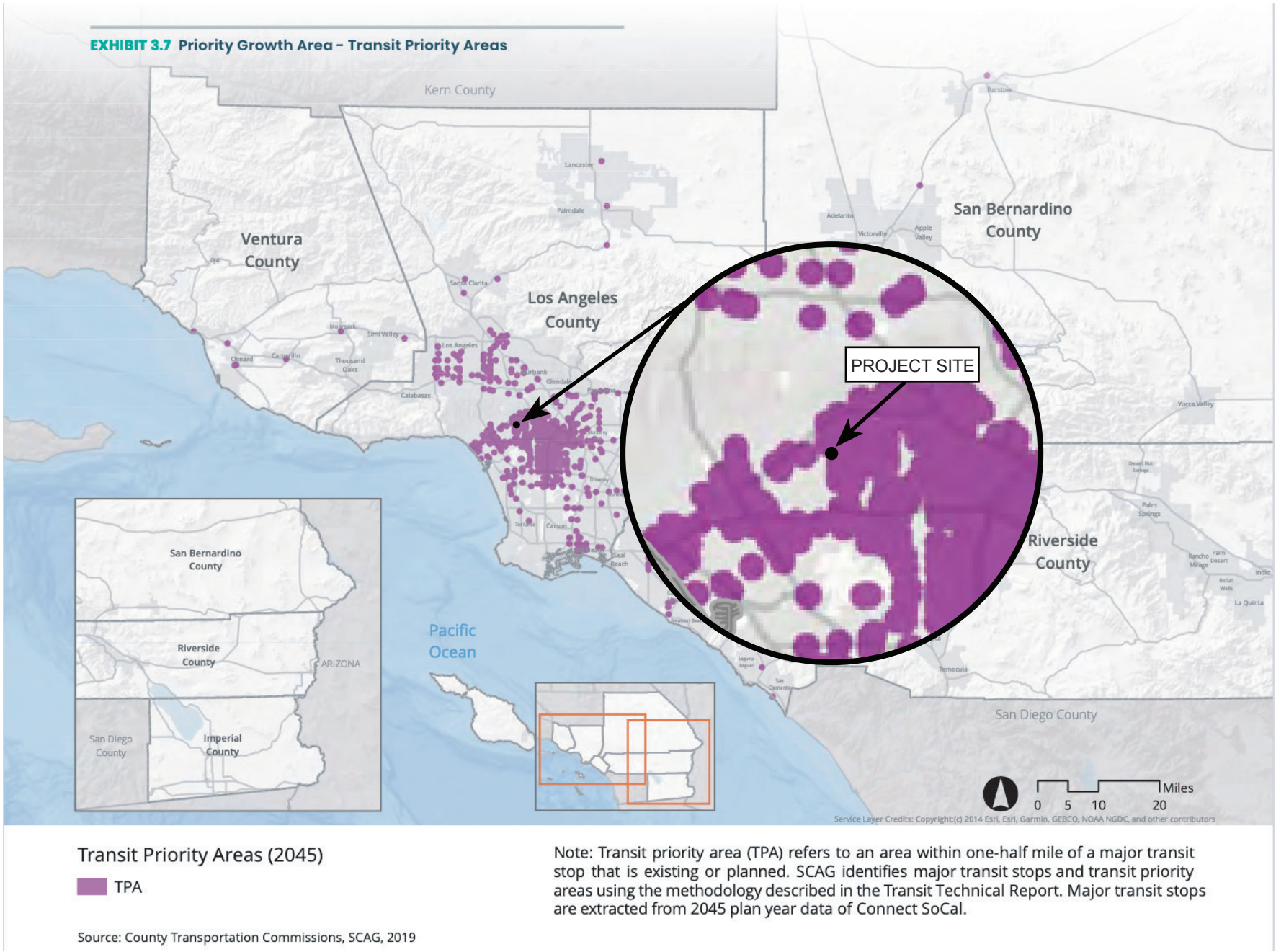
Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.2
Priority Growth Areas - Spheres of Influence



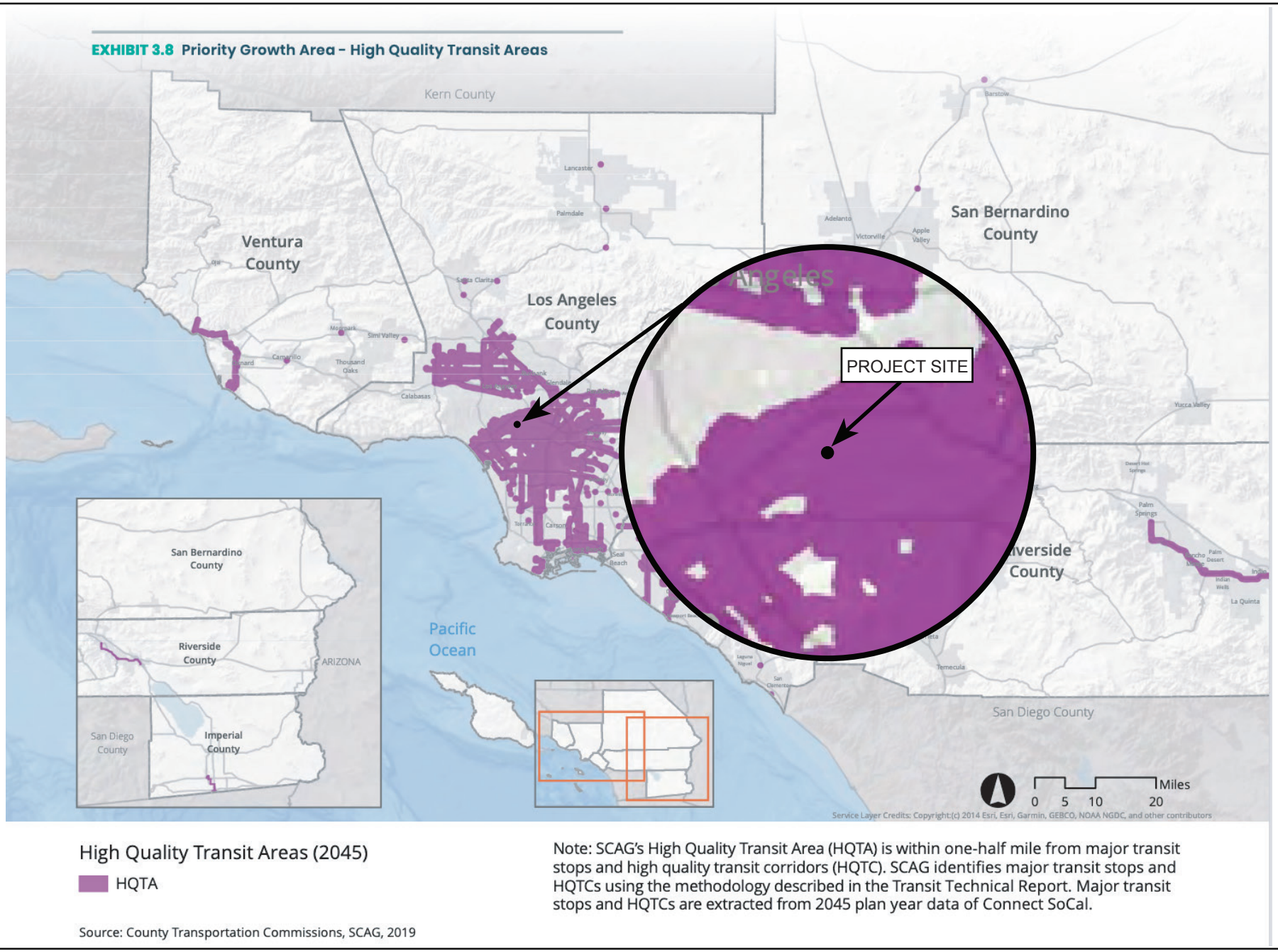
Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.3
Priority Growth Areas - Job Centers



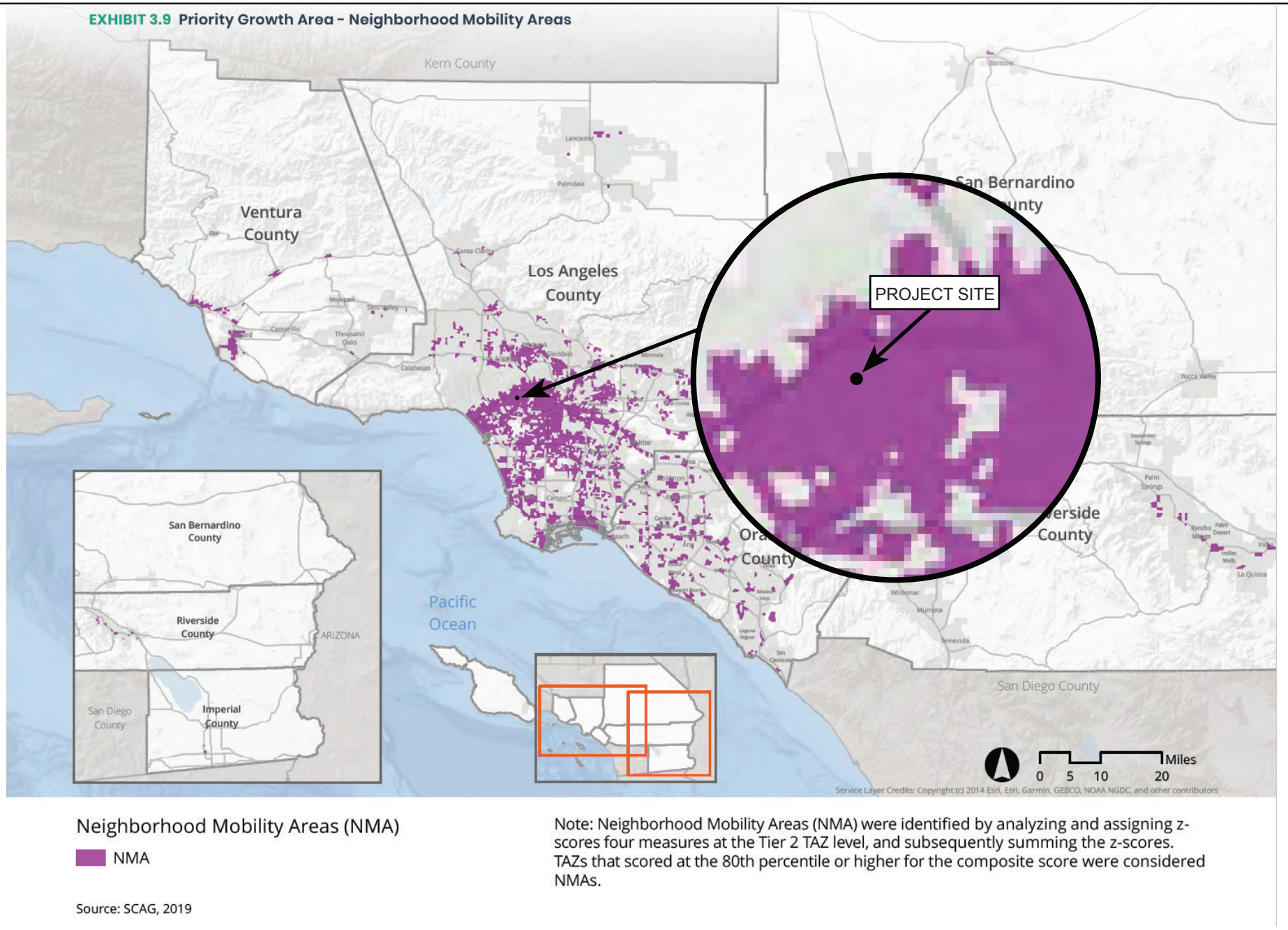
Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.4
Priority Growth Area - Transit Priority Areas (2045)



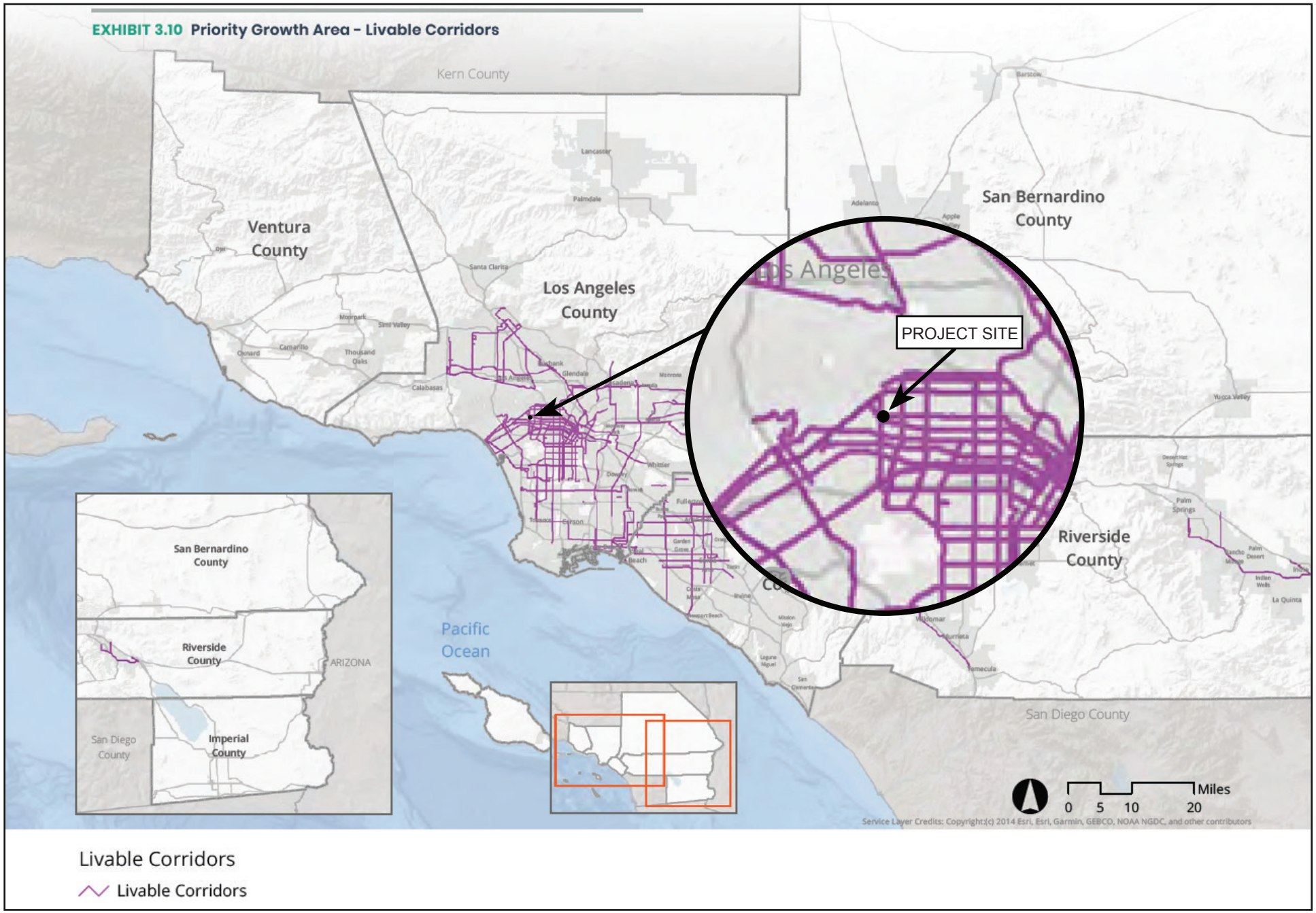
Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.5
Priority Growth Area - High Quality Transit Areas (2045)



Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.6
Priority Growth Areas - Neighborhood Mobility Areas



Source: SCAG Connect SoCal, September 3, 2020.

Figure 3.7
Priority Growth Area - Livable Corridors

Applicable Policies Specified for the Project Area

The Proposed Project would be consistent with applicable goals, policies and strategies presented in SCAG's Connect SoCal. Refer to Table 3.1, below, for the Proposed Project's consistency analysis.

Table 3.1
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
Connect SoCal Goal 1 Encourage regional economic prosperity and global competitiveness.	**Not Applicable.** This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project. However, the Proposed Project would construct housing near sources of employment and shopping in an existing urban area, supporting the regional economic prosperity and global competitiveness of Southern California. The Proposed Project would also locate market rate and affordable housing near identified RTP/SCS Job Centers.
Connect SoCal Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project Site is located in a highly urbanized area within the City of Los Angeles within a High Quality Transit Area (as defined by SCAG). The Proposed Project would develop 126 dwelling units and 11,615 square feet of ground floor commercial retail/restaurant uses within a HQTA as defined by SCAG and a transit priority area as defined by SB 743. The Project Site is located approximately 0.4 mile walking distance from the La Cienega Boulevard / Wilshire Boulevard Purple Line Extension, planned for completion in 2025. Additionally, the Project Site is located within ½ mile of multiple bus routes with peak commute service intervals of 15 minutes or less (see Figure 2.1 Project Location Map). The Proposed Project would provide residents, visitors, patrons, and employees with convenient access to public transit and opportunities for walking and biking. The location of the Proposed Project encourages a variety of transportation options and access. The Proposed Project would allow for accessible and reliable modes of travel for the Proposed Project residents as an inherent aspect of the Project Site's proximity to sources of transit and the Project's inclusion of bicycle parking spaces. The Proposed Project would ensure safe travel at and near the Project Site by improving the public sidewalks adjacent to Project Site and ensuring safe vehicular and pedestrian access. In addition, the Project would include lighting of pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Proposed Project would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways,

Table 3.1
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	and parking areas would not create a design hazard to local roadways. Therefore, the Proposed Project would allow for mobility, accessibility, reliability, and travel safety for people and goods.
Connect SoCal Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** This Goal is directed toward SCAG and does not apply to the Proposed Project. Nonetheless, Connect SoCal states, "A regional transportation system may be considered 'sustainable' if it maintains its overall performance over time in an equitable manner with minimal impact to the environment, while not compromising future transportation needs. Essentially, sustainability refers to how decisions made today impact future generations. One of the measures used to evaluate transportation system sustainability is the total inflation-adjusted cost per capita to maintain our existing regional multimodal transportation system in a state of good repair."[1] As discussed in the Proposed Project's VMT Summary (located in Appendix I of this SCEA), Proposed Project would result in a less than significant VMT impact. As such, the Project would not conflict with the RTP/SCS's goals and policies related to a sustainable regional transportation system.
Connect SoCal Goal 4 Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The Proposed Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project would provide 109 bicycle spaces to promote travel by bicycle. The Project Site is located approximately 0.4-mile walking distance from the La Cienega / Wilshire Boulevard Purple Line Extension, planned for completion in 2025. Additionally, the Project Site is located within ½ mile of multiple bus routes with peak commute service intervals of 15 minutes or less. The Proposed Project would provide residents, visitors, patrons, and employees with convenient access to public transit and opportunities for walking and biking. As such, the Proposed Project would be consistent with this Goal.
Connect SoCal Goal 5 Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Proposed Project would add market rate and affordable housing and commercial uses in an area that promotes the use of a variety of transportation options, including walking, biking, and the use of public transportation. This would reduce VMT and associated GHG and criteria pollutant emissions. As discussed further in Section 6.III, Air Quality, construction and

[1] *SCAG, Connect SoCal 2020-2045 RTP/SCS, September 2020 (page 135).*

Table 3.1
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	operational emissions generated by the Proposed Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Additionally, as further discussed in Sections 6.VI, Energy and 6.VIII, Greenhouse Gas Emissions, the Proposed Project would comply with all applicable regulations and policies aimed at reducing energy and greenhouse gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficiency standards and transportation. Therefore, the Proposed Project would be consistent with this Goal.
Connect SoCal Goal 6 Support healthy and equitable communities.	**Consistent.** The Proposed Project would place market rate and affordable dwelling units and ground floor commercial retail/restaurant uses in a Transit Priority Area. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project will provide 109 bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would reduce vehicle-miles-traveled and help improve air quality. The Proposed Project supports active transportation and would be consistent with this Goal.
Connect SoCal Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** As stated above, the Project Site is located in a highly urbanized area near downtown Los Angeles within a HQTA (as defined by SCAG) and a Transit Priority Area (as defined by SB 743). The Project Site is located approximately 0.4-mile walking distance from the La Cienega Boulevard / Wilshire Boulevard Purple Line Extension, planned for completion in 2025. Additionally, the Project Site is located within ½ mile of multiple bus routes with peak commute service intervals of 15 minutes or less. The Proposed Project would provide residents, visitors, patrons, and employees with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop market rate and affordable dwelling units and commercial uses near mass transit and in close proximity to services, retail stores, services, and employment opportunities. The location of the Proposed Project encourages a variety

Table 3.1
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	of transportation options and access and is therefore consistent with this Goal.
Connect SoCal Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable.** This Goal is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. No further discussion is required.
Connect SoCal Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Proposed Project includes 126 residential dwelling units, including 14 Very Low Income units, in a variety configurations. and 11,615 square feet of ground floor commercial retail/restaurant uses. Given the Proposed Project's location close to transit, the Proposed Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Thus, the Proposed Project will contribute to the productivity and use of the regional transportation system by locating housing and jobs near transit. The Proposed Project would not create a significant impact with respect to increased VMT.
Connect SoCal Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	**Not Applicable.** This Goal is not applicable to the Proposed Project since the Project Site does not contain any natural or agricultural lands. No further discussion is required.
Connect SoCal Guiding Principal 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	**Not Applicable.** This Guiding Principal is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. No further discussion is required.
Connect SoCal Guiding Principal 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	**Not Applicable.** This Guiding Principal is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. No further discussion is required.
Connect SoCal Guiding Principal 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	**Consistent.** This Guiding Principal is directed towards SCAG and the City of Los Angeles and does not apply to the Proposed Project. However, the Proposed Project would develop 126 dwelling units and 11,615 square feet of ground floor commercial retail/restaurant uses within a HQTA and a TPA. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project will encourage improved access and mobility by providing both residential and commercial uses on a single site. Thus, the Proposed Project would not conflict this Guiding Principle.

Table 3.1
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
Connect SoCal Guiding Principal 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	**Not Applicable.** This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupant vehicles. Nevertheless, the Proposed Project is located within a HQTA and a TPA. The Proposed Project would support public transportation and other alternative methods of transportation (e.g., transit, walking and biking). Therefore, the Proposed Project would not conflict with this Guiding Policy.
Connect SoCal Guiding Principal 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	**Not Applicable.** This Guiding Principal is directed toward SCAG and the City of Los Angeles and does not apply to the Proposed Project. However, this relates to the Connect SoCal Goal 5, above. The Proposed Project is an infill development in an area that promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As discussed further in Section 6.III, Air Quality, air quality emissions generated by the Proposed Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Additionally, as further discussed in Sections 6.VI, Energy, and 6.VIII, Greenhouse Gas Emissions, the Proposed Project would comply with all regulations and policies aimed at reducing energy consumption and greenhouse gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficiency standards and transportation. Therefore, the Proposed Project would not conflict with this Guiding Principal.
Connect SoCal Guiding Principal 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	**Not Applicable.** This Guiding Principal is directed towards SCAG and does not apply to the Proposed Project. No further discussion is required.
Connect SoCal Guiding Principal 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	**Not Applicable.** This Guiding Principal is directed towards SCAG and does not apply to the Proposed Project. No further discussion is required.
Connect SoCal Sustainable Communities Strategy 1 Focus Growth Near Destinations & Mobility Options	**Consistent.** As stated previously, the Proposed Project would develop 126 dwelling units and 11,615 square feet of ground floor commercial retail/restaurant uses within a HQTA and a TPA, near downtown Los Angeles. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project will

Table 3.1
Consistency Analysis with Connect SoCal
(2020-2045 Regional Transportation Plan / Sustainable Community Strategy)

Goals and Policies	Consistency Assessment
	encourage improved access and mobility by providing both residential and commercial uses on a single site. Thus, the Proposed Project is consistent with this Strategy.
Connect SoCal Sustainable Communities Strategy 2 Promote Diverse Housing Choices	**Consistent.** The Proposed Project includes 126 residential dwelling units and 11,615 square feet of ground floor commercial retail/restaurant uses. Of the 126 residential dwelling units, the unit mix would include one one-bedroom unit, 48 one-bedroom plus den units, 60 two-bedroom units, 15 two-bedroom plus den units, and two three-bedroom plus den units. In addition, the Project would reserve 14 units for Very Low Income households. Further, the Proposed Project would locate multi-family residential and commercial in close proximity to public transportation, thus providing housing and jobs near transit. Thus, the Proposed Project is consistent with this strategy.
Connect SoCal Sustainable Communities Strategy 3 Leverage Technology Innovations	**Not Applicable.** This strategy is directed towards SCAG and does not apply to the Proposed Project. No further discussion is required.
Connect SoCal Sustainable Communities Strategy 4 Support Implementation of Sustainability Policies	**Not Applicable.** This strategy is directed towards SCAG and does not apply to the Proposed Project. No further discussion is required.
Connect SoCal Sustainable Communities Strategy 5 Promote a Green Region	**Not Applicable.** This strategy is directed towards SCAG and does not apply to the Proposed Project. However, this relates to the Connect SoCal Goal 5, above. See response to Connect SoCal Goal 5 and Guiding Principal 5, above. No further discussion is required.

Source: Southern California Association of Governments, Connect SoCal (2020-2045 RTP/SCS), September 2020.

Consistency with Criterion #2:

The Proposed Project contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent non-residential uses, a floor area ratio of not less than 0.75.

The Proposed Project includes the construction of a total floor area of 208,901 square feet. The Proposed Project includes 126 dwelling units (which encompasses approximately 197,286 square feet of gross residential floor area), comprising 94 percent of the total floor area. As such, the Proposed Project would be consistent with this Criterion.

Consistency with Criterion #3:

The Proposed Project provides a minimum net density of at least 20 units per acre.

The Proposed Project includes 126 dwelling units on a 0.77 acre lot, which is less than one acre. As such, the Proposed Project would provide more than 20 dwelling units per acre. Therefore, the Proposed Project would be consistent with this Criterion.

Consistency with Criterion #4:

The Proposed Project is within one-half mile of a Major Transit Stop or High-Quality Transit Corridor included in a regional transportation plan.

PRC Section 21155 (b) defines a "high-quality transit corridor" as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations."

Public Resources Code Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21155 (b) states that a "major transit stop" is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

The roadways adjacent to the Project Site are served by several bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT DASH Fairfax Westbound, and Antelope Valley Transit Authority (AVTA). The Project Site is also located within ½ mile of the future Metro D (Purple) Line Extension at La Cienega Boulevard/Wilshire Boulevard, expected to be completed by 2025, which qualifies as a major transit stop" is defined in PRC Section 21064.3. This extension will provide transfer opportunities to other Metro rail stations services, Amtrak, Metrolink, and numerous other bus routes served by Metro, LADOT, and municipal bus operators. In addition, the Project Site is located within ½ mile of numerous bus routes along La Cienega Boulevard, San Vicente Boulevard, and Wilshire Boulevard. These include the following bus lines within a "reasonable walking distance" (approximately one-quarter mile) of the Project Site: Metro bus lines 14/37, 16, 20, 105, 218, 617, and 720; the LADOT DASH Fairfax Westbound bus line; and the AVTA bus line 786. Due to its proximity to the aforementioned bus stops and future rail station, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los

Angeles area. As such, Connect SoCal identifies the Project Site as being within a HQTA. Therefore, the Proposed Project is located within a high-quality transit corridor. The Proposed Project is consistent with this Criterion.

B. SB 375 Streamlining Benefits

Pursuant to Public Resources Code, Section §21155.2(a), if the Proposed Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to PRC Section 21081, shall be eligible for either the provisions of subdivision (b) (sustainable communities' environmental assessment) or (c) (limited analysis EIR). The Proposed Project would follow subdivision (b), and the Proposed Project would be reviewed through a SCEA, which provides streamlining benefits.

PRC Section §21155.2(b) states that an initial study shall be prepared to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable. As such streamlining benefits include:

1. Cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports shall not be treated as cumulatively considerable for the Proposed Project (PRC Section §21155.2(b)(1));

2. Growth-inducing impacts are not required to be referenced, described, or discussed (PRC Section §21159.28(a));

3. Project-specific or cumulative impacts from cars and light-duty truck trips generated by the Proposed Project on global warming or the regional transportation network are not required to be referenced, described, or discussed (PRC Section §21159.28(a);

4. Reduced density alternatives are not required to be referenced, described, or discussed to address the effects of car and light-duty truck trips generated by the Proposed Project (Public Resources Code Section 21159.28(b)).

The City of Los Angeles, Department of City Planning would incorporate all applicable streamlining benefits in the environmental review of the Proposed Project.

C. Scope of Analysis

Pursuant to PRC Section §21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. As such, the SCEA would analyze the following topics:

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

Section 4. Connect SoCal (2020-2045 RTP/SCS) Program EIR Mitigation Measures

A. Incorporation of Applicable Mitigation Measures from Prior EIRs

Public Resources Code Section (PRC) 21151.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, including the Connect SoCal Final Program Environmental Impact Report for Southern California Association of Governments dated May 2020 (RTP/SCS PEIR) and the September 2020 RTP/SCS PEIR Addendum.

The Mitigation Monitoring and Reporting Program for the 2020-2045 RTP/SCS Program EIR (SCAG MMRP) includes programmatic mitigation measures to be implemented by SCAG and project-level mitigation measures that SCAG encourages local agencies to implement, as appropriate and feasible, as part of project-specific environmental review.

As stated by SCAG, SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. However, for projects seeking to use CEQA streamlining and/or to tier from the Program EIR, project-level mitigation measures included in the Program EIR (or comparable measures) should be required by the local lead agency as appropriate and feasible. Many lead agencies have existing regulations, policies, and/or standard conditions of approval that address potential impacts. Nothing in the Program EIR is intended to supersede existing regulations and policies of individual jurisdictions. Since SCAG has no authority to impose mitigation measures, mitigation measures to be implemented by local jurisdictions are subject to a lead agency's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies may use, amend, or not use measures identified in the Program EIR, as appropriate, to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency.

To comply with PRC Section 21151.2, the City of Los Angeles (City) has reviewed all mitigation measures contained in the SCAG MMRP (refer to Table 4.1 below) and determined their applicability to the Project. For each such mitigation measure, the City considered whether to incorporate the mitigation measure from SCAG's Program EIR or whether an equally effective existing City mitigation measure, standard condition of approval, or other City regulation or federal, state, or regional regulation would supersede SCAG's mitigation measures. A discussion of the City's applicability determination is found on Table 4.1.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Aesthetics *Substantial Effect on a Scenic Vista*	Project-Level Mitigation Measure **PMM-AES-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; h) Use see-through safety barrier designed (e.g., railings rather than walls)	**This Mitigation Measure is not applicable to the Proposed Project**. As set forth in Public Resources Code (PRC) Section 21099, enacted by Senate Bill 743, 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." The Proposed Project is a mixed-use residential and commercial infill development project with 126 dwelling units and 11,615 square feet of ground floor commercial retail/restaurant uses. The Project Site is located within ½ mile of a major transit stop and is near several bus routes along La Cienega Boulevard, San Vicente Boulevard, and Wilshire Boulevard. Bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT DASH, and Antelope Valley Transportation Authority (AVTA). Bus lines within a "reasonable walking distance" (approximately ½-mile) of the Proposed Project include 14/37, 16,20, 105, 218, 617, and 720; the LADOT DASH Fairfax Westbound bus line, and the AVTA bus line 786. Additionally, the Project Site is located 0.4-mile north of the Metro D (Purple) Line Extension at La Cienega Boulevard/Wilshire Boulevard, expected to be completed by 2025. Therefore, the Proposed Project is located in a Transit Priority Area (TPA) as defined in PRC Section 21099. The Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.
Aesthetics *Visual Character/ Quality of Public Views, Conflicts with Zoning*	Project-Level Mitigation Measure **PMM-AES-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible.	**This Mitigation Measure is not applicable to the Proposed Project.** As set forth immediately above, PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: o Use transparent panels to preserve views where sound walls would block views from residences; o Use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; o Construct sound walls of materials whose color and texture complements the surrounding landscape and development; g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that	employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As per ZI No. 2452 and SB 743, aesthetic impacts to visual character/quality "shall not be considered significant impacts on the environment." Nevertheless, with respect to construction impacts on the visual quality of the Project Site, the Applicant would incorporate PDF-AES-1, which would install temporary fencing around the perimeter of the Project Site for security purposes and to shield views of the Project Site from the pedestrian level. Installation of temporary fencing and compliance with applicable regulatory measures would further reduce visual impacts caused during construction of the Proposed Project. Compliance with LAMC Section 14.4.17 regarding maintaining the visibility of required signage and the removal of graffiti: **PDF-AES-1 Construction Barrier.** The Proposed Project shall install temporary fencing around the perimeter of the Project Site for security purposes and to shield views of the Project Site from the pedestrian level. The Applicant will ensure through daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of unauthorized signs, trash, graffiti, etc.) throughout the duration of construction. Also, see discussion in Section 6.I, Aesthetics.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	complements the dominant landscaping of surrounding areas.	
Aesthetics *Light/Glare/ Shade*	Project-Level Mitigation Measure **PMM-AES-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	**This Mitigation Measure is not applicable to the Proposed Project.** As set forth above, PRC Section 21099, enacted by Senate Bill 743, 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." As per ZI No. 2452 and SB 743, aesthetic impacts to light/glare/shade "shall not be considered significant impacts on the environment." Also, see discussion in Section 6.I, Aesthetics.
Agricultural Resources *Conversion of Farmland to Non-Agricultural Use*	Project-Level Mitigation Measure **PMM-AG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	**This Mitigation Measure is not applicable to the Proposed Project**. No farmland or agricultural activity exists on or in the vicinity of the Project Site. As noted above, the Project Site, as it currently exists, is fully developed with commercial buildings and a surface parking lot. Also, see discussion in Section 6.II, Agriculture and Forestry Resources.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank10 that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	
Agricultural Resources *Zoning for Agricultural Use, Williamson Act Contract*	Project-Level Mitigation Measure **PMM-AG-2:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site is not zoned for agricultural production, there is no farmland on the Project Site, and there are no Williamson Act Contracts in effect for the Project Site. As noted above, the Project Site, as it currently exists, is fully developed with commercial buildings and associated surface parking. Also, see discussion in Section 6.II, Agriculture and Forestry Resources.
Agricultural Resources *Conflict with Agricultural Zoning, Rezoning of Forest Land / Loss of Forest Land/*	Project-Level Mitigation Measure **PMM-AG-3:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:	**This Mitigation Measure is not applicable to the Proposed Project.** No farmland, forest land, or agricultural activity exists on or in the vicinity of the Project Site. The Project Site, as it currently exists, is fully developed with commercial buildings and associated surface parking.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Conversion to Non-Forest Use	a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.	Also, see discussion in Section 6.II, Agriculture and Forestry Resources.
Agricultural Resources *Conversion of Farmland to Non-Agricultural Use, Conversion of Forest land to Non-Forest Use*	Project-Level Mitigation Measure **PMM-AG-4:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. **PMM-AG-5:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural	**This Mitigation Measure is not applicable to the Proposed Project**. No farmland, forest land, or agricultural activity exists on or in the vicinity of the Project Site. The Project Site, as it currently exists, is fully developed with commercial buildings and associated surface parking. Also, see discussion in Section 6.II, Agriculture and Forestry Resources.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	
Air Quality *Potential to Violate AQ Standard, Substantially Contribute to Existing, Projected Air Quality Violation / Cumulative Increase of Criteria Pollutant for Which Project is Non-Attainment / Expose Sensitive Receptors to Substantial Pollutant Concentrations*	Project-Level Mitigation Measure **PMM-AQ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadways. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction	**This Mitigation Measure is not applicable to the Proposed Project.** As discussed below in Section 6.III Air Quality, the Proposed Project would not generate construction or operational emissions that exceed the South Coast Air Quality Management District's (SCAQMD's) recommended regional thresholds of significance. Although no mitigation is required, the Proposed Project would comply with the below-listed regulatory compliance measures, which include key elements of PMM-AQ-1. District Rule 403: o All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent. o The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. o All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 mph), so as to prevent excessive amounts of dust. o All haul trucks shall be covered or maintain at least six inches of freeboard when importing and exporting dirt/soil loads. o All dirt/soil materials transported off-site shall be either sufficiently watered or

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	for a CARB-approved fleet. Daily logging of the operating hours of the equipment should also be required. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes or beyond regulatory requirements – saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts. p) As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site. q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number	securely covered to prevent excessive amount of dust. ○ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. ○ Trucks having no current hauling activity shall not idle but be turned off. In addition, the Proposed Project will comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards. SCAQMD Rule 1113 limits the volatile organic compound content of architectural coatings. SCAQMD Rule 1108 limits the volatile organic compound content from cutback asphalt. SCAQMD Rule 1138 required odor control for operations and equipment that produces odors. SCAQMD Regulation XIII, New Source Review requires new on-site facility nitrogen oxide emissions to be minimized through the use of emission control measures (e.g.,

Table 4.1
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Topic	Measure	Applicability to the Project
	and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible. r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emissions heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. s) Projects located within AB 167 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects. t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: - Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. - Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. - Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained,	use of best available control technology for new combustion sources such as boilers and water heaters). Also, see discussion in Section 6.III, Air Quality.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. w) As applicable for port projects, the following measures should be considered: - Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). - Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. - Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. - Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. - Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. - Encourage the participation in the Green Ship Incentives. - Offer Incentives to encourage the use of on-dock rail. x) As applicable for rail projects, the following measures should be considered: - Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. - Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	- Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. - Disclose the potential increase in energy costs for running the HVAC system to prospective residents. - Provide information to residents on where MERV filters can be purchased. - Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. - Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time. - Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. - Set criteria for assessing progress in installing and replacing the enhanced filtration units; and - Develop a process for evaluating the effectiveness of the enhanced filtration units. aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: • Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. • Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. • Nonroad diesel engines on site shall be Tier 2 or higher. • Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad	

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Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. • Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer. • Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less. • The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: o Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. o Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. o For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date. • The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impacts on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. • The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes:	

Table 4.1
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Topic	Measure	Applicability to the Project
	○ Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ○ Any problems with the equipment or emission controls. ○ Certified copies of fuel deliveries for the time period that identify: ▪ Source of supply ▪ Quantity of fuel ▪ Quantity of fuel, including sulfur content (percent by weight) cc) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency: • Install programmable thermostat timers • Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). • Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the *Energy Star and Other Climate Protection Partnerships* Annual Reports.) • Install higher efficacy public street and area lighting • Limit outdoor lighting requirements • Replace traffic lights with LED traffic lights • Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power • Utilize a combined heat and power system • Establish methane recovery in Landfills and Wastewater Treatment Plants. • Locate project near bike path/bike lane • Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block length, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers. • Provide traffic calming measures, such as: ○ Marked crosswalks ○ Count-down signal timers ○ Curb extensions ○ Speed tables ○ Raised crosswalks	

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Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	○ Raised intersections ○ Median islands ○ Tight corner radii ○ Roundabouts or mini-circles ○ On-street parking ○ Chicanes/chokers • Create urban non-motorized zones • Provide bike parking in non-residential and multi-unit residential projects • Dedicate land for bike trails • Limit parking supply through: ○ Elimination (or reduction) or minimum parking requirements ○ Creation of maximum parking requirements ○ Provision of shared parking • Require residential area parking permit. • Provide ride-sharing programs ○ Designate a certain percentage of parking spacing for ride sharing vehicles ○ Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles ○ Providing a web site or messaging board for coordinating rides ○ Permanent transportation management association membership and finding requirement.	
Biological Resources *Adverse Effect on Candidate, Sensitive, or Special Status Species / Adverse Effect on Riparian Habitat or Other Sensitive Natural Community / Adverse Effect on Wetlands / Interfere with the Movement of Species /*	Project-Level Mitigation Measure **PMM-BIO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act, Section 2081 of the California Endangered Species Act to	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site does not contain any critical habitat or support any species identified or designated 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. The Project Site is located in an urbanized area of the City. The Project Site is improved with commercial buildings and associated surface parking. Two street trees and all vegetation on-site (shrubbery, hedges, and one palm) would be removed and replaced in accordance with the City's tree replacement requirements. None of the trees is considered a "protected tree or shrub," as

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Conflict with Local Policies or Ordinances Protecting Biological Resources / Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: o Impact minimization strategies o Contribution of in-lieu fees for in-kind conservation and mitigation efforts o Use of in-kind mitigation bank credits o Funding of research and recovery efforts o Habitat restoration o Establishment of conservation easements o Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or non-native habitat wherever feasible, so as to avoid or minimize impacts to these species. e) Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction. k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.	defined by the City. However, these trees could potentially provide nesting sites for migratory birds. Thus, the Proposed Project would be required to comply with the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15th to August 15th) to ensure that significant impacts to migratory birds would not occur. Compliance with these existing regulations would ensure impacts related to nesting birds would be less than significant.. Also, see discussion in Section 6.IV, Biological Resources.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. n) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings. o) Project sponsors shall consider the impacts of nitrogen deposition on sensitive species.	
Biological Resources *Adverse Effect on Riparian Habitat or Other Sensitive Natural Community / Adverse Effect on Wetlands / Interfere with the Movement of Species / Conflict with Local Policies or Ordinances Protecting Biological Resources / Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **PMM-BIO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site does not contain any critical habitat or support any species identified or designated 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. The Project Site is located in an urbanized area of the City. The Project Site is improved with commercial buildings and associated paved surface parking. Also, see discussion in Section 6.IV, Biological Resources.

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Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native	

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Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
Biological Resources *Adverse Effect on Wetlands / Interfere with the Movement of Species / Conflict with Local Policies or Ordinances Protecting Biological Resources / Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure See **PMM-BIO-1** and **PMM-BIO-2**. **PMM-BIO-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Section 404 and 401 of the CWA, wherever practicable and feasible. b) Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible,	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site is not located on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Also, see discussion in Section 6.IV, Biological Resources.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: o Permitee-responsible mitigation o Contribution of in-kind-in-lieu fees o Use of in-kind mitigation bank credits o Where avoidance is determined to be infeasible and d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities: o Avoidance o Impact Minimization o On-site alternatives o Off-site alternatives e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	determine whether aquatic resources will be affected and, if necessary, perform a formal wetland delineation.	
Biological Resources *Interfere with the Movement of Species / Conflict with Local Policies or Ordinances Protecting Biological Resources / Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure See **PMM-BIO-1** through **PMM-BIO-3**. **PMM-BIO-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1 or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site is not located within or adjacent to migratory fish, wildlife species, or established native resident and/or migratory wildlife corridors, and native wildlife nursery sites. The Project Site is improved with commercial buildings and associated paved surface parking and is located in an urbanized area of the City. Also, see discussion in Section 6.IV, Biological Resources.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor. j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation. n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in **PMM-BIO-1(b)** where applicable: o Wildlife movement buffer zones o Corridor realignment o Appropriately spaced breaks in center barriers o Stream rerouting o Culverts	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	○ Creation of artificial movement corridors such as freeway under- or overpasses ○ Other comparable measures p) Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants. r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats. s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to: - Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. - Design exterior lighting to confine illumination to the project site - Provide structural and/or vegetative screening from light-sensitive uses. - Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. - Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to: - Install temporary noise barriers during construction. - Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. - Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. - Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools in unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. - Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned. - Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, whenever feasible) for project construction. - Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. u) Require large buffers between sensitive uses and freeways. v) Create corridor redundancy to help retain functional connectivity and resilience.	
<u>Biological Resources</u> *Conflict with Local Policies or Ordinances Protecting Biological*	<u>Project-Level Mitigation Measure</u> See **PMM-BIO-1** through **PMM-BIO-4**. **PMM-BIO-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site is completely paved and developed, and no

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Resources / Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.	significant vegetation exists, including protected trees. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site. Per the Tree Report prepared by Arborgate on February 2, 2023, there are two (2) trees in the right-of-way adjacent to the Project Site, both of which are located on West 4th Street. Neither of these trees are protected by the City's Protected Tree and Shrub Ordinance. As such, none of the Mitigation Measures that pertain to local policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree and Shrub Ordinance, are applicable. Also, see discussion in Section 6.IV, Biological Resources.

	e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	a tree removal permit. The consideration of conservation measures may include: o Avoidance strategies o Contribution of in-lieu fees o Planting of replacement trees o Re-landscaping areas with native vegetation post-construction o Other comparable measures developed in consultation with local agency and certified arborist.	
Biological Resources *Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure See **PMM-BIO-1** through **PMM-BIO-5**. **PMM-BIO-6:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in **PMM-BIO-2**, where applicable.	**This Mitigation Measure is not applicable to the Proposed Project**. The Project Site is not subject to any provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Furthermore, no locally designated natural communities are known to occur on or adjacent to the Project Site. Therefore , none of the PMMs that pertain to Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the Proposed Project.
Cultural Resources *Substantial Adverse Change in Significance of*	Project-Level Mitigation Measure **PMM-CULT-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human	**This Mitigation Measure is not applicable to the Proposed Project as the lead agency has recommended a Project-specific mitigation measure that is consistent with and equally effective as**

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Historical Resource / Substantial Adverse Change in the Significance of Archaeological Resource	remains. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: o Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. o Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to	**PPM-CULT-1 in reducing substantial adverse effects related to human remains to less than significant levels.** The Proposed Project does not involve and will not result in a significant impact on any historic resources. According to the Phase I Historic Resources Evaluation Report (HRER) prepared by GPA (see Appendix C.1 of this SCEA), the buildings on the Project Site do not meet the criteria thresholds required for eligibility in the National Register of Historic Places, the California Register of Historic Resources, nor local historical significance as a Los Angeles Historic Cultural Monument. Neither is the Project Site identified as a potential historic resource in SurveyLA documents, which is the City's recently completed historic resource survey. As there are no historical resources on the Project Site, no historic resources would be demolished, destroyed, altered, or relocated as a result of the Proposed Project Indirect impacts to off-site historic resources were evaluated by GPA in a Supplemental Memorandum to the HRER (see Appendix C.2). Based on GPA's evaluation the Proposed Project would not materially alter the characteristics of the San Vicente Boulevard Median, 6727 Drexel Avenue, or the 4th Street-Colgate Avenue Residential Historic District, that convey their significance and justify their eligibility for listing in the national, state, and/or local registers. As such, indirect impacts to off-site historical resources would be less-than-significant and no mitigation would be required. With regard to archaeological resources, the City has determined that this mitigation measure does not need to be incorporated into the Proposed Project, because the Project would be required to comply with similar measures that are equal to or more effective than **PMM CULT-1**. It is not anticipated that the Project Site contains significant archaeological resources. The Project Site has been previously developed

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified. g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the records indicate that no previous survey has been conducted, the qualified professional or Information Center will make a	and graded, and the Project Site and immediate surrounding areas do not contain any known archaeological resources. This is supported by the response letter from the South Central Coastal Information Center (SCCIC) (see Appendix C.3 to this SCEA) and a Tribal Cultural Report by SWCA (see Appendix J), both of which concluded from a California Historical Resources Information System (CHRIS) records search and through a Native American Heritage Commission Sacred Lands File review that there is no substantial evidence to support a conclusion that the Proposed Project would have a significant impact on archaeological resources or tribal cultural resources, respectively. However, if an unexpected discovery should occur, compliance with the City's standard condition of approval, added below as Project Mitigation Measure, for Inadvertent Discovery of Archaeological Resources, listed below is equal to or more effective than the SCAG RTP/SCS Program EIR MM-CULT-1 in avoiding potential impacts to inadvertent finds of historic or archeological cultural resources: **CULT-1: Inadvertent Discovery of Archaeological Resources** • If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt (activities may continue on the remainder of the site) and: o The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating

Table 4.1
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Topic	Measure	Applicability to the Project
	recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe. j) If a record search or archaeological assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, retain an archaeological monitor to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS k) Conduct construction activities and excavation to	the impact; o The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and o The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report. • Project development activities in the vicinity of the discovery sit may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology McCarthy Hall 477 CSU Fullerton 800 North State College Boulevard Fullerton, CA 92834 • Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit. Also, see discussion regarding Tribal Cultural Resources in Section 6.XVIII.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant. If the archaeologist determines that the discovery is significant, it should be curated with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.	
Cultural Resources *Disturb Human Remains, Those Interred Outside Cemeteries*	Project-Level Mitigation Measure **PMM-CULT-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin: o Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of	**This Mitigation Measure is not applicable to the Proposed Project.** The City has determined that this mitigation measure does not need to be incorporated into the Proposed Project, because the Project would be required to comply with existing regulatory requirements that are equal to or more effective than **PMM CULT-2**. The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. No known human remains exist at the Project Site. In the event that unknown human remains were encountered at the site, the Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, which provides that in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	archaeologists to properly excavate the human remains. o If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.	provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).
Energy	The 2020-2045 RTP/SCS PEIR concluded that impacts to energy resources would be less than significant without mitigation.	No planning level mitigation measures were identified in the energy resources analysis of the 2020-2045 RTP/SCS PEIR.
Geology and Soils *Result in Substantial Soil Erosion or Loss of Topsoil*	Project-Level Mitigation Measure **PMM-GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the Leady Agency: a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit)	**This Mitigation Measure is not applicable to the Proposed Project** This is supported by the Geotechnical Investigation Report prepared by Langan Engineering and Environmental Services, Inc., (see Appendix E.1 of this SCEA), which concluded that neither soil nor geologic conditions were encountered during the investigation that would preclude the construction of the Proposed Project, provided the recommendations presented in the Geotechnical Investigation Report would be followed and implemented during design and construction. The Proposed Project would comply with the recommendations of the Geotechnical Investigation Report. Additionally, the Proposed Project would be required to comply with current engineering standards and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, as it may be

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	subsequently amended or modified (see Section 6.VII, Geology and Soils, of this SCEA). Further, the Proposed Project is subject to regulatory compliance measures, which are capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. The Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to any ground-disturbing activities and would be implemented during Proposed Project construction. The SWPPP would include best management practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Proposed Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, as well as inspections to ensure that sedimentation and erosion is minimized. Through

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
		compliance with these existing regulations, the Proposed Project would not result in any significant impacts related to soil erosion during ground-disturbing activities. Additionally, during the Proposed Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, with compliance with applicable regulatory requirements, development of the Proposed Project would not cause or exacerbate soil erosion or loss of topsoil. Thus, application of this mitigation measure to the Proposed Project is not required.,
Geology and Soils *Directly or Indirectly Destroy Unique Paleontological Resource or Site or Unique Geologic Feature*	Project-Level Mitigation Measure **PMM-GEO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and	**This Mitigation Measure is not applicable to the Proposed Project as the lead agency has recommended a Project-specific mitigation measure that is consistent with and equally effective as PPM-GEO-2 in reducing substantial adverse effects related to paleontological resources to less than significant levels.** The City has determined that this mitigation measure does not need to be incorporated into the Proposed Project, because the Proposed Project would be required to comply with similar measures that are equal to or more effective than **PMM GEO-2.** It is not anticipated that the Project Site contains unique paleontological resources or sites and unique geologic features. The Project Site and immediate surrounding areas do not contain any unique geologic features or known vertebrate paleontological resources. This is supported by correspondence received from the Natural History Museum of Los Angeles County (see Appendix E.4 of this SCEA), which concluded in the Paleontological Records Search that no vertebrate fossil localities lie directly within the Project Site boundaries. However, there are fossil localities nearby from the same sedimentary deposits that occur in the vicinity of the Proposed Project area,

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: 1) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2) A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4) Identify where ground disturbance is proposed in a geologic unit having the	either at the surface or at depth. The Natural History Museum concluded that varying depths of excavation may contain significant vertebrate fossils. The Proposed Project proposes three subterranean levels. If unexpected discovery should occur during excavation, the Project Applicant would be required to comply with Mitigation Measure GEO-1 listed below to ensure that Proposed Project impacts would be less than significant. Thus, incorporation of PMM GEO-2 is not required. **GEO-1** If paleontological resources are encountered, the Applicant would be required to notify the Building Safety Division immediately, and all work within 50 feet of the potential discovery shall stop until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. (Work may continue outside the 50-foot buffer area.) The paleontologist shall determine the location, the time frame and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. e) Avoid routes and project designs that would permanently alter unique geological features. f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.	
Greenhouse Gases *Directly or Indirectly Generate GHG Emissions that May Have Significant Impact on Environment / Conflict with Applicable Plan, Policy, Regulation*	Project-Level Mitigation Measure **PMM-GHG-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs,	**This Mitigation Measure is not applicable to the Proposed Project**. As discussed in detail in Section 6 (Sustainable Communities Environmental Impact Analysis), the Proposed Project's generation of GHG emissions would not be considered cumulatively considerable, as the Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. Thus, incorporation of this mitigation measure into the Proposed Project is not required. Moreover, pursuant to California PRC Section 21159.28(a), a Sustainable Communities Environmental Assessment prepared for a residential or mixed use development that is consistent with the RTP/SCS, such as the Proposed Project, need not analyze or discuss project specific or cumulative greenhouse gas emission

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	trees for shade, and sunlight. iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Prohibit gas-powered landscape maintenance equipment. ix. Install electric vehicle charging stations. x. Reduce wood burning stoves or fireplaces. xi. Provide bike lanes accessibility and parking at residential developments b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG-emitting construction materials; v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy' viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible;	impacts from mobile source emissions generated by cars and light duty trucks. Further, the Proposed Project would comply with applicable regulations that will have the same or similar intent as PMM-GHG-1, including, but not limited to, Title 24 2019, which required measures to increase energy efficiency; Section 4.408.1 of Title 24 Part 11, California Green Building Standards Code (CALGreen), which requires recycling of 65% of construction and demolition waste; AB 939, which requires diversion of at least 50 percent of solid waste to landfills; the 2019 L.A. Green Building Code, which among other things requires fixtures to reduce potable water consumption and therefore wastewater generation within the development by at least 20 percent (codified in LAMC Section 99.04.303); City Ordinance No. 186,485, which requires electric vehicle ready and electric vehicle charging infrastructure for new multi-family dwellings constructed on a building site (codified in LAMC Section 99.04.106.4.2); and Section 110.10(b) of the California Energy Code (Part 6 of Title 24) that requires 15 percent of the roof area to be solar ready.

Table 4.1
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Topic	Measure	Applicability to the Project
	x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above. e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply through: o Elimination (or reduction) of minimum parking requirements o Creation of maximum parking requirements o Provision of shared parking. xii. Unbundle parking costs; xiii. Provide parking cash-out programs; xiv. Implement or provide access to commute reduction program; f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase the use of modes other than single-occupancy vehicles; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: i. Developing on infill and brownfield sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling, composting, and reuse. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. m) Encourage telecommuting and alternative work schedules, such as: i. Staggered starting times ii. Flexible schedules iii. Compressed work weeks n) Implement commute trip reduction marketing, such as: i. New employee orientation of trip reduction and alternative mode options ii. Event promotions iii. publications o) Implement preferential parking permit program p) Implement school pool and bus programs q) Price workplace parking, such as: i. Explicitly charging for parking for its employees; ii. Implementing above market rate pricing; iii. Validating parking only for invited guests; iv. Not providing employee parking and transportation allowances; and v. Educating employers about available alternatives.	
Hazards and Hazardous Materials *Significant Hazard due to Routine Transport, Use, or Disposal of Hazardous Materials*	Project-Level Mitigation Measure **PMM-HAZ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel	**This Mitigation Measure is not applicable to the Proposed Project**. This mitigation measure is not incorporated because the City determined, based on the analysis of this topic in Section 6.IX of this SCEA, that the Proposed Project would not result in a potentially significant impact related to the routine transport, use, or disposal of hazardous materials.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	demonstrating use of roadways designated for the transport of such materials. b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate. c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following: ○ The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. ○ The location of such hazardous materials. ○ An emergency response plan including employee training information. ○ A plan that describes the way these materials are handled, transported and disposed. d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. e) Avoid overtopping construction equipment fuel gas tanks. f) Properly contain and remove grease and oils during routine maintenance of construction equipment. g) Properly dispose of discarded containers of fuels and other chemicals. h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible. i) Identify and implement more stringent tank car	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	safety standards. j) Improve rail transportation route analysis, and modification of routes based on that analysis. k) Use best available inspection equipment and protocols and implement positive train control. l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size. m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.	
Hazards and Hazardous Materials *Accidental release of hazardous materials*	Project-Level Mitigation Measure **PMM-HAZ-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following: a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;	**This Mitigation Measure is not applicable to the Proposed Project.** The City has determined that this mitigation measure does not need to be incorporated into the Proposed Project, because the Project would be required to comply with similar regulations that are equal to or more effective than **PMM-HAZ-2**. Two Phase I and Limited Phase II ESAs were conducted at the subject site to determine the presence or likelihood of hazardous substances (see Appendix F of this SCEA). The 400 South San Vicente Phase I and Limited Phase II ESA concluded that the documented historic release of VOCs to the subsurface soil, soil gas, and groundwater beneath the subject site was a vapor intrusion concern. As such, the Los Angeles

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs.15.5) along the mainline rail routes used by trains carrying hazardous materials.	County Fire Department will require additional assessment of the vapor intrusion risk prior to the development of the subject site, require the preparation of a SMP, and require a filing of an Environmental Notice on the property. The Proposed Project shall comply with these regulatory compliance measures. Specifically, consistent with California Code of Regulations (CCR) Title 22 Sections 66261.1–66261.7, Title 24 Part 9 (state regulations), and 40 CFR 260, et seq. (federal regulations), the Proposed Project shall prepare a SMP that shall provide guidance to contractors for appropriate handling, screening, and management of potentially impacted or impacted soils from historical operations that may be encountered at the Project Site during grading and excavation activities. These procedures shall include training for construction personnel on the appropriate procedures for identification of suspected impacted soils with TPH concentrations that exceed the RWQCB soil screening level for protection of groundwater and the USEPA residential screening level for residential development; requirements for testing and collection of potentially contaminated soils; segregation of potentially impacted soils; and applicable soil handling and disposal procedures. The SMP shall also contain procedures to be followed in the event that any undocumented subsurface features of potential environmental concern (e.g., USTs, abandoned oil wells, sumps, hydraulic lifts, clarifiers, buried drums) are encountered during the excavation, dragging, and/or other earthmoving activities. These procedures shall include safety training, testing, protocols, decontamination, and decommission. The SMP shall also include procedures for handling and transportation of soils with respect to nearby sensitive receptors, such as nearby residential uses, religious uses, and schools. In accordance with SCAQMD Rule 1166 requirements, impacted soil

		removed from the Project Site shall comply with the following: • Be transported to an approved treatment/disposal facility. • When loading into trucks is completed and during transportation, no excavated material shall extend above the sides or rear of the truck or trailer. • Prior to covering/tarping, loaded impacted soil shall be wetted by spraying with dust inhibitors. • The trucks or trailers shall be completely covered/tarped prior to leaving the Project Site to prevent particulate emissions to the atmosphere. • The exterior of the trucks (including the tires) shall be cleaned off prior to the trucks leaving the excavation location. Implementation of SMP would ensure that any potentially impacted soils encountered during grading and excavation would be removed and handled with proper care according applicable regulatory requirements and ensure that environmental impacts related to the release of hazardous materials would be less than significant. The 432 South San Vicente Phase I and Limited Phase II ESA also concluded that the presence of PCE in soil gas and groundwater beneath the subject site at concentrations exceeding unrestricted land use (residential) limits and MCLs, respectively, is considered a REC and vapor encroachment concern, the likely cause of which was the documented release originating from the former dry cleaners adjacent to the north of the subject site (included in the 400 Phase I and Limited Phase II ESA). It is further concluded that observations should be made during future subject site development for areas of possible contamination, and that should such contaminated materials be encountered, further investigation and analysis may be necessary at that time. Implementation of the SMP and compliance with SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, would ensure that any potentially impacted soils encountered during grading and excavation would be

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
		removed and handled with proper care according to regulatory requirements and ensure than environmental impacts related to the release of hazardous materials would be less than significant. As the Proposed Project is located in a methane hazard zone, the Proposed Project shall include a methane mitigation system as required by Table 71 in Section 2, Division 71 of Article 1, Chapter IX of the Los Angeles Municipal Code based on the Site Design Level III, corresponding to the applicable subject properties as shown in the Phase I and Limited Phase II ESAs and the Methane Survey Report, in compliance with the City of Los Angeles Ordinance No. 175,790. Implementation of the methane mitigation plan would ensure compliance with LAMC requirements and ensure impacts related to methane release would be less than significant. The types of hazardous materials that would be used during construction of the Proposed Project would be typical of those hazardous materials necessary for construction of a residential development (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). Although construction of the Proposed Project would require the temporary transport, use, and disposal of hazardous waste, construction activities associated with Proposed Project would be required to comply with all applicable federal, state, and local regulations governing such activities. The Proposed Project's residential and commercial retail/restaurant uses would use common types of cleaning products, paint, petroleum products, etc. and would not require the routine transport, use, or disposal of hazardous materials that would pose a significant hazard to the public or environment. Thus, application of this mitigation measure to the Proposed Project is not required.
Hazards and Hazardous Materials	Project-Level Mitigation Measure **PMM-HAZ-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA	**This Mitigation Measure is not applicable to the Proposed Project**. This mitigation

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Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Release of hazardous materials near schools	Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. B) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.	measure is not incorporated, because the City determined, based on the analysis of this topic in Section 6.IX of this SCEA, that the Proposed Project would not result in a potentially significant impact related to release of hazardous materials near schools.
Hazards and Hazardous Materials *Located on a Hazardous Materials Site Section 65962.5*	Project-Level Mitigation Measure **PMM-HAZ-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines,* a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5. Thus, the Proposed Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, application of this mitigation measure is not required.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or	

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	disposal, in accordance with applicable local, state and federal laws and policies. j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations. n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or	

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Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
Hazards and Hazardous Materials *Impair Implementation of, Physically Interfere with, Adopted Emergency Response or Emergency Evacuation Plan*	Project-Level Mitigation Measures See **PMM-HAZ-1** through **PMM-HAZ-4** and **PMM-TRA-5**. **PMM-HAZ-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	**This Mitigation Measure is not applicable to the Proposed Project**. The Project Site is not located along a designated disaster route or an adopted emergency response or evacuation plan by the City or the County. Therefore, none of the PMMs that pertain to emergency response plans or evacuation plans are applicable to the Proposed Project.
Hydrology and Water Quality *Violate Water Quality Standards or Waste Discharge Requirements / Alteration of Site*	Project-Level Mitigation Measure **PMM-HYD-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or	**This Mitigation Measure is not applicable to the Proposed Project.** The City has determined that this mitigation measure does not need to be incorporated into the Proposed Project, because the Proposed Project would be required to comply with

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Drainage Pattern That Would Increase Erosion or Siltation / Alteration of Site Drainage That Would Increase Flooding / Runoff Exceeding Stormwater Drainage System Capacity	groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips,	similar regulations that are equal to or more effective than **PMM-HYD-1**. The Proposed Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City. The Proposed Project would comply with Los Angeles Municipal Code (LAMC) Chapter IX, Division 70, which addresses erosion control during grading, excavations, and fills. Proposed Project construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit erosion. The Proposed Project would also be designed to comply with the City's Low Impact Development (LID) Ordinance. Prior to the issuance of grading permits, the Applicant would submit a LID Plan to the City's Bureau of Sanitation (LASAN) Watershed Protection Division for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The Proposed Project would also be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements and minimize soil erosion and sedimentation from entering the storm drains during the construction period. During operation, the Proposed Project would be required to comply with the City's LID Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires replace or creates more than 500 square feet of impervious area.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	LID Plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Proposed Project would be required to capture and treat the runoff volume produced by the 85th percentile storm event in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan and Stormwater and Urban Runoff Pollution Control Ordinance, including the implementation of BMPs, would ensure that operation of the Proposed Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality. Consistent with the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 181,899 and No. 183,833), the Proposed Project would be required to adhere to City discharge requirements and would implement BMPs meant to reduce stormwater pollution during demolition, grading, and construction activities.
Hydrology and Water Quality *Substantially Decrease Groundwater Supply or Interfere with Groundwater Recharge / Alteration of Site Drainage That Would Increase Flooding / Runoff Exceeding Stormwater Drainage System Capacity / Conflict with Water Quality Control Plan, Sustainable Groundwater*	Project-Level Mitigation Measure **PMM-HYD-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoid designs that require continual dewatering when feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. a) Maximize, where practical and feasible, permeable surface area in existing urbanized	**This Mitigation Measure is not applicable to the Proposed Project.** In its existing condition, the Project Site is almost completely developed with impervious surfaces, including buildings and paved areas. While some of the stormwater that encounters the site is absorbed by on-site vegetation, the majority of the stormwater is directed to the City's local storm drainage system. The Project Site is not a source of groundwater recharge. Post-construction, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to stormwater drainage infrastructure. Potable water would be provided to the Proposed Project from the Los Angeles Department of Water and Power's (LADWP) existing water supply sources. Thus, the Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Management Plan	areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	such that the Proposed Project may impede sustainable groundwater management of the basin. Therefore, no Proposed Project impacts related to groundwater recharge would occur. In addition, Proposed Project would comply with all applicable regulatory requirements to reduce impacts on water quality and groundwater, including but not limited to those listed in this SCEA in Section 6.X Hydrology and Water Quality, *Violate Water Quality Standards or Waste Discharge Requirements / Alteration of Site Drainage Pattern That Would Increase Erosion or Siltation / Alteration of Site Drainage That Would Increase Flooding / Runoff Exceeding Stormwater Drainage System Capacity* above.
Hydrology and Water Quality *In Flood Hazard, Tsunami, or Seiche Zone, Risk of Pollutant Release Due to Inundation*	Project-Level Mitigation Measure **PMM-HYD-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines,* a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	**This Mitigation Measure is not applicable to the Proposed Project**. The Project Site is not located within a designated flood zone, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map. See Section 6.X Hydrology and Water Quality of this SCEA.
Land Use *Potential to Physically Divide Established Community*	Project-Level Mitigation Measure **PMM-LU-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	**This Mitigation Measure is not applicable to the Proposed Project.** The Proposed Project would not physically divide a community as the Proposed Project does not propose a new right-of-way alignment or street vacation. The Proposed Project would replace existing commercial buildings and associated surface parking and would

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	a) Facilitate good design for land use projects that build upon and improve existing circulation patterns. b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: o Selecting alignments within or adjacent to existing public rights of way. o Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. o Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: o Alignment shifts to minimize the area affected. o Reduction of the proposed right-of-way take to minimize the overall area of impact. o Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	be consistent with all required street dedications and improvements, as discussed in Section 6.XVII, Transportation, of this SCEA. For any temporary impacts related to construction, the Proposed Project would incorporate PDF-TRANS-1 Worksite Traffic Control Requirements, which is consistent with the RTP/SCS PEIR mitigation measures as they avoid or reduce the significant effects related to the physical division of an established community during construction: **PDF-TRANS-1 Worksite Traffic Control Requirements.** The Applicant shall prepare and submit a construction work site traffic control plan to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-wedo/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan shall identify the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related truck traffic shall be restricted to off-peak hours to the extent feasible.
Land Use *Conflict with Applicable Land Use Plan, Policy, or Regulation*	Project-Level Mitigation Measure **PMM-LU-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an	**This Mitigation Measure is not applicable to the Proposed Project.** The Proposed Project would not physically divide a community. In addition, the Proposed Project is consistent with the General Plan and underlying zone designation and does not require a General Plan amendment or zone change.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.	
Mineral Resources *Loss of Availability of a Known Mineral Resource / Loss of Mineral Resource Recovery Site Delineated on Local General Plan, Specific Plan, Other Land Use Plan*	Project-Level Mitigation Measure **PMM-MIN-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site is not located within a Mineral Resources Zone 2 (MRZ-2). The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. The Project Site is currently developed with commercial buildings and associated surface parking. Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource. Also, see Section 6.XII Mineral Resources in this SCEA.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
Noise *Substantial Temporary or Permanent Increase in Ambient Noise Levels In Excess of Standards Established in Local General Plan or Noise Ordinance / Generation of Excessive Groundborne Vibration or Groundborne Noise Levels / For Project Located in Vicinity of Private Airstrip, Airport Land Use Plan, or Within Two Miles of Public Airport, Expose People to Excessive Noise Levels*	Project-Level Mitigation Measure **PMM-NOISE-1(b):** Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment are properly maintained per manufacturers' specifications and	**This Mitigation Measure is not applicable to the Proposed Project as the lead agency has recommended Project-specific mitigation measures that are consistent with and equally effective as PPM-NOISE-1(b) in avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies to less than significant levels.** The City has determined that this mitigation measure does not need to be incorporated into the Proposed Project, because the Proposed Project would be required to comply with similar measures that are equal to or more effective than **PMM-NOISE-1(b).** As set forth in Section 6.XIII Noise of this SCEA, the project-specific mitigation measures below, which incorporate key elements of **PMM-NOISE-1(b).** In addition, the Proposed Project will comply with the City of Los Angeles Building Regulations Ordinance No. 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. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. The Proposed Project would also schedule construction activities consistent with the allowable hours pursuant to LAMC Section 41.40.:

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Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	fitted with the best available noise suppression devices (e.g., mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields of shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt of "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;	**Increased Noise Levels (Demolition, Grading, and Construction Activities)** **MM-N-1** Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. **MM-N-2** The Proposed Project contractor shall use power construction equipment with noise shielding and muffling devices. **MM-N-3** The Proposed Project contractor shall erect a minimum 8-foot high temporary noise-attenuating sound barrier along the northern and eastern perimeter of the Project Site during construction. The sound barrier shall be designed to provide a minimum sound attenuation of -15 dBA. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10-20 dBA noise reduction or more if the barrier is doubled up.

	n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. q) Use of portable barriers in the vicinity of sensitive receptors during construction. r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. s) Monitor the effectiveness of noise reduction measures by taking noise measurements. t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound-reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible. y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.	
Noise	Project-Level Mitigation Measure	

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Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Generation of Excessive Groundborne Vibration or Groundborne Noise Levels	See **PMM-NOISE-1**. **PMM-NOISE-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines,* a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating noise/vibration standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.	**This Mitigation Measure is not applicable to the Proposed Project as the lead agency has recommended a Project-specific mitigation measure that is consistent with and equally effective as PPM-NOISE-2 in reducing substantial adverse effects related to violating noise/vibration standards to less than significant levels.** As discussed in Section 6.XIII Noise, using the FTA's Transit Noise and Vibration Impact Assessment criteria, operation of heavy duty construction equipment operating within 3 feet of the property line would have the potential to exceed structural groundborne vibration thresholds at the adjacent medical office building. LAMC Section 91.3307.1 requires adjacent properties to protected from damage during construction and demolition activities. As such, mitigation measure N-4 (below) is recommended to ensure proper procedures are followed to protect the structural integrity of adjacent structures during construction. As such, construction vibration impacts would be mitigated to less than significant levels after mitigation. **MM-N-4** Temporary Groundborne Vibration Impacts. All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent building, and provide a plan to protect it from potential damage. The performance standards of the structure monitoring plan shall include the following: a) Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the building. A registered structural engineer shall develop

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
		recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage. b) The monitoring program shall survey for vertical and horizontal movement, as well as monitor vibration levels during construction. If the thresholds are met, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage. c) The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction.
Population and Housing *Displacement of People or Housing, Requiring Replacement Housing Elsewhere*	Project-Level Implementation Measures **PMM-POP-1**. In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way	**This Mitigation Measure is not applicable to the Proposed Project.** The Proposed Project would consist of the development of new multi-family housing and ground floor commercial retail/restaurant uses on a site that is currently occupied by commercial buildings and associated surface parking. No displacement of existing housing would occur with the development of the Proposed Project, and therefore, none of the suggested measures are applicable.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	
Public Services – Fire *Adverse Impacts Associated with New or Physically Altered Fire Protection Facilities Construction of Which Could Cause Significant Environmental Impacts*	Project-Level Mitigation Measure **PMM-PSP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. • Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.	**This Mitigation Measure is not applicable to the Proposed Project.** As discussed in Section 6.XV Public Services, existing facilities are capable of providing acceptable response times for fire protection and emergency response services. The Project Site and surrounding area are served by the Los Angeles Fire Department (LAFD). Specifically, the LAFD considers fire protection services for a project adequate if a project is within the maximum response distance (1.5 miles for an engine company and 2 miles for a truck company). The Project Site is served by LAFD Station No. 61, approximately 1.6 miles southwest (driving distance) of the Project Site. Therefore, fire protection response with existing facilities is therefore considered adequate. In addition, the Proposed Project would comply with applicable fire protection design standards in the California Building Code, California Fire Code, LAMC, and the Los Angeles Fire Department (LAFD) to ensure adequate fire protection. Further, the City requires that plans for building construction, fire flow requirements, fire protection devices (e.g. sprinklers and alarms), fire hydrants and spacing, and fire access (including ingress/egress), turning radii, driveway width, and grading would be prepared for review and approval by the LAFD. Therefore, the Proposed Project's impacts with respect to fire protection would be less than significant.
Public Services – Police	Project-Level Mitigation Measure **PMM-PSP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State	**This Mitigation Measure is not applicable to the Proposed Project.** As set forth in

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Adverse Impacts Associated with New or Physically Altered Police Facilities, Construction of Which Could Cause Significant Environmental Impacts	CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. • Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.	Section 6.XV Public Services, existing facilities are capable of providing acceptable response times for police protection. The Project Site is currently served by the City of Los Angeles Police Department's (LAPD) West Bureau, which oversees LAPD operations in the Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire Community areas. The Wilshire Community Police Station, located at 4861 Venice Boulevard, approximately 2.5 miles southeast (3.8 miles driving distance) from the Project Site. Additionally, the Proposed Project would implement the following project design features, which are consistent with the RTP/SCS PEIR Mitigation Measure as they avoid or reduce the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions: **PDF-PS-1 Public Services (Police – Demolition / Construction Sites).** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances and a security guard patrol throughout the Project Site, if needed. **PDF-PS-2 Public Services (Police – Operation).** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to: surveillance cameras, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
		security guard patrol throughout the project site if needed. Additionally, the Applicant will prepare a construction work site traffic control plan to address construction-related traffic impacts as required through PDF-TRANS-1, below: **PDF-TRANS-1 Worksite Traffic Control Requirements.** The Applicant shall prepare and submit a construction work site traffic control plan to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-wedo/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan shall identify the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related truck traffic shall be restricted to off-peak hours to the extent feasible.
Public Services – Schools *Adverse Impacts Associated with New or Physically Altered Educational Facilities, Construction of Which Could Cause Significant Environmental Impacts*	Project-Level Mitigation Measure **PMM-PSS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	**This Mitigation Measure is not applicable to the Proposed Project.** The Proposed Project will pay statutorily-required schools fees to the Los Angeles Unified School District, which is deemed to reduce the Proposed Project's impacts with respect to schools to less than significant.
Public Services – Library *Adverse Impacts Associated With New Or Physically Altered Library Facilities,*	Project-Level Mitigation Measure **PMM-PSL-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures	**This Mitigation Measure is not applicable to the Proposed Project.** As discussed in Section 6.XV Public Services, the library branches serving the Project Site would be able to meet the Proposed Project's demand for library services, and there are

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
Construction of Which Could Cause Significant Environmental Impacts	may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.	no current plans to build new libraries that would serve the Project Site area.
Parks and Recreation *Increased Use of Existing Parks Such That Substantial Physical Deterioration of Recreational Facilities Would Occur / Adverse Impacts Associated With New Or Physically Altered Park Facilities, Construction of Which Could Cause Significant Environmental Impacts / Include Recreational Facilities, Require Construction or Expansion Which Might Have Adverse Effect*	Project-Level Mitigation Measure **PMM-REC-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: i. Increasing the accessibility to natural areas for outdoor recreation. ii. Utilizing "green" development techniques iii. Promoting water-efficient land use and development. iv. Encouraging multiple uses, such as the joint use of schools. v. Including trail systems and trail segments in General Plan recreation standards	**This Mitigation Measure is not applicable to the Proposed Project.** As set forth in Section 6.VXI Recreation, the Proposed Project's impacts on parks and recreation will be less than significant with payment of Parks fees under LAMC Section 12.33 and providing 6,200 square feet of open space. The Proposed Project's recreational amenities would include a second floor west terrace, two east terraces, and an eighth floor west terrace and pool deck, along with private open space on-site.
Transportation, Traffic, and Safety *Conflict Or Be Inconsistent With CEQA Guidelines*	Project-Level Mitigation Measure **PMM-TRA-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts. Such measures may include the following or	**This Mitigation Measure is not applicable to the Proposed Project.** As set forth in Section 6.XVII Transportation, the Proposed Project would not conflict with any applicable a program, plan, ordinance, or policy addressing the circulation system. As

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Topic	Measure	Applicability to the Project
Section 15064.3(b).	other comparable measures identified by the Lead Agency: • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: o Include TDM mitigation requirements for new developments; o Incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; o Provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; o Implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; o Develop TDM-specific performance measures to evaluate project-specific and system-wide performance; o Incorporate TDM performance measures in the decision-making process for identifying transportation investments; o Implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and o Set aside funding for TDM initiatives. o The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may	the Proposed Project's per capita household VMT would be below the applicable threshold, the Proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) and impacts would be less than significant. Additionally, the Proposed Project would implement the following Project Design Feature: **PDF-TRANS-1 Worksite Traffic Control Requirements.** The Applicant shall prepare and submit a construction work site traffic control plan to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-wedo/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan shall identify the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related truck traffic shall be restricted to off-peak hours to the extent feasible.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.	
Transportation, Traffic, and Safety *Result in Inadequate Emergency Access/ Impair or Interfere with Emergency Response or Evacuation Plan*	Project-Level Mitigation Measure **PMM-TRA-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: o Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. o Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. o Scheduling of truck trips outside of peak morning and evening commute hours. o Limiting of lane closures during peak hours to the extent possible. o Usage of haul routes minimizing truck traffic on local roadways to the extent possible. o Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. o Installation of traffic control devices as specified in the California Department of	**This Mitigation Measure is not applicable to the Proposed Project.** With implementation of Project Design Feature **PDF-TRANS-1** (see above), which is consistent with the **PMM-TRA-2,** the Proposed Project's impacts with respect to emergency access and emergency response plans would be less significant.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. o Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. o Storage of construction materials only in designated areas. o Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. o Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. o Enhance emergency preparedness awareness among public agencies and with the public at large.	
Tribal Cultural Resources *Cause Substantial Adverse Change in Significance of Tribal Cultural Resource*	Project-Level Mitigation Measure See **PMM-CULT-1**. **PMM-TCR-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria	**This Mitigation Measure does not apply to the Proposed Project.** The Proposed Project's impacts to tribal cultural resources would be less than significant with implementation measure and compliance with the regulations described in Section 6.V Cultural Resources *Substantial Adverse Change in Significance of Historical Resource / Substantial Adverse Change in the Significance of Archaeological Resource and* Cultural Resources *Disturb Human Remains, Those Interred Outside Cemeteries.*

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

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	b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.	
Utilities and Service Systems – Solid Waste *Generate Solid Waste in Excess of State or Local Standards, or in Excess of Local Infrastructure, Impair Solid Waste Reduction Goals / Comply with Federal, State, Local Management and Reduction Statutes and Regulations*	Project-Level Mitigation Measure **PMM-USSW-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse of existing structure and shell in renovation projects. e) Development of indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an	**This Mitigation Measure is not applicable to the Proposed Project.** The City has determined that this measure does not need to be incorporated into the Proposed Project, because the Project would be required to comply with similar regulations that are equal to or more effective than **PMM USSW-2**. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP (the 2019 Annual Report for Los Angeles County) states that no solid waste disposal capacity shortfall is anticipated within the next 15 years under current conditions.[1]

[1] *County of Los Angeles Department of Public Works, CoIWMP 2019 Annual Report, December 2019, page 37.*

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.	The CiSWMPP is a long-range policy plan adopted in 1993 to provide direction for the solid waste management. The objective of the CiSWMPP is to promote source reduction or recycling for a minimum of 50 percent of the City's waste by 2000, or as soon as possible thereafter, and 70 percent of the waste by 2020. The Plan's goal has also been surpassed by the City, which achieved a diversion rate of 76.4 percent in 2012.[2] The City also adopted the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) in 2006, which has the primary objective of achieving a zero waste goal through reducing, reusing, recycling, or converting the resources currently going to disposal. The Proposed Project would be required to reduce the total estimated waste output through established City recycling programs, and would also be subject to the City's Recycling Space Allocation Ordinance (Ordinance No. 171,687), which establishes requirements for the inclusion of recycling areas or rooms within development projects. In addition, in compliance with existing City standards and regulations, the Proposed Project would be required to recycle construction and demolition (C&D) waste to the maximum extent possible pursuant to Ordinance No. 181,519 (Citywide Construction and Demolition Waste Recycling Ordinance) that requires all mixed C&D waste generated within City limits to be taken to City-certified C&D waste processors. Compliance with these regulations would ensure that construction waste is recycled and disposed of properly. Overall, compliance with existing regulations would ensure that the Proposed Project's waste disposal needs are reduced and can be sufficiently met by local landfills,

[2] *LASAN, Recycling, 2021, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=auguwdldg_5&_afrLoop=10870014375826670#!., accessed March 2021.*

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
		thereby achieving consistency with this mitigation measure. Proposed Project construction waste would be hauled by permitted haulers and taken only to City-certified C&D processing facilities that are monitored for compliance with existing regulations. Project-generated C&D waste would represent a very small portion of the waste disposal capacity in the region. In addition, waste generated by the Proposed Project would be subject to State and local recycling and waste diversion strategies and policies including the City's Zero Waste Plan goal of achieving a 90 percent solid waste diversion rate by 2025. Thus, application of this mitigation measure to the Project is not required.
Utilities and Service Systems – Wastewater *Require Relocation, New Wastewater Treatment or Storm Drainage Facilities, Construction of Which Could Cause Significant Environmental Effect / Result in Determination By Wastewater Treatment Provider That it Has Adequate Capacity to Serve Project*	Project-Level Mitigation Measure See **PMM-HYD-1**. **PMM-USWW-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for	**This Mitigation Measure is not applicable to the Proposed Project.** The analysis of the Proposed Project's potential impacts related to wastewater treatment in Section 6.XIX Utilities concluded that the Proposed Project's estimated wastewater generation could be accommodated by the existing remaining daily treatment capacity of the Hyperion Treatment Plant. The Proposed 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. No significant impacts related to these issues have been identified, and no mitigation measures are required.

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	undertaking project-level review as necessary to provide CEQA clearance for new facilities.	
Utilities and Service Systems – Water Supply *Require Relocation, New or Expanded Water Facilities, Construction of Which Could Cause Significant Environmental Effects / Have Sufficient Water Supplies to Serve Project and Future Development*	Project-Level Mitigation Measure **PMM-USWS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non- potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.	**This Mitigation Measure is not applicable to the Proposed Project.** As set forth in Section 6.XIX Utilities, the Proposed Project would generate a net increase in water demand of approximately 13,613 gallons per day (gpd) of water (or approximately 19 acre-feet per year), which is significantly below available capacity of the Los Angeles Aqueduct Filtration Plant (LAAFP). Therefore, no new or expanded water treatment facilities would be required. The Proposed Project's population, housing, and employment growths are within SCAG's forecast. Accordingly, the Proposed Project's anticipated water demand has been accounted for and thus would not exceed the water demand estimates of the City's 2020 Urban Water Management Plan. Therefore, the Proposed Project would have a less-than-significant impact on water demand. In addition, high efficiency water closets, high efficiency urinals, water saving showerheads, and low flow faucets must be installed in new construction. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 184,248, Los Angeles Ordinance No. 184,692, the Los Angeles Plumbing Code, the California Green Building Standards Code (CALGreen) and the Los Angeles Green Building Code. With respect to landscaping, the Proposed Project would be required to comply with Los Angeles City Ordinance No. 170,978 and the City of Los Angeles Irrigation Guidelines, which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
		sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and use water less in the cooler months and during the rainy season).
Wildfire *Exacerbate Wildfire Risks, Expose Project Occupants to Pollutant Concentrations from Wildfire*	Project-Level Mitigation Measure **PMM-WF-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.	**This Mitigation Measure is not applicable to the Proposed Project,** as the Project Site is not located within State-designated Very High Fire Hazard Severity Zones. The Project Site, as it currently exists, is fully developed with commercial buildings and associated surface parking and is located in an urbanized area of the City (See section 6.XX Wildfire of this SCEA).

Table 4.1
Applicability of Project-Level Mitigation Measures (PMM) from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)

Topic	Measure	Applicability to the Project
	f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place. g) Include external sprinklers with an independent water source to reduce flammability of structures. h) Include local solar power paired with batteries to reduce power flow in electricity lines. i) For developments in high fire-prone areas, have a fire protection plan for residents and businesses. j) Provide fire hazard and fire safety education for homeowners in or near fire hazard areas. k) Developments in fire-prone areas should have fire-resistant feature, such as: − Ember-resistant vents − Fire-resistant roofs − Surrounding defensible space − Proper maintenance and upkeep of structures and surrounding area	
Wildfire *Require Installation or Maintenance of Associated Infrastructure that May Exacerbate Fire Risks, May Result in Temporary or Ongoing Impacts to Environment / Expose People, Structures to Downslope, Downstream Flooding, Landslides Resulting from Runoff, Post-Fire Slope Stability, or Drainage Changes*	Project-Level Mitigation Measure See **PMM-HAZ-4**. **PMM-WF-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to • Submit a fire protection plan including the designation of fire watch staff; • Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; • Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and • Designate trained fire watch staff during project construction to reduce risk of fire hazards.	**This Mitigation Measure is not applicable to the Proposed Project.** The Project Site is not located within State-designated Very High Fire Hazard Severity Zones. The Project Site, as it currently exists, is fully developed with commercial buildings and surface parking and is located in an urbanized area of the City.

Source: Southern California Association of Governments, Exhibit A: Mitigation Monitoring and Reporting Program for the Final Connect SoCal PEIR, adopted May 2020.
Parker Environmental Consultants.

Section 5. SCEA Initial Study Checklist

Project Title: 400 San Vicente Project

Environmental Case Number: ENV-2023-2059-SCEA

Related Cases: CPC-2023-2058-CU-DB-MCUP-CUW-SPR-VHCA

Project Location: 400, 406, 410, 414, 418, 420, 424, 426, 428, and 432 South San Vicente Boulevard, Los Angeles, CA 90048

Community Plan Area: Wilshire

Council District: 5 – Katy Young Yaroslavksy

Lead City Agency: City of Los Angeles, Department of City Planning

Staff Contact Name and Address: Sophia Kim
200 N. Main Street, Room 763
Los Angeles CA 90012

Phone Number: (213) 978-1208

Applicant Name and Address: 400 S. San Vicente LLC
4343 MacArthur Boulevard, Suite 1087
Newport Beach, CA 92660

Phone Number: 949-500-6772

General Plan Designation: General Commercial

Zoning: C2-1VL-O

PROJECT DESCRIPTION: The Proposed Project includes the demolition of the Beverly Plaza Shopping Center, which consists of a two-story commercial strip mall and surface parking and one adjacent commercial building with a combined 22,494 square feet of floor area for the construction, use, and maintenance of an eight-story (100 feet above grade), mixed-use building with 126 residential dwelling units, and 11,615 square feet of ground floor commercial retail/restaurant uses. Fifteen percent of the Project's base density (14 dwelling units) would be deed restricted for Very-Low Income tenants. The Proposed Project would include three levels of subterranean parking with 153 vehicle parking spaces. The Proposed Project would include 6,200 square feet of open space areas, including outdoor decks and terraces and indoor recreational amenity rooms (i.e., fitness, spa, lounge areas). The Proposed Project would provide 109 bicycle parking spaces. Vehicular access would be provided by one entry-only driveway along South San Vicente Boulevard and one exit-only driveway along South San Vicente Boulevard. Access to an on-site loading area would be provided from the alleyway as an exit-only driveway. In total, the Proposed Project would include 208,901 square feet of floor area, resulting in a 6.3:1 floor area ratio (FAR). The Proposed Project would provide 32 trees pursuant to the

LAMC. The Project is also requesting the removal and replacement of 2 street trees subject to the review and approval of Urban Forestry. The Proposed Project would require the demolition of 22,494 square feet of floor area and approximately 46,000 cubic yards of soil to be exported off-site.

The Proposed Project's discretionary requests include approval of a Conditional Use Permit for a density bonus increase of 37.5 percent to permit 126 residential units with 14 Very-Low Income restricted affordable units in lieu of 91 residential units permitted (base density); Density Bonus Compliance for Off-Menu Incentives and Waiver of Development Standards to (a) permit 208,901 square feet of floor area (6.3:1 FAR) in lieu of 50,121 square feet of floor area (1.5:1 FAR); (b) permit a height of 8 stories and 100 feet; (c) provide a 680 square-foot loading zone with a maximum clear height of 12 feet; (d) permit a 0 rear yard in lieu of 20 feet; (e) waive the transitional height limits; and (f) open space reduction to permit 6,200 square feet of open space in lieu of 16,575 square feet of open space required by LAMC Section 12.21.G.2; Site Plan Review for a development that creates more than 50 new dwelling units; Main Conditional Use Permit (MCUP) for allow to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption; and Conditional Use Permit or Plan Approval to permit the temporary relocation of an existing cellular telecommunication facility during construction and a proposed new cellular telecommunication facility on the building. Approvals and permits from the Department of Building and Safety and other municipal agencies for construction activities may include, but not be limited to, the following: demolition, shoring, grading and excavation, foundation and building, temporary street closures, street tree removals, and a haul route.

ENVIRONMENTAL SETTING: The Project Site includes seven parcels (Assessor Parcel Nos. 5511-044-038 and 5511-044-013) that encompasses 33,414 square feet of lot area (0.77 acres). The Project Site is currently occupied by the Beverly Plaza Shopping Center, which consists of a one- to two-story commercial strip mall and associated surface parking, along with two adjacent commercial buildings to the immediate southeast with associated rear parking. The surrounding properties are developed with single-family residential, multi-family residential, commercial retail, restaurant, medical office, auto shop, and mixed-use properties. (For additional detail, see "Section 2. Project Description").

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): N/A

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION (to be completed by Lead Agency)

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☒ I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Sophia Kim
PRINTED NAME


SIGNATURE

City Planner
TITLE

10/19/23
DATE

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

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

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

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

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

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

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

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

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

9) The explanation of each issue should identify:

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

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

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I.	**AESTHETICS**				
a.	Have a substantial adverse effect on a scenic vista?	❑	❑	❑	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	❑	❑	❑	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	❑	❑	❑	☒
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❑	❑	❑	☒
II.	**AGRICULTURE AND FOREST RESOURCES**				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❑	❑	❑	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production	❑	❑	❑	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	(as defined by Government Code section 51104(g))?				
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	❑	❑	❑	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	❑	❑	❑	☒
III.	**AIR QUALITY**				
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?	❑	❑	☒	❑
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	❑	❑	☒	❑
IV.	**BIOLOGICAL RESOURCES**				
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?	❑	❑	☒	❑
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	❑	❑	❑	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❑	❑	❑	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❑	❑	❑	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	❑	☒	❑
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	☒
V.	**CULTURAL RESOURCES**				
a.	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	❑	❑	❑	☒
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	❑	☒	❑	❑
c.	Disturb any human remains, including those interred outside of dedicated cemeteries?	❑	❑	☒	❑
VI.	**ENERGY**				
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	❑	❑	☒	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	❑	❑	☒	❑
VII.	**GEOLOGY AND SOILS**				
a.i	Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❑	❑	☒	❑
a.ii.	Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?	❑	❑	☒	❑
a.iii.	Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?	❑	❑	☒	❑
a.iv.	Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?	❑	❑	❑	☒
b.	Result in substantial soil erosion or the loss of topsoil?	❑	❑	☒	❑
c.	Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	❑	❑	☒	❑
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	❑	❑	☒	❑
e.	Have soils incapable of adequately supporting the use of septic tanks or	❑	❑	❑	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	alternative waste water disposal systems where sewers are not available for the disposal of waste water?				
f.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	☒	❑	❑
VIII.	**GREENHOUSE GAS EMISSIONS**				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❑	❑	☒	❑
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	❑	❑	☒	❑
IX.	**HAZARDS AND HAZARDOUS MATERIALS**				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❑	❑	☒	❑
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❑	❑	☒	❑
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	☒	❑
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	❑	❑	☒	❑
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would	❑	❑	❑	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	☒	❑
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	❑	❑	❑	☒
X.	**HYDROLOGY AND WATER QUALITY**				
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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.i	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: Result in substantial erosion or siltation on- or off-site;	❑	❑	☒	❑
c.ii	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: Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	❑	❑	☒	❑
c.iii	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	❑	❑	☒	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	impervious surfaces, in a manner which would: 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				
c.iv	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?	❑	❑	❑	☒
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	❑	❑	☒	❑
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	❑	❑	☒	❑
XI.	**LAND USE AND PLANNING**				
a.	Physically divide an established community?	❑	❑	❑	☒
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?	❑	❑	☒	❑
XII.	**MINERAL RESOURCES**				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	☒
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	❑	❑	❑	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**NOISE**				
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?	❑	☒	❑	❑
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?	❑	❑	❑	☒
XIV.	**POPULATION AND HOUSING**				
a.	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	❑	❑	☒	❑
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	☒
XV.	**PUBLIC SERVICES**				
	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Fire protection?	❑	❑	☒	❑
b.	Police protection?	❑	❑	☒	❑
c.	Schools?	❑	❑	☒	❑
d.	Parks?	❑	❑	☒	❑
e.	Other public facilities?	❑	❑	☒	❑
XVI.	**RECREATION**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	☒	❑
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❑	❑	☒	❑
XVII.	**TRANSPORTATION**				
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?	❑	❑	☒	❑
XVIII.	**TRIBAL CULTURAL RESOURCES**				
	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public				

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	❑	❑	☒	❑
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	❑	❑	☒	❑
XIX. UTILITIES AND SERVICE SYSTEMS					
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	❑	❑	☒	❑
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	❑	❑	☒	❑
c.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❑	❑	☒	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	❑	❑	☒	❑
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	❑	❑	☒	❑
XX.	**WILDFIRE**				
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	❑	❑	❑	☒
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	❑	❑	❑	☒
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	❑	❑	❑	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	❑	❑	❑	☒
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a.	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important	❑	❑	☒	❑

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	examples of the major periods of California history or prehistory?				
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	❑	❑	☒	❑
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❑	☒	❑	❑

SUMMARY OF MITIGATION MEASURES AND PROJECT DESIGN FEATURES

I. AESTHETICS

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

PDF-AES-1 **Construction Barrier.** The Proposed Project shall install temporary fencing around the perimeter of the Project Site for security purposes and to shield views of the Project Site from the pedestrian level. The Applicant will ensure through daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of unauthorized signs, trash, graffiti, etc.) throughout the duration of construction.

II. AGRICULTURE AND FORESTRY RESOURCES

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

III. AIR QUALITY

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

IV. BIOLOGICAL RESOURCES

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

V. CULTURAL RESOURCES

Mitigation Measures

MM-CULT-1: Inadvertent Discovery of Archaeological Resources

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt (activities may continue on the remainder of the site) and:
    - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;
    - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
    - The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.

- Project development activities in the vicinity of the discovery sit may resume once copies of the archaeological survey, study or report are submitted to:

    SCCIC Department of Anthropology
    McCarthy Hall 477
    CSU Fullerton
    800 North State College Boulevard
    Fullerton, CA 92834

- Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

Project Design Features

No project design features are identified for the Proposed Project.

VI. ENERGY

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

VII. GEOLOGY AND SOILS

Mitigation Measures

MM-GEO-1: Paleontological Resources

If paleontological resources are encountered, the Applicant shall notify the Building Safety Division immediately, and all work within 50 feet of the potential discovery shall stop until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. (Work may continue outside the 50-foot buffer area.) The paleontologist shall determine the location, the time frame and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5.

Project Design Features

No project design features are identified for the Proposed Project.

VIII. GREENHOUSE GAS EMISSIONS

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

IX. HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

X. HYDROLOGY AND WATER QUALITY

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

XI. LAND USE AND PLANNING

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are identified for the Proposed Project.

XII. MINERAL RESOURCES

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are identified for the Proposed Project.

XIII. NOISE

Mitigation Measures

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

MM-N-1 Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

MM-N-2 The Proposed Project contractor shall use power construction equipment with noise shielding and muffling devices.

MM-N-3 The Proposed Project contractor shall erect a minimum 8-foot high temporary noise-attenuating sound barrier along the northern and eastern perimeter of the Project Site during construction. The sound barrier shall be designed to provide a minimum sound attenuation of -15 dBA. Products such as Echo Barrier Outdoor

noise barrier/absorbers can provide a 10-20 dBA noise reduction or more if the barrier is doubled up.

MM-N-4 Temporary Groundborne Vibration Impacts

All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent building and provide a plan to protect it from potential damage. The performance standards of the structure monitoring plan shall include the following:

a) Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the building. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage.

b) The monitoring program shall survey for vertical and horizontal movement, as well as monitor vibration levels during construction. If the thresholds are met, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage.

c) The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction.

Project Design Features

No project design features are identified for the Proposed Project.

XIV. POPULATION AND HOUSING

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

XV. PUBLIC SERVICES

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

PDF-PS-1 **Public Services (Police – Demolition / Construction Sites).** Temporary fencing will be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances and a security guard patrol throughout the Project Site, if needed.

PDF-PS-2 **Public Services (Police – Operation).** The plans will incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to: surveillance cameras, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed.

XVI. RECREATION

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

XVII. TRANSPORTATION

Mitigation Measures

No mitigation measures are required fort the Proposed Project.

Project Design Features

PDF-TRANS-1 **Worksite Traffic Control Requirements.** The Applicant shall prepare and submit a construction work site traffic control plan to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-wedo/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan shall identify the location of any roadway or sidewalk closures, traffic detours, haul

routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related truck traffic shall be restricted to off-peak hours to the extent feasible.

XVIII. TRIBAL CULTURAL RESOURCES

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

XIX. UTILITIES AND SERVICE SYSTEMS

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

XX. WILDFIRE

Mitigation Measures

No mitigation measures are required for the Proposed Project.

Project Design Features

No project design features are identified for the Proposed Project.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

See above mitigation measures and project design features.

Section 6. Sustainable Communities Environmental Analysis

This section of the SCEA contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines), (C.C.R. Title 14, Chapter 3, 15000-1 387).

Pursuant to PRC Section §21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. The following analysis discusses the following topics:

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

I. Aesthetics

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

Senate Bill 743 – Environmental Quality: Transit Oriented Infill Projects

In 2013, the State of California enacted Senate Bill 743 (SB 743),[1] which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area," or TPA, as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site

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

adjoins, or is separated only by, an improved public right-of-way from, parcels that are developed with qualified urban uses.

This state law supersedes the aesthetic impact thresholds of significance that were previously adopted in the *L.A. CEQA Thresholds Guide* (2006). Accordingly, the Proposed Project's aesthetic and parking impacts shall not be considered significant impacts on the environment as a matter of law under Public Resources Code Section 21099.The following analysis in this section is for informational purposes only. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers.

The Project Site is designated as a TPA, per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.[2] The Project Site is in close proximity to the Metro D (Purple) Line Extension at La Cienega Blvd/Wilshire Blvd, expected to be completed by 2025, located approximately 0.38-mile south of the Project Site, which qualifies as a Major Transit Stop and thus the Site is located within a TPA . In addition, the roadways adjacent to the Project Site are served by several bus lines that are managed by multiple transit operators, including the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT DASH Fairfax Westbound, and Antelope Valley Transit Authority (AVTA). These include the following bus lines within a "reasonable walking distance" (approximately one-half mile) from the Project Site: Metro bus lines 14/37, 16, 20, 105, 218, 617, and 720; the LADOT DASH Fairfax Westbound bus line, and the AVTA bus line 786. The Project Site is served by one additional Major Transit Stop located at the Wilshire Boulevard / Robertson Boulevard (Metro lines 20 and 720). This roadway intersection contains an 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.

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

No Impact. The Proposed Project is classified as a mixed-use residential and commercial project on an infill lot in a TPA. No scenic views or vistas characterize the Project Site or immediately surrounding project area. The Project Site is located in Wilshire community of Los Angeles. The surrounding properties are developed with single-family residential, multi-family residential, commercial retail, restaurant, medical office, auto shop, hotel, and mixed-uses. As such, no impact to scenic vistas would occur. ***Pursuant to ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment" as a matter of law.***

[2] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, http://zimas.lacity.org/, accessed May 2023.*

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?

No Impact. The Project Site is developed with a one- to two-story commercial strip mall with associated surface parking (collectively called the Beverly Plaza Shopping Center), along with one adjacent commercial building to the immediate southeast with associated rear surface parking. There are no rock outcroppings or unique geologic features on the Project Site. The Project Site is not bordered by or within the viewshed of any designated state scenic highways, as identified in the California Department of Transportation (Caltrans) State Scenic Highway System Map.[3] South San Vicente Boulevard is classified as a Major Scenic Highway II in the Wilshire Community Plan Land Use Map.[4] According to the Mobility Plan 2035, South San Vicente Boulevard, from Pico Boulevard to Colgate Avenue, is designated as a scenic highway due to its wide street with a landscaped median; however, this does not extend north to the Project Site or immediate surrounding project area. Colgate Avenue is located south of the Project Site and does not border the Project Site. The Proposed Project would not have a substantial adverse effect on this segment of scenic highway, as the Proposed Project would not affect the roadway's wide street or landscaped median which give this segment its scenic features. In addition, West 4th Street and La Cienega Boulevard are not designated as scenic highways within and surrounding the Project Site. Moreover, the Project Site does not contain any native vegetation or locally protected tree species.[5] There are two non-protected City street trees in the public right-of-way along West 4th Street bordering the Project Site to the north that would need to be removed and MM-Nd to allow construction of the Proposed Project. The removal and replacement of street trees within the public right-of-way would be subject to the review and approval of the City's Urban Forestry Division. The project would include the addition of 32 trees to be planted on-site and the public right-of-way in accordance with LAMC Section 12.21 G.2(a)(3). As such, the Proposed Project would have a less than significant impact on scenic resources within a scenic highway. ***Pursuant to ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment" as a matter of law.***

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

No Impact. As discussed above in response to Checklist Questions I(a) and I(b), above, the Project Site is located in an urbanized area of the City of Los Angeles and is developed with a

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[3] *California Department of Transportation (Caltrans), State Scenic Highway System Map, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed May 2023.*

[4] *City of Los Angeles, Department of City Planning, Wilshire Community Plan Land Use Map website, https://planning.lacity.org/plans-policies/community-plan-area/wilshire, accessed May 2023.*

[5] *Arborgate Consulting Inc., Landscape Evaluation Report for 400-432 S. San Vicente, Los Angeles, February 2, 2023.*

one- to two-story commercial strip mall with associated surface parking (collectively called the Beverly Plaza Shopping Center), along with one adjacent commercial building to the immediate southeast with associated rear surface parking. Construction of the Proposed Project would entail demolition of all existing buildings and surface parking lots for the new construction of an eight-story mixed-use multi-family residential and commercial retail/restaurant building. The Project Site is currently zoned C2-1VL-O and has a land use designation of General Commercial in the Wilshire Community Plan area. The Height District of 1VL imposes a maximum height restriction of 45 feet above grade and limits development to a maximum of 3 stories and an 1.5:1 FAR. Pursuant to LAMC Section 12.22 A.22.A.25, the Applicant is seeking incentives and waiver of development standards under State Density Bonus law to allow a height of 8 stories and 100 feet above grade and to waive the transitional height limits for the Project.

With respect to construction impacts on the visual quality of the Project Site, the Applicant would incorporate PDF-AES-1, which would install temporary fencing around the perimeter of the Project Site for security purposes and to shield views of the Project Site from the pedestrian level. Installation of temporary fencing and compliance with the applicable regulatory measures would further reduce visual impacts caused during the construction of the Proposed Project. For example, temporary signs on temporary construction walls shall comply with the construction requirements of LAMC Section 14.4.16 E. Pursuant to LAMC Section 14.4.17, the Applicant would also be required to maintain the construction barrier to be free and clear of any unauthorized signs and graffiti within 24 hours of occurrence. Compliance with these regulatory requirements would ensure the scenic quality of the Project Site during construction.

Project Design Features

PDF-AES-1 **Construction Barrier.** The Proposed Project shall install temporary fencing around the perimeter of the Project Site for security purposes and to shield views of the Project Site from the pedestrian level. The Applicant will ensure through daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of unauthorized signs, trash, graffiti, etc.) throughout the duration of construction.

With respect to building design, exterior building materials/features would include vision glass, mirrored stainless fin, metal paneling, spandrel glass with frit, operable awning windows with vision glass, horizontal wood louvers, aluminum cladding systems, linear wood batten systems, and trellises. As discussed in further detail in Response to Checklist Question XI, Land Use and Planning, the Proposed Project would be in conformance with the Citywide Design Guidelines, the LAMC, Wilshire Community Plan, and the applicable provisions of the General Plan governing scenic quality. As such, no impacts would occur with respect to conflicts with applicable zoning or other regulations governing scenic quality. ***Pursuant to ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment" as a matter of law.***

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

No Impact. The determination of whether the Proposed Project results in a significant nighttime illumination impact is generally made considering the following factors: (a) the change in ambient illumination levels as a result of Proposed Project sources; and (b) the extent to which Proposed Project lighting would spill off the Project Site and affect adjacent light-sensitive areas. The Proposed Project would not propose any digital signs or bright illuminated signage that would significantly increase lighting in the local area. Project lighting would be limited to interior lights within residential and commercial spaces, which may be visible through windows, and low-level exterior lighting for safety purposes and building identification signage. As such, no impacts would occur with respect to the Proposed Project's lighting impacts and impacts related to light trespass or glare. ***Pursuant to ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment" as a matter of law.***

Cumulative Impacts

Less Than Significant. As mentioned above, Public Resources Code Section 21099 provides that the aesthetic impacts of a mixed-use project, upon an infill site within a transit priority area, such as the Proposed Project, shall not be considered significant impacts on the environment. Therefore, cumulative aesthetic impacts would be less than significant. ***Under SB 743 and ZI No. 2452, aesthetic impacts of the Proposed Project shall not be considered a significant impact on the environment.***

II. Agriculture and Forestry Resources

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

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

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

No Impact. A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The Project Site is currently occupied by a one- to two-story commercial strip mall with associated surface parking, along with one adjacent commercial building to the immediate southeast with associated rear surface parking. The Project Site is located in an urbanized area of the City. No farmland or agricultural activity exists on the Project Site, nor are there any farmland or agricultural activities in the vicinity of the Project Site. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[6] ***Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, and no impact to agricultural lands would occur.***

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

No Impact. The Project Site is located within the jurisdiction of the City and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is zoned C2-1VL-O with a General Plan land use designation of General Commercial. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.[7] ***Therefore, the Proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur.***

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

No Impact. The Project Site is C2-1VL-O and has a land use designation of General Commercial in the Wilshire Community Plan. The Project Site is not zoned as forest land or timberland, and there is no timberland production at the Project Site. ***Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production and no impact would occur.***

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[6] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map. https://www.dropbox.com/CA+Dept+Conservation_LA+County+Important+Farmland+2016.pdf, accessed May 2023.*

[7] *Williamson Act Program, California Division of Land Resource Protection, https://www.dropbox.com/home/CA+Dept+Conservation_LA+County+Williamson+Act+FY_15_16_WA.pdf, accessed May 2023.*

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

No Impact. The Project Site is occupied by commercial uses and surface parking. The Project Site is also located in a highly urbanized area of the City. No forested lands or natural vegetation exist on or in the vicinity of the Project Site. ***Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.***

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

No Impact. A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use. Neither the Project Site, nor nearby properties, are currently utilized or zoned for agricultural or forestry uses. As discussed above, the Project Site is not classified in any "Farmland" category designated by the State of California. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site is not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. ***Therefore, the Proposed Project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use and no impact would occur.***

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of any forest land or conversion of forest land to non-forest use. The Los Angeles County Important Farmland 2016 Map maintained by the California Division of Land Resource Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.[8] The Project Site is located in an urbanized area in the Wilshire community within the City and does not include any State-designated agricultural lands or forest uses. ***Therefore, no cumulative impact to agricultural or forestry resources would occur.***

[8] *Ibid.*

III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Regulatory Setting

Federal

Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been

established for seven major air pollutants: carbon monoxide ("CO"), nitrogen dioxide (NO_2), ozone (O_3), (particulate matter, 2.5 microns ($PM_{2.5}$), particulate matter, 10 microns (PM_{10}), sulfur dioxide (SO_2), and lead (Pb).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. USEPA has classified the Los Angeles County portion of the South Coast Air Basin ("Basin") as a nonattainment area for O_3, $PM_{2.5}$, and lead.

State

California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

California Air Toxics Program

CARB's Air Toxics Program was established in 1983 in response to the adoption of Assembly Bill (AB) 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air contaminants (TACs) and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

Air Quality and Land Use Handbook: A Community Health Perspective

Released by CARB in 2005, the Air Quality and Land Use Handbook: A Community Health Perspective provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in proximity to existing sensitive land uses.[9] The recommendations are advisory and should not necessarily be interpreted as defined "buffer zones"; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

Regional

South Coast Air Quality Management District

The Project Site is located within the 6,745-square-mile Basin. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS, established by CARB, and NAAQS, established by the USEPA. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to, the following:

- Rule 401 Visible Emissions: This rule prohibits air discharge that results in a plume that is as dark as or darker than what is designed as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance: This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or 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 mandates that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

[9] *CARB, Air Quality and Land Use Handbook, A Community Health Perspective, April 2005, https://www.arb.ca.gov/ch/handbook.pdf, accessed May 2023.*

2022 Air Quality Management Plan

The 2022 Air Quality Management Plan (AQMP) was adopted in December 2022 and represents the most updated regional blueprint for achieving federal air quality standards.[10] It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal).[11] The 2022 AQMP is the most ambitious regional plan to date and the first to rely on zero-emissions technology across all business, industry, and residential sectors where currently available. The 2022 AQMP is anticipated to accomplish the following benchmarks:[12]

- Reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations;
- Provide substantial health benefits, including 1,500 avoided premature deaths and almost 9,000 avoided asthma-related hospitalizations each year, saving the region 19 billion in health costs;
- Provide even higher benefits for environmental justice communities;
- Require zero-emission technologies across all sectors including water and space heating in homes and businesses, on-road vehicles like cars and trucks, off-road vehicles like locomotive trains and construction equipment, and industrial sources like power plants and factories;
- Lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority.

The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties that is tasked with addressing regional issues relating to transportation, the economy, community development, and the environment. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California

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[10] *South Coast Air Quality Management District, 2022 Air Quality Management Plan, December 2022, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16, accessed May 2023.*

[11] *Southern California Association of Governments, 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, https://scag.ca.gov/read-plan-adopted-final-connect-socal-2020, accessed May 2023.*

[12] *South Coast Air Quality Management District, Press Release, South Coast AQMD Finalizes Most Ambitious Strategy to Cut Pollution – Comprehensive Zero-Emission Plan to Reduce Emissions Almost 70% by 2037, http://www.aqmd.gov/docs/default-source/news-archive/2022/aqmp-adopted-dec2-2022.pdf, accessed May 2023.*

region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP. The RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and that continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. To this end, the RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's High Quality Transit Areas (HQTAs). Though these areas currently account for just 3 percent of total land in the SCAG region, they are projected to accommodate 51 percent of the region's future household growth and 60 percent of the region's future employment growth by 2040.[13] HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the US EPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

Local

City of Los Angeles General Plan Air Quality Element

The City's General Plan Air Quality Element identifies policies and strategies for advancing the City's clean air goals. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize 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.

[13] *SCAG, 2020 RTP/SCS, September 2020. HQTAs are defined as areas within one-half mile of a 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.*

Goal 5: 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.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Criteria Pollutants

For purposes of assessing the Proposed Project's air quality impacts, the SCAQMD has established quantitative thresholds for seven criteria pollutants for short-term (construction) emissions and long-term (operational) emissions. These criteria pollutants include the following:

- **Ozone (O_3)** is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_X), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight.

  Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects.

- **Carbon Monoxide (CO),** a colorless, odorless toxic gas that is produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood.

  Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes. The effects of increased CO exposure include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

- **Nitrogen dioxide (NO_2)** is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel), 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 may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. Population-based studies suggest that an increase in acute respiratory illness,

including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

- **Sulfur Dioxide (SO_2)** is a colorless, extremely irritating gas or liquid. SO_2 occurs as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

  A few minutes exposure to low levels of SO_2 can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

- **Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

  A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world.

- **Lead (Pb)** is a relatively soft and chemically resistant metal. Lead forms compounds with both organic and inorganic substances. As an air pollutant, lead is present in small particles. Sources of lead emissions in California include a variety of industrial activities. Because it was emitted in large amounts from vehicles when leaded gasoline was used, lead is present in many soils (especially urban soils) and can get resuspended into the air.

  Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources can accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms can include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children. Lead also causes cancer.

Thresholds of Significance

Based on criteria set by the SCAQMD,[14] a project would have the potential to violate an air quality standard or contribute substantially to an existing violation and result in a significant impact with regard to construction emissions if regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels:

1. 75 lbs/day for VOC
2. 100 lbs/day for NO_X
3. 550 lbs/day for CO
4. 150 lbs/day for SO_X
5. 150 lbs/day for PM_{10}
6. 55 lbs/day for $PM_{2.5}$

For operational impacts, a project would have the potential to violate an air quality standard or contribute substantially to an existing violation and result in a significant impact with regard to operational emissions if regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels:

1. 55 lbs/day for VOC
2. 55 lbs/day for NO_X
3. 550 lbs/day for CO
4. 150 lbs/day for SO_X
5. 150 lbs/day for PM_{10}
6. 55 lbs/day for $PM_{2.5}$

For purposes of determining whether the Proposed Project would exceed the applicable thresholds of significance for construction and operational air quality emissions, the project's emissions were modeled using the latest release of CalEEMod (Version 2022.1.1.14), as recommended by the SCAQMD.

Existing Conditions

The Project Site is located within the South Coast Air Basin. The Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside counties. Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area.

[14] *South Coast Air Quality Management District, Air Quality Significance Thresholds, Revision April 2019, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, accessed May 2023.*

Sensitive Receptors

Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities.[15] The surrounding land uses in the Project Site vicinity include single-family residential, multi-family residential, commercial retail, restaurant, medical office, auto-shop, and mixed-use properties. There are nine sensitive receptors located within 500 feet of the Project Site that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project. These sensitive receptors are identified in Figure 6.1, Air Quality and Sensitive Receptor Location Map, and include single-family residences, multi-family residences, and a hotel.

PROJECT-SPECIFIC IMPACTS

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

Less Than Significant Impact. A significant air quality impact may occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (2022 AQMP) or the City's Air Quality Element or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of those plans. In the case of projects proposed within the City or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the AQMP, which is prepared by the SCAQMD, which is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

Consistency with the AQMP

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on December 2, 2022 (2022 AQMP). The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality but also local businesses and the regional economy.

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

This analysis evaluates the two criteria for consistency with regional plans and the regional AQMP adopted by the SCAQMD CEQA Air Quality Handbook:

1) Would the Project increase 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 AQMD?

2) Would the Project exceed the assumptions utilized in preparing the AQMP?

Criteria 1

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there will be emissions from new growth but that such emissions would not impede attainment and would actually contribute to the attainment of applicable air quality standards within the Basin if the Proposed Project's emissions are below the SCAQMD's regional thresholds of significance. As discussed in more detail below, the Proposed Project would not result in construction or operational air quality emissions that exceed the SCAQMD thresholds of significance at the Project level.

Additionally, the Proposed Project's construction-related emissions would be temporary in nature, lasting only for the duration of the construction period and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, the Proposed Project would be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, the Proposed Project must comply with SCAQMD Rule 403 for the control of fugitive dust during construction. According to the SCAQMD, the application of water to disturbed areas two times a day has a control efficiency of 55 percent. By meeting SCAQMD rules and regulations, Proposed Project construction activities would be consistent with the goals and objectives of the 2022 AQMP to improve air quality in the Basin.

With respect to operation, the Proposed Project would not introduce substantial stationary sources of emissions. CO is the preferred benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As discussed in greater detail below, because intersections in the Project vicinity do not experience extremely high traffic volumes (i.e., 400,000 vehicles per day), CO hotspot emissions would be below the applicable thresholds of significance. Therefore, the Proposed Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations.

An analysis of potential localized operational impacts from on-site activities was conducted. As shown in Table 6.6 in the analysis below, localized NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant. Thus, the Proposed Project would not have the potential to increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations. As the Proposed Project would not exceed any of the state and federal standards, the Proposed Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the 2022AQMP.

Criteria 2

Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to these criteria.

In addition, SCAG's 2020 RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2022 AQMP. The transportation strategy and transportation control measures included as part of the 2022 AQMP and the State Implementation Plan (SIP) for the Basin are based on SCAG's 2020 RTP/SCS and Federal Transportation Improvement Program (FTIP). Therefore, for the purposes of assessing a project's consistency with the 2022 AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the 2020 RTP/SCS are considered consistent with the 2022 AQMP, since the growth projections contained in the 2020 RTP/SCS form the basis of the land use and transportation control portions of the 2022 AQMP. As discussed in Sections 6.XI, Land Use Planning, and 6.XIV, Population and Housing, the Proposed Project would not exceed the population and housing projections of the most recent RTP/SCS for the Los Angeles subregion and would therefore be consistent with the assumptions utilized in preparing the AQMP.

Regarding feasible air quality mitigation measures, the Proposed Project does not have significant impacts that require mitigation. Additionally, the Proposed Project would comply with applicable regulatory measures enforced by the SCAQMD. The SCAQMD enforces stationary and mobile source compliance with respect to both construction and operational emissions. The Proposed Project would adhere to current and applicable regulatory compliance measures (including SCAQMD Rule 403: Fugitive Dust; Rule 1113: Architectural Coating; Rule 1108: Cutback Asphalt; Rule 1138: Control of Emissions from Restaurant Operations; and Rule 1146.2: Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters). As such, the Proposed Project is consistent with this criterion.

With respect to land use policies set forth in the 2022 AQMP, as discussed in Section XIV(a), the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2020 RTP/SCS to increase housing density within close proximity to HQTAs. A HQTA is defined as a generally walkable transit village or corridor within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development and jobs within a half-mile (walking distance) of several Metro bus lines and future subway stops that connect to all regions of the Los Angeles area. Thus, the Project Site's location provides opportunities for employees, guests, patrons, and visitors to use public transit to reduce vehicle trips. The Project Site is also located in a TPA as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found

that focusing development in areas served by transit can result in local, regional, and statewide benefits, including reduced air pollution and energy consumption. The Proposed Project's mixed-use nature and close proximity to neighborhood-serving commercial uses, medical services, and regional transit would result in fewer trips and a reduction to the Proposed Project's VMTs as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. ***Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2020 RTP/SCS (as discussed in greater detail in response to Checklist Question VIII, Greenhouse Gas Emissions), the Proposed Project would not conflict with or obstruct implementation of the 2022 AQMP, and Project impacts would be less than significant.***

Consistency with the City's Air Quality Element

The City's Air Quality Element sets forth the goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies. Goals, objectives, and polices of the Air Quality Element that are relevant to the Proposed Project include minimizing traffic congestion and increasing energy efficiency, as well as reducing air pollutant emissions consistent with the AQMP. A detailed analysis of the consistency of the Proposed Project with relevant policies in the City's General Plan Air Quality Element is presented in Table 6.1, Project Consistency with Applicable Policies of the General Plan Air Quality Element.

As shown in Table 6.1, the Proposed Project would be consistent with the applicable goals, objectives, and policies set forth in the City's General Plan Air Quality Element. Therefore, impacts related to consistency with the applicable air quality policies in the General Plan would be less than significant. ***In summary, the Proposed Project would be consistent with applicable local and regional plans pertaining to air quality, including the City of Los Angeles Air Quality Element and the 2022 AQMP. Therefore, the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan, and impacts associated with plan consistency would be less than significant.***

Table 6.1
Project Consistency with Applicable Policies of the General Plan Air Quality Element

Policy	Consistency Analysis
Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.	**Consistent.** Discussed in more detail below, the Proposed Project would not exceed any regional air quality standards during operation. The Proposed Project would place dwelling units and ground-floor commercial space in a TPA, thereby minimizing demands for vehicles and reducing regional vehicle miles traveled. The Proposed Project would thereby encourage walking from the new residential units to the on-site and nearby commercial uses and medical services. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The Proposed Project would include

Table 6.1
Project Consistency with Applicable Policies of the General Plan Air Quality Element

Policy	Consistency Analysis
	active ground floor commercial uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project would provide on-site bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would be consistent with this goal.
Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	**Consistent.** As discussed, the Proposed Project would be consistent with the 2022 AQMP and would not exceed regional air quality standards during operation. Additionally, the Project Site's location in proximity to transit, services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As such, the Proposed Project would be consistent with this objective.
Objective 1.3: It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	**Consistent.** The Proposed Project would adhere to SCAQMD Rules that regulate particulate emissions. During the earthwork phases of construction, the Proposed Project would comply with SCAQMD Rule 403, which requires dust control measures that would reduce particulate air pollutants from construction activity. The Project Site would be watered to suppress dust emissions as required through SCAQMD Rule 403. Therefore, the Proposed Project would be consistent with this objective.
Policy 1.3.1: Minimize particulate emissions from construction sites.	**Consistent.** Construction activities associated with the Proposed Project would be required to comply with CARB's In-Use Off-Road Diesel Regulation, which controls the construction fleet engine fuel efficiency, and with CARB's Airborne Toxic Control Measure (ATCM), which also sets requirements for construction fleet engines and horsepower. Further, the Proposed Project would comply with SCAQMD Rule 403—Fugitive Dust, which requires appropriate dust control measures to be implemented during each phase of development. Accordingly, particulate emissions at the Project Site during construction of the Proposed Project would be minimized. During pre-demolition abatement activities, the Proposed Project would use a negative pressure system to seal the building before removing all potentially present ACMs and ensure no emissions are released into the air. Therefore, the Proposed Project would be consistent with this policy.
Policy 1.3.2: Minimize particulate emissions from	**Consistent.** The Proposed Project would not

Table 6.1
Project Consistency with Applicable Policies of the General Plan Air Quality Element

Policy	Consistency Analysis
unpaved roads and parking lots which are associated with vehicular traffic.	utilize any unpaved roads. During the earthwork phases of construction, the Proposed Project would incorporate measures that would reduce particulate air pollutants from construction activity. The Project Site would be watered to suppress dust emissions as required through SCAQMD Rule 403. Therefore, the Proposed Project would be consistent with this Policy. See also description under Policy 1.3.1.
Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.	**Consistent.** The Proposed Project would place new dwelling units and ground floor commercial retail/restaurant uses in a TPA and HQTA, thereby minimizing demands for vehicles and reducing regional vehicle miles traveled. The Proposed Project would thereby encourage walking from the new residential units to the on-site and nearby commercial uses and medical services. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. Additionally, the Proposed Project would include bicycle parking on-site to encourage travel by bicycle. Therefore, the Proposed Project would promote other modes of travel besides single-occupant vehicles and would be consistent with this goal.
Objective 2.1: It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**Consistent.** As mentioned above, the Project Site's location near mass transit options and proximity to services, retail stores, and employment opportunities promotes other modes of transportation, such as walking and bicycling. This option for future residents and employees of the Project Site would serve to reduce trips and VMT. As such, the Proposed Project would be consistent with this objective.
Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	**Consistent.** The Proposed Project would provide a variety of land uses, including multi-family residential and commercial retail/restaurant space, which are consistent with the surrounding land uses. The Project Site is developed with existing commercial uses and is surrounded by a variety of single-family residential, multi-family residential, commercial retail/restaurant, medical office, auto-shop, hotel, and mixed-use properties. Thus, the introduction of a mid-rise mixed-use project with commercial and multi-family land uses would be compatible with the existing established land uses in the project area. The Proposed Project would also provide direct bicycle and pedestrian access

Table 6.1
Project Consistency with Applicable Policies of the General Plan Air Quality Element

Policy	Consistency Analysis
	to South San Vicente Boulevard, which connects to major transit lines in the Los Angeles area. Thus, this would reduce VMT, promote alternatives to driving, and aim to improve air quality. The Project Site is located 0.38-mile north of the planned Metro D (Purple) Line Extension at La Cienega Boulevard/Wilshire Boulevard, expected to be completed by 2025; and ½ mile from several bus lines, which would reduce overall VMT. The land uses proposed and the location of the Project Site would promote an efficient land use pattern that would be served by public transportation and would overall reduce air quality impacts. Further, as discussed in detail below, the Proposed Project would result in less than significant impacts with regard to regional and localized air quality emissions. Thus, based on the above, the Proposed Project would minimize impacts from future land use development by addressing the relationship between land use, transportation, and air quality, and would be consistent with this goal.
Objective 4.2: It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	**Consistent.** The Proposed Project would provide a mix of residential and commercial retail/restaurant uses in an area with a variety of entertainment, restaurant, retail, and employment services that would allow residents and employees to live and work in close proximity. The availability of diverse land uses within close proximity and with transit options would promote other modes of transportation such as walking, biking, and public transportation. This would serve to reduce vehicle trips and VMTs associated with the proposed and surrounding land uses. See also description under Goal 4, above.
Policy 4.2.2: Improve accessibility for the City's residents to places of employment, shopping centers, and other establishments.	**Consistent.** The Proposed Project would include a mix of residential and commercial retail/restaurant uses located in the Wilshire area of the City of Los Angeles. The Proposed Project would provide accessibility to mass transit, jobs, and shopping centers along South San Vicente Boulevard. The Proposed Project would locate residents in close proximity to a variety of neighborhood-serving commercial/retail and restaurant uses, which would provide access to places of employment and shopping. Therefore, the Proposed Project would be consistent with this policy.
Policy 4.2.3: Ensure that new development is compatible with pedestrians, bicycles, transit, and	**Consistent.** The design of the Proposed Project would encourage residents, visitors, patrons, and

Table 6.1
Project Consistency with Applicable Policies of the General Plan Air Quality Element

Policy	Consistency Analysis
alternative fuel vehicles.	employees to walk and bike to and from the Project Site. The Proposed Project would provide pedestrian-oriented connectivity along South San Vicente Boulevard, which would provide direct street frontage and pedestrian access to the Project Site, compared to the existing on-site surface parking lot that separates commercial uses from the sidewalks. In addition, through the implementation of the L.A. Green Building Code, the Proposed Project would be required to provide the necessary infrastructure for electric vehicle charging stations and on-site bicycle parking to promote the use of bicycle transportation as an alternative to the automobile. Thus, the Proposed Project would be consistent with this policy.
Policy 4.2.5: Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Proposed Project is an infill mixed-use residential and commercial development. The Proposed Project would include neighborhood serving commercial retail/restaurant uses that would serve Project residents and the Project vicinity, thereby reducing VMT that would otherwise be generated to travel to similar commercial and retail uses elsewhere in the community. In addition, the Proposed Project would include on-site bicycle parking to encourage alternate modes of transportation. Therefore, the Proposed Project would be consistent with this policy.
Policy 5.1.2: Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Consistent.** As discussed in more detail in Section 6.VIII, Greenhouse Gas Emissions of this SCEA, the implementation of the Project Design Features together with the requirements established by the L.A. Green Building Code would reduce energy consumption for the Proposed Project. The Proposed Project would be required to meet the 2019 Title 24 Standards, which include stringent building energy efficiency standards. Therefore, the Proposed Project would be consistent with this policy.
Policy 5.1.4: Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** As stated above, compliance with the L.A. Green Building Code would reduce energy consumption for the Proposed Project. State law (AB 341) currently requires at least 50% solid waste diversion and establishes a state-wide goal of not less than 75% of solid waste generated to be source reduced, recycled, or composted by the year 2020 and every year thereafter. Furthermore, operations on the Project Site would continue to be subject to requirements set forth in AB 939

Table 6.1
Project Consistency with Applicable Policies of the General Plan Air Quality Element

Policy	Consistency Analysis
	requiring each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Additionally, as required by the California Solid Waste Reuse and Recycling Access Act of 1991, the Applicant would be required to provide adequate storage areas for the collection and storage of recyclable waste materials, which would reduce air emissions associated with said waste. Therefore, the Proposed Project would be consistent with this policy.
Source(s): Policies applicable to the Project were derived from the City's General Plan Air Quality Element, Adopted November 1992. *Parker Environmental Consultants.*	

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

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

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

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 28 months, with a final buildout year in 2027. This construction schedule is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in five main steps: (1) demolition/site clearing; (2) grading/excavation; (3) building construction; and (4) architectural coating/finishing. The building construction phase includes the construction of the proposed building, connection of utilities to the building, and landscaping the Project Site. Construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. Construction activities involving foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment on-site and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2022.1.1.14*) as recommended by the SCAQMD. Table 6.2, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project construction. These calculations assume that appropriate dust control measures and compliance with the following AQMD Rules and regulations would be implemented as part of the Proposed Project during each phase of development. The following SCAQMD Rules and regulations are required in conjunction with the Proposed Project.

Table 6.2
Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2025	2.35	33.80	26.70	0.11	7.20	3.27
2026	7.28	9.86	16.50	0.02	1.67	0.60
2027	7.26	2.93	5.99	0.01	0.58	0.17
Maximum Daily Construction Emissions:	**7.28**	**33.80**	**26.70**	**0.11**	**7.20**	**3.27**
SCAQMD Daily Significance Thresholds:	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings. As shown in the CalEEMod worksheets (see Appendix A to this SCEA), the interface on CalEEMod lists these rules under the "Mitigation" tab, when they are actually required rules by the SCAQMD. The term "Mitigation" in CalEEMod is defined differently than "Mitigation Measures" in this SCEA. The model does not allow for these regulatory measures to be implemented in the "unmitigated project" impact scenario. As such, the values that appear under the "Mitigated" results columns in the CalEEMod worksheets are reflective of the Proposed Project impacts that are compliant with required regulations.
Source: CalEEMod (Version 2022.1.1.14), Calculation sheets are provided in Appendix A to this SCEA. Parker Environmental Consultants.

As shown in Table 6.2, above, construction-related daily emissions associated with the Proposed Project would be below the peak daily regional SCAQMD significance thresholds for criteria pollutants during the construction phases. ***Therefore, construction impacts are considered to be less than significant.***

Operational Emissions

Existing Emissions

The Project Site is currently developed with a one- to two-story commercial strip mall with associated surface parking (collectively called the Beverly Plaza Shopping Center), along with one adjacent commercial building to the immediate southeast with associated rear surface parking. The existing conditions baseline reflect existing daily operational emissions from the actively used portions of the existing Project Site, which is approximately 22,494 square feet of existing floor area. The existing use generates air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), as well as mobile vehicle traffic traveling to and from the Project Site. The peak daily emissions generated by the existing uses at the Project Site were estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2022.1.1.14*). As shown in Table 6.3, mobile sources (motor vehicles) are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table 6.3
Existing Daily Operational Emissions from the Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Mobile Sources	3.61	2.71	29.6	0.06	2.10	0.41
Area Sources	0.54	--	--	--	--	--
Energy Sources	<0.005	0.03	0.02	<0.005	<0.005	<0.005
Total Emissions	***4.15***	***2.74***	***29.62***	***0.06***	***2.10***	***0.41***
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	3.55	2.97	27.4	0.06	2.10	0.41
Area Sources	0.54	--	--	--	--	--
Energy Sources	<0.005	0.03	0.02	<0.005	<0.005	<0.005
Total Emissions	***4.09***	***3.00***	***27.42***	***0.06***	***2.10***	***0.41***

Source: CalEEMod 2022.1.1.13, Calculation sheets are provided in Appendix A to this SCEA. Parker Environmental Consultants.

Proposed Project Emissions

The Proposed Project would result in the demolition of existing commercial uses and associated surface parking for the new construction, use, and maintenance of an eight-story 208,901 square-foot mixed-use residential and commercial retail/restaurant building. Operational emissions

generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2022.1.1.14*). The results of these calculations are presented in Table 6.4, Proposed Project Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the daily regional thresholds of significance set by the SCAQMD. ***Therefore, impacts associated with regional operational emissions from the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan and air quality impacts would be less than significant.***

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities.[16]

Localized Significance Thresholds

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would not cause or contribute to adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[17] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 − Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

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

[17] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2, accessed May 2023.*

Table 6.4
Proposed Project Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Mobile Sources	6.04	4.19	48.60	0.15	10.90	2.83
Area Sources	6.16	0.10	11.40	<0.005	0.01	0.01
Energy Sources	0.03	0.61	0.38	<0.005	0.05	0.05
Stationary Sources	1.64	7.34	4.18	0.01	0.24	0.24
Total Project Emissions	***13.87***	***12.24***	***64.56***	***0.16***	***11.20***	***3.13***
Less Existing On-Site Emissions	*(4.15)*	*(2.74)*	*(29.62)*	*(0.06)*	*(2.10)*	*(0.41)*
NET Project Emissions	***9.72***	***9.50***	***34.94***	***0.10***	***9.10***	***2.72***
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Over/Under Threshold	(45.28)	(45.50)	(515.06)	(149.90)	(140.90)	(52.28)
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Mobile Sources	5.97	4.58	45.10	0.11	10.90	2.83
Area Sources	4.84	0.00	0.00	0.00	0.00	0.00
Energy Sources	0.03	0.61	0.38	<0.005	0.05	0.05
Stationary Sources	1.64	7.34	4.18	0.01	0.24	0.24
Total Project Emissions	***12.48***	***12.53***	***49.66***	***0.12***	***11.19***	***3.12***
Less Existing On-Site Emissions	*(4.09)*	*(3.00)*	*(27.42)*	*(0.06)*	*(2.10)*	*(0.41)*
NET Project Emissions	***8.39***	***9.53***	***22.24***	***0.06***	***9.09***	***2.71***
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Over/Under Threshold	(46.61)	(45.47)	(527.76)	(149.94)	(140.91)	(52.29)
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

[a.] *Calculations of operational emissions are based on several project defining characteristics that are labeled as "Mitigation Measures" in CalEEMod but are not identified as CEQA mitigation measures. For example, emission reduction measures T-3 and T-4 apply VMT reductions for TOD projects and projects that incorporate affordable housing. Compliance with the 2019 LA Green Building Code is reflected in emission reduction measures T-34 (bike parking), E-2 (energy efficient appliances), W-4 (low flow water fixtures), S-1/S-2 (waste reduction plan), and S-4 (recycle C&D material). The model does not allow for these project features to be calculated in the "unmitigated project" impact scenario. As such, the values in this table are from the "Mitigated" output scenario in the CalEEMod worksheets but are not identified as project mitigation measures because they are incorporated into the Project Description.*

Source: CalEEMod (Version 2022.1.1.14), Calculation sheets are provided in Appendix A to this SCEA. Parker Environmental Consultants.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles County area. The mass rate look-up tables provide LSTs for one-acre, two-acre, and five-acre sites. Since the portion of the Project Site to be graded is approximately 0.77 acre, the one-acre LSTs were applied for the Proposed Project. There are nine sensitive receptors located within 500 feet of the

Project Site that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project. These sensitive receptors are identified in Figure 6.1, Air Quality and Sensitive Receptor Location Map. Given the proximity of these sensitive receptors to the Project Site, the LSTs for a one-acre site with receptors located within 25 meters was used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase.

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table 6.5, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate one-acre site in SRA 1. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. ***Therefore, with implementation of the regulatory code compliance measures identified above, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations and localized air quality impacts from construction activities on the off-site sensitive receptors, and impacts would be less than significant.***

Localized Operational Emissions

Operation of the Project would not introduce any major new point sources of air pollution within the Project Site. The Proposed Project would replace existing retail commercial uses with new mixed-use project with retail/restaurant and residential land uses. The Proposed Project would not introduce significantly new sources of localized emissions to the area such as large commercial or industrial facilities, which are typically associated with high sources of localized emissions. Nevertheless, the Proposed Project would emit criteria pollutants in the local vicinity during operation.

Table 6.5
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition/Site Clearing	13.90	15.10	1.22	0.62
Grading/Excavation	19.40	20.90	3.67	2.20
Building Construction	8.95	10.00	0.33	0.30
Architectural Coatings	2.80	3.43	0.05	0.05
SCAQMD Localized Thresholds [c]	**74**	**680**	**5**	**3**
Over/Under Threshold	*(54.60)*	*(659.91)*	*(1.33)*	*(0.08)*
Significant Impact?	***No***	***No***	***No***	***No***

[a] *The localized thresholds for all phases are based on a receptor within a distance of 25 meters in SCAQMD's SRA 1 for a Project Site of one acre.*

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

[c] *SCAQMD Localized Significance Thresholds taken from the SCAQMD Appendix C – Mass Rate Lookup Tables, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, accessed 2022.*

Source: CalEEMod (Version 2022.1.1.14), Calculation sheets are provided in Appendix A to this SCEA. Parker Environmental Consultants.

Table 6.6, below, summarizes the localized on-site emissions from the operation of the Proposed Project. As shown, the Proposed Project's on-site localized emissions would not exceed the localized operational thresholds of significance for Project operations. ***Therefore, localized on-site operational emissions would be less than significant.***

CO Hotspots

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The Basin is currently designated as a CO attainment area for both the CAAQS and the NAAQS. The Basin has been in attainment for CO since 2007, and CO levels in the Source Receptor Area (SRA) 1 remain substantially below the federal and state standards. The maximum CO levels during 2016 were recorded at 1.9 ppm (one-hour average) and 1.4 ppm (eight-hour average), compared to the thresholds of 20 ppm (one-hour average) and 9.0 (eight-hour average).[18]

[18] *The most recent annual ambient air quality data is for the year 2016, http://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/2016-air-quality-data-tables.pdf?sfvrsn=14, accessed May 2023.*

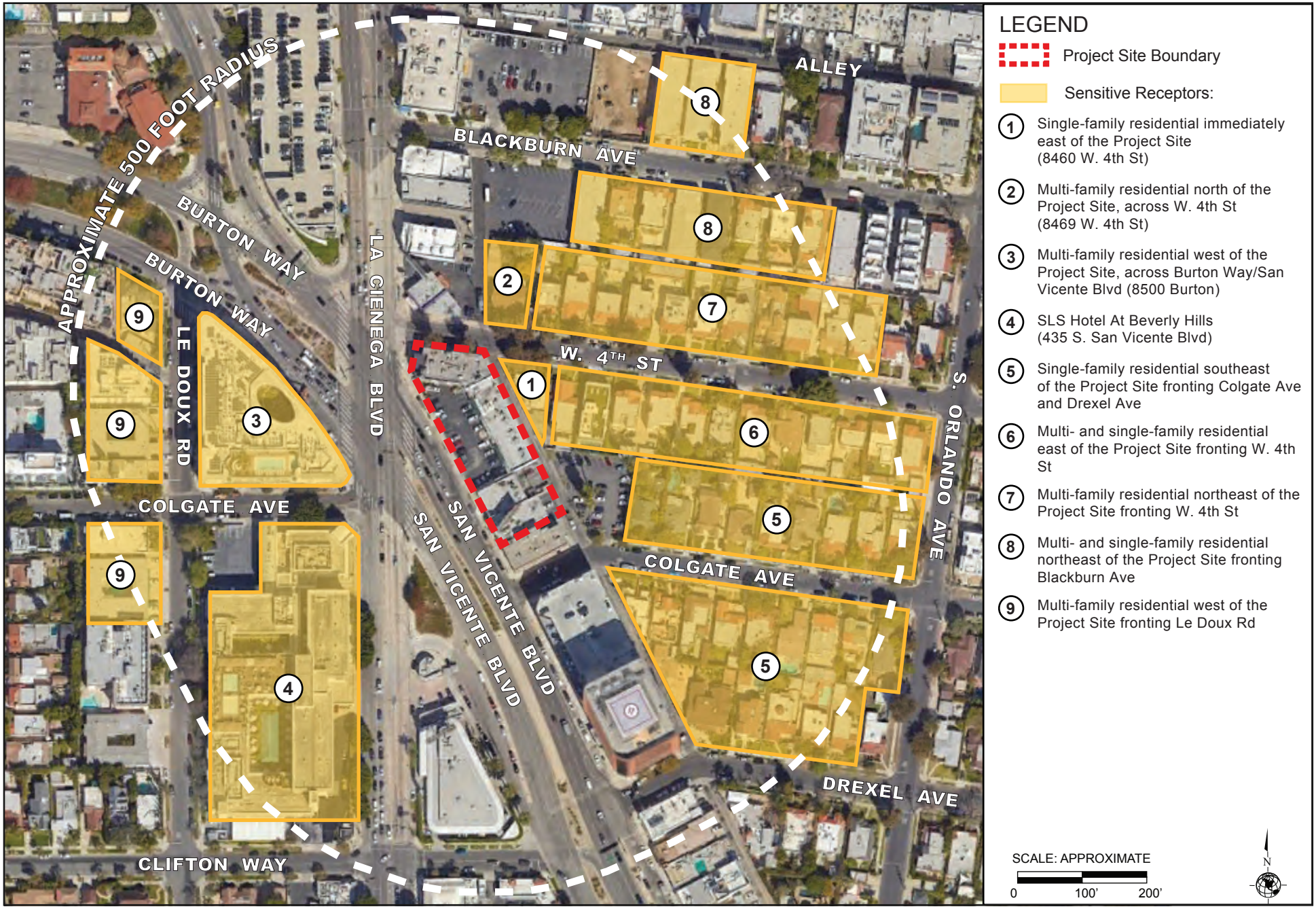
Table 6.6
Localized On-Site Maximum Daily Operational Emissions

Operational Phases	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Area	0.10	11.40	0.01	0.01
Energy	0.63	0.40	0.05	0.05
Stationary	7.34	4.18	0.24	0.24
Maximum Localized Operational Emissions [a]	**8.07**	**15.98**	**0.30**	**0.30**
SCAQMD Localized Significance Thresholds [b]	**74**	**680**	**2.0**	**1.0**
Over / (Under)	(65.93)	(664.02)	(1.70)	(0.70)
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
[a] *The CalEEMod worksheets are provided in Appendix A to this SCEA.*
[b] *The localized thresholds for all phases are conservatively based on a receptor distance of 25 meters in SCAQMD's SRA 1 for a Project Site of 1 acre.*
Source(s): SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009; Sample Construction Scenarios for Projects Less than Five Acres in Size. Parker Environmental Consultants, 2023.

In its 2003 AQMP, the SCAQMD conducted CO hot-spot analyses at the four worst-case intersections in the Basin. The SCAQMD noted that the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. The data provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at all four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue. When added to the existing [2003] background CO concentrations, the worst-case CO levels in the Basin was estimated to be 7.6 ppm (one-hour average) and 5.6 ppm (eight-hour average), respectively, which is below the CO thresholds of significance for both the CAAQS and NAAQS. The 2022 AQMP therefore concluded that because the Basin is in attainment for CO, and the studied congested intersections do not exceed state thresholds, CO hotspots are less than significant under extreme conditions. Comparatively, recent ambient CO levels reported in the 2022 AQMP are lower than they were in the preceding 2016 and 2003 AQMPs.[19]

[19] *Comparing Table 2-14 2020 Maximum 1-Hour CO Concentrations and 2020 Design Values by Basin and County in the 2022 AQMP with Table 2-15 2015 Maximum 1-Hour CO Concentrations and 2015 Design Values by Basin and County in the 2016 AQMP.*



Source: Google Earth, Aerial View, 2020.

Figure 6.1
Air Quality Sensitive Receptor Location Map

The volume of traffic at La Cienega Boulevard and San Vicente Boulevard was observed to include 33,872 average daily vehicle trips (ADT) in 2018.[20] Taking into account a one percent growth rate per year, it is estimated that the volume of traffic at this intersection in 2027 (Project buildout year) would be approximately 37,045 ADT, which is still substantially lower than the studied intersections in the data provided in Table 4-10 of Appendix V in the 2003 AQMP CO hot-spot analysis. Therefore, it is reasonable to conclude that the Proposed Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively, or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard or 0.45 ppm for the eight-hour CO standard at any local intersection. ***Therefore, the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations and no further analysis for CO hotspots is warranted. Localized operational emissions would therefore be less than significant.***

Toxic Air Contaminants (TAC)

Construction Emissions

The Proposed Project's construction activities would generate toxic air contaminants (TAC) in the form of diesel particulate matter (DPM) emissions associated with the use of heavy trucks and construction equipment during construction. DPM has no acute exposure factors (i.e., no short-term effects). Therefore, the SCAQMD Handbook does not recommend an analysis of TACs from short-term construction activities, which result in a limited duration of exposure. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 28 months, the Proposed Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (28 out of 840 months of a 70-year lifetime), health risks associated with DPM emissions during construction would be less than significant. Moreover, the Proposed Project would be required to 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. In addition, as discussed above, the Proposed Project would not result in a localized significant impact. ***Therefore, the Proposed Project would result in a less than significant impact related to the release of toxic air contaminants during construction.***

[20] *Los Angeles Department of Public Works, Bureau of Engineering, NavigateLA Website, Manual Traffic Count, most recently taken on May 17, 2018, https://navigatela.lacity.org/dot/traffic_data/manual_counts/LACIENEGA.SANVICENTE.180517.MAN.pdf, accessed May 2023.*

Operational Emissions

The Proposed Project consists of a mixed-use residential and ground floor commercial retail/restaurant development. These uses would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such no significant toxic airborne emissions would result from Proposed Project implementation**.** In addition, construction activities would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. ***Therefore, impacts associated with the release of toxic air contaminants during Project operations would be less than significant.***

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

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

Cumulative Impacts

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

AQMP Consistency

Cumulative development can affect implementation of the 2022 AQMP. The 2022 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2022 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2022 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with

or obstruction of the implementation of the applicable air quality plan. ***Thus, cumulative impacts related to conformance with the 2022 AQMP would be less than significant.***

Construction and Operational Emissions

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that do not generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question 3(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. ***Therefore, cumulative air quality impacts would be less than significant.***

Odor Impacts

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at the Proposed Project and each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Moreover, the related projects are not located in close enough proximity to the Proposed Project as to cause cumulative odor impacts. Furthermore, based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project would not combine with other projects to create objectionable construction odors. With respect to operations, SCAQMD Rules 402 (Nuisance), 1138 (Odors), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the related project and the Proposed Project's long-term operations phase. ***Thus, cumulative odor impacts would be less than significant.***

IV. Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

The following section summarizes and incorporates the reference information from the following Tree Report (contained in Appendix B to this SCEA):

- Arborgate Consulting Inc., Landscape Evaluation Report for 400-432 S. San Vicente, Los Angeles, February 2, 2023.

PROJECT-SPECIFIC IMPACTS

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?

Less Than Significant Impact. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is located in an urbanized area in the City and is improved with a one- to two-story commercial strip mall with associated surface parking (collectively called the Beverly Plaza Shopping Center), along with one adjacent commercial building to the immediate southeast with associated rear surface parking. The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.[21,22] This is further supported by the Proposed Project Tree Report, dated February 2, 2023 (See Appendix B to this SCEA), which concluded that the Project Site contains a mix of exotic trees and shrubs, but no protected, rare, endangered, or native trees were found. No plant species were found that are listed as federally threatened or endangered by the US Fish and Wildlife Service, and none are listed as threatened or endangered or considered sensitive by the California Department of Fish and Wildlife or any other State list. All on-site vegetation would be removed. The two street trees in the public right-of-way along West 4th Street would be removed to allow for Project construction and replaced. The removal and replacement of street trees in the public right-of-way is subject to the review and approval of the Board of Public Works, Urban Forestry Division. ***Therefore, the Proposed Project would have a less than significant impact upon removal of non-protected trees.***

The removal of vegetation and disturbances to potential bird habitat may result in take of nesting native bird species. However, all migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed

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[21] *U.S. Fish and Wildlife Service, Information for Planning and Consultation (IPaCs) Webpage, https://ipac.ecosphere.fws.gov/, accessed May 2023.*

[22] *U.S. Fish and Wildlife Service, Critical Habitat for Threatened and Endangered Species, https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77, accessed May 2023.*

under the Federal MBTA). The Department of City Planning enforces the MBTA through precautionary and preventative measures to avoid or reduce the potential for disturbances to wildlife during construction. The Project Applicant will be required to ensure compliance with all applicable laws and regulations to ensure that no significant impacts to nesting birds would occur due to the removal of the existing tree located on the Project Site. ***Therefore, with adherence to existing laws and regulations, the Proposed Project would have a less than significant impact on sensitive biological species or habitat.***

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

No Impact. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by a one- to two-story commercial strip mall with associated surface parking, along with one adjacent commercial building to the immediate southeast with associated rear surface parking. No riparian or other sensitive natural community is located on or adjacent to the Project Site. ***Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.***

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

No Impact. A project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat, as defined by Section 404 of the Clean Water Act. The Project Site is entirely developed and covered with impermeable surfaces and does not contain any wetlands or natural drainage channels. ***Therefore, the Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Question IV(b), above), and no impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.***

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

No Impact. A project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is improved with commercial/retail buildings and surface parking. Vegetation in the vicinity of the Project is limited to ornamental

landscaping. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Proposed Project vicinity. ***Therefore, the Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife species.***

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. A project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 186,873. There are two street trees in the public right-of-way on West 4th Street along the northern border of the Project Site that would need to be removed and replaced to allow construction of the Proposed Project. . These street trees are not protected native tree species.[23] The removal and replacement of street trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. As discussed above, the Proposed Project would be required to comply with the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits take of all birds and their active nests including raptors and other migratory non-game birds. ***Thus, any impacts upon the loss of on-site trees would be less than significant.***

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

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

Cumulative Impacts

Less Than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with adherence to applicable regulatory compliance measures. Development of the Proposed Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS, as no such habitat occurs in the vicinity of the Project Site due to the existing urban development. Moreover, development of the related projects are expected to occur in accordance with adopted plans and regulations. Each related project would be subject to discretionary City approval and project-specific CEQA review that would address biological resources. ***Thus, cumulative impacts to biological resources would be less than significant.***

[23] *Arborgate Consulting, Inc., Landscape Evaluation Report for 400-432 S. San Vicente, Los Angeles, February 2, 2023.*

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries (see Public Resources Cod, Ch. 1.75 §5097.98, and Health and Safety Code §7050.5(b))??	☐	☐	☒	☐

PROJECT-SPECIFIC IMPACTS

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

The following summarizes and incorporates by reference the findings and conclusions of the Historic Resources Evaluation Report (HRER) completed and submitted by GPA Consulting (GPA), on January 20, 2023, and included as Appendix C.1 in this SCEA, and GPA's Supplemental Memorandum addressing potential impacts to off-site historic resources dated September 22, 2023.

No Impact. A significant impact may occur if the Proposed Project results in a substantial adverse change in the significance of a historic resource. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic

resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[24]

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

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

The Project Site is currently occupied by a one- to two-story commercial strip mall with associated surface parking, along with one adjacent commercial building to the immediate southeast with associated rear surface parking. The Proposed Project includes demolishing the existing buildings and surface parking to constructing an eight-story mixed-use residential and commercial building.

City of Los Angeles Historic Survey and Survey Databases

The City of Los Angeles's Office of Historic Resources recently completely a citywide historic resource survey known as SurveyLA. As part of the survey, historic context statements and survey reports were prepared, which included the Wilshire Community Plan area where the Project Site is located. The Project Site was not identified as a potential historic resource in SurveyLA documents.[25] In addition, the Project Site is not identified as having historical significance on HistoricPlacesLA, which is the City's first online information and management system specifically created to inventory, map, and help protect the City's identified significant historic resources.[26] This is further confirmed by the Historic Resources Report submitted by

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

[25] *City of Los Angeles, Historic Resources Survey, SurveyLA Webpage, SurveyLA Results - Wilshire, https://planning.lacity.org/preservation-design/survey-la-results-wilshire, accessed May 2023.*

[26] *City of Los Angeles, Los Angeles Historic Resources Inventory, HistoricPlacesLA Webpage, http://historicplacesla.org/index.htm, accessed May 2023.*

GPA Consulting, which concluded the Project Site does not appear to contribute to a potential historic district under the federal, state, or local designation programs.[27]

Records Search

GPA performed a records search from the South Central Coastal Information Center (SCCIC) and a review of the California Historic Resources Inventory System (CHRIS), which includes data on properties listed and determined eligible for listing in the National Register of Historic Places, listed and determined eligible for listing in the California Register of Historic Resources, California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resource surveys and other planning activities. This records search identified no previously evaluated built environment resources on the Project Site and 52 built environment resources within a ¼-mile radius of the Project Site.

GPA also consulted the Built Environment Resources Directory (BERD), which is maintained by the State Office of Historic Preservation and includes information on cultural and historical resources reviewed for eligibility to the National Register and California Historical Landmark programs, and resources nominated under federal and state registration programs. GPA also conducted a field inspection of the Project Site; reviewed the Los Angeles Historic Resources Inventory Website, HistoricPlacesLA; researched historical Sanborn maps and newspaper archives; researched the Citywide Historic Context Statement, and reviewed ordinances, statutes, regulations, bulletins, and technical materials to evaluate the significance and integrity of the buildings on the Project Site as a potential historic resource.

Evaluation of Eligibility

The building located at 400 South San Vicente Boulevard was constructed in 1986 and is not included in the Historic Report evaluation as the building is less than 45 years of age, which disqualifies it from historical significance. The building located at 432 South San Vicente Boulevard was constructed in 1961 and is therefore more than 45 years of age and included in the Historic Report evaluation. Although the building at 432 South San Vicente Boulevard does not appear, based on the abovementioned research, to be a historical resource, to provide a conservative approach, GPA evaluated the building using the criteria for listing in the National Register, California Register, and for designation as a Historic Cultural Monument.

As concluded by GPA, the subject property does not appear to be eligible for listing in the National or California Registers or for designation as a Los Angeles Historic Cultural Monument due to a lack of significance. Additionally, it does not appear to contribute to a potential historic district. Therefore, the subject property is not a historic resource for the purposes of CEQA. The Proposed Project would have no impact on historic resources, and no further study is recommended or required.

[27] *See Appendix C to this SCEA.*

Adjacent and Nearby Historical Resources

For purposes of addressing potential impacts to off-site historic resources, GPA Consulting prepared a Supplemental Memorandum to the HRER (see Appendix C.2). Three off-site historic resources were identified within the project vicinity: (1) the San Vicente Boulevard Median, (2) 6727 Drexel Avenue, and (3) the 4th Street-Colgate Avenue Residential Historic District.

The San Vicente Boulevard Median is a landscaped median in the center of San Vicente Boulevard between the intersections with N. Rexford Drive in the City of Beverly Hills to the west, and Pico Boulevard in the City of Los Angeles to the east. The median is identified as retaining sufficient integrity to convey this significance; however, a review of historic aerial photographs indicates that the current configuration of the median in the vicinity of the Project site was modified several times over the years and that its current configuration has existed since c. 2000.

6727 Drexel Avenue is a single-family residence located at the northeast corner of Drexel Avenue and an alley that runs parallel to San Vicente Boulevard. It was constructed in 1909. The residence was identified during the 2015 SurveyLA survey of the Wilshire CPA. It was assigned a status code of 3S/3CS/5S3, indicating that it appeared eligible for national, state, and local listing for its association with Early Residential Development in the Wilshire area, and as an excellent example of a Craftsman Airplane Bungalow.[28]

The 4th Street-Colgate Avenue Residential Historic District is a potential historic district consisting of properties on both sides of 4th Street between S. Orlando Avenue and the alley west of Fairfax Avenue, and properties on both sides of Colgate Avenue roughly between S. Orlando Avenue and S. Sweetzer Avenue. The potential district was identified during the 2015 SurveyLA survey of the Wilshire CPA. It was assigned a status code of 3S/3CS/5S3, indicating that it appeared eligible for national, state, and local listing for its association with the history of the Jewish community in Los Angeles, and as a cohesive concentration of Period Revival architecture. The period of significance was established as 1922-1953.

The Proposed Project is located fully outside the physical boundaries of the previously identified historical resources (see Figure 2 in Appendix C.2). As such, no demolition, destruction, relocation, or alteration of any historical resource is proposed. Vibration generated by construction activities can reach levels that cause damage, and therefore direct impacts, to certain types of vulnerable buildings and structures; however, 6727 Drexel Avenue and the 4th Street-Colgate Avenue Residential Historic District are a sufficient distance away from the Proposed Project site that they would be unlikely to be affected by reasonable levels of construction-related vibration. While closer to the Proposed Project site, the San Vicente Boulevard Median is unlikely to be susceptible to vibration as low-lying street infrastructure made from concrete.

The Proposed Project would introduce a new visual element in the vicinity of historical resources in the form of a new building, which has the potential to impair the integrity of setting; however,

[28] "6727 W. Drexel Ave," HistoricPlacesLA, accessed September 2023, http://historicplacesla.org/reports/c4f2d17b-3645-40dd-9709-d55b44a53b1e.

integrity of setting is not an essential aspect of integrity for the San Vicente Boulevard Median or 6727 Drexel Avenue. That is, their ability to convey their significance does not rely on their relationship to physical features outside the historical resource boundary. Furthermore, the integrity of setting for both resources has already been diminished by ongoing development, and another instance of new construction in the vicinity is unlikely to impair the integrity of setting to such a degree that they would no longer be eligible for listing.

Therefore, the development of the Proposed Project would not cause a substantial adverse change in the significance of a historical resource. As such, no impact to historical resources would occur as a result of the Proposed Project.

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

Less Than Significant with Mitigation Incorporated. A significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources which presently exist within the Project Site. The Project Site has been previously developed and graded. The Project Site and immediate surrounding areas do not contain any known archaeological resources.[29]

A California Historical Resources Information System (CHRIS) records search including an archaeological records search was conducted by SCCIC for the Project Site and surrounding 0.5-mile search buffer.[30] This search included a review of all recorded archaeological and built environment resources, as well as a review of cultural resource reports on file. The SCCIC records search concluded there are no archaeological resources within the Project boundaries or within a ¼ mile radius of the Project Site. Further, as analyzed under Tribal Cultural Resources, (see Response to Checklist Question XVIII (a) and (b), Tribal Cultural Resources, below) no known cultural resources of Native American origin are documented within the Project Site or surrounding 0.5-mile and 0.25-mile search area of files held at the SCCIC.

Native American Correspondence

NAHC Sacred Lands File Search

As part of the process of identifying cultural resources within or near the Project Site, SWCA contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Lands File (SLF), which did not identify any known tribal cultural resources on the Project Site, nor any tribal cultural resources within a 0.5-mile radius. Similarly, no cultural resources were identified within, or in the vicinity of, the Project Site through a CHRIS records search. Because

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[29] *City of Los Angeles Department of City Planning, Los Angeles Citywide General Plan Framework Final Environmental Impact Report, 1995, Section 2.15 Cultural Resources, Prehistoric & Historical Archaeological Sites and Survey Areas in the City of Los Angeles, https://planning.lacity.org/odocument/ca5ec6a0-957a-4630-a247-d56ec738622f/GPF_FEIR_DEIR2.15.pdf, accessed May 2023.*

[30] *See Appendix C.3 to this SCEA.*

the presence or absence of archaeological materials cannot be determined until the Project Site is excavated, the City Department of City Planning and Department of Building and Safety routinely impose conditions of approval for the Project and grading permits that address the potential for inadvertent discovery of archaeological resources or human remains. In the event that cultural resources (sites, features, artifacts, or fossilized material) are exposed during construction activities for the Project, the following mitigation measure MM-CULT-1 would ensure that impacts to potential inadvertent discovery of archaeological resources would remain less than significant.

MM-CULT-1 Inadvertent Discovery of Archaeological Resources.

- If archaeological resources are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt (activities may continue on the remainder of the site) and:
    - The services of a qualified archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University, Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact(s);
    - The archaeologist's survey, study, or report shall contain recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
    - The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
- Project development activities in the vicinity of the discovery site may resume once copies of the archaeological survey, study, or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834

- Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

Therefore, compliance with the provisions of 14 CCR 15064.5(f) as set forth in MM-CULT-1 would ensure that environmental impacts associated with the inadvertent discovery of significant archaeological resources would be reduced to a less than significant level.

c) Disturb any human remains, including those interred outside of formal cemeteries (see Public Resources Cod, Ch. 1.75 §5097.98, and Health and Safety Code §7050.5(b))?

Less Than Significant Impact. A project-related significant adverse effect could occur if grading activities associated with the Proposed Project would disturb previously interred human remains.

Unanticipated Human Remains

In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. In accordance with state law, no further excavation or disturbance of the Project Site or any nearby area reasonably suspected to overlie adjacent remains would occur until the county coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete his/her inspection within 48 hours of being granted access to the Project Site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. ***Compliance with regulatory compliance measures would ensure that any such remains found during construction of the Proposed Project would be handled according to the proper regulations, and impacts to human remains would be less than significant.***

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project, in combination with the related projects, would result in the continued redevelopment and revitalization of the surrounding area. However, impacts to historic and archaeological resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to historic cultural resources concluded that the Proposed Project would have a less than significant impact.[31] Additionally, analysis of the Proposed Project's impacts to potential archaeological resources concluded that the implementation of MM-CULT-1 would ensure that any potential impacts to inadvertent discovery of archaeological resources on-site would be mitigated to a less than significant impact. Further, the analysis of the Proposed Project's impacts to potential disturbance to human remains concluded that the Proposed Project would have no significant impacts following compliance with standard regulatory measures. For example, if human remains are encountered unexpectedly during construction demolition and/or grading activities, State

[31] *See Appendix C of this SCEA.*

Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to PRC Section 5097.98. In the event that human remains are discovered during excavation activities, the City's grading regulations require the contractor to immediately stop working in the area of the find and contact the County Coroner. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the NAHC. The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC. Further, the project applicants for the related projects would implement similar standard conditions of approval and mitigation measures, as necessary, to reduce environmental impacts to a less than significant level. ***Therefore, the Proposed Project's incremental contribution to impacts upon archaeological resources would not be considerable, and cumulative impacts to historic resources, potential archaeological resources, and potential discovery of human remains would be less than significant.***

VI. Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Regulatory Setting

Federal

Energy Independence and Security Act of 2007

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 mandatory Renewable Fuel Standards (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."[32]

Corporate Average Fuel Economy Standard's

Enacted by Congress in 1975, the Corporate Average Fuel Economy (CAFE) standard's purpose is to reduce energy consumption by increasing the fuel economy of cars and light trucks. The CAFE standards are fleet-wide averages that must be achieved by each automaker for its car and truck fleet, each year, since 1978. When these standards are raised, automakers respond by creating a more fuel-efficient fleet. CAFE standards are regulated by the United States Department of Transportation's (U.S. DOT) National Highway Traffic Safety Administration (NHTSA). The NHTSA sets standards to increase CAFE levels rapidly over the next several years, which will improve the nation's energy security and save consumer's money at the gas pump, while also reducing greenhouse gas (GHG) emissions. In March 2022, the NHTSA established final passenger car and light truck CAFE standards for model years 2024–2026, which the agency projects will require in model year 2026, on average, a combined fleet-wide fuel economy of 49 miles per gallons (mpg) and increasing fuel efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026.[33] This is projected to save consumers nearly $1,400 in total fuel expenses over the lifetime of each vehicle and avoid the consumption of about 234 billion gallons of gas between 2030 and 2050.

On March 31st, 2020, the U.S. DOT and the U.S. Environmental Protection Agency (U.S. EPA) finalized the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amended existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, specifically that carbon dioxide efficiency standards increase by 1.5 percent annually in stringency from model years 2021 through 2026.[34]

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by U.S. EPA and NHTSA. The Phase 1 medium- and 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

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[32] *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.*

[33] *U.S. DOT, NHTSA, Corporate Average Fuel Economy (CAFE), Laws and Regulations, https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy#:~:text=NHTSA's%20Corporate%20Average%20Fuel%20Economy,heavy%2Dduty%20trucks%20and%20engines, accessed May 2023.*

[34] *U.S. DOT, NHTSA, the Safe Affordable Fuel-Efficient "SAFE" Vehicles Rule, https://www.nhtsa.gov/corporate-average-fuel-economy/safe#:~:text=The%20Safer%20Affordable%20Fuel%2DEfficient%20(SAFE)%20Vehicles%20Rule%2C,model%20years%202021%20through%202026, accessed May 2023.*

baseline, depending on the vehicle type.[35] U.S. EPA and NHTSA have also adopted the Phase 2 medium- and 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.[36]

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 Corporate Average Fuel Economy regulations.

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:

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- 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 U.S. EPA 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.

[35] *U.S. EPA, NHTSA, Federal Register Volume 76, No. 179, Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles, September 15, 2011, https://www.govinfo.gov/content/pkg/FR-2011-09-15/pdf/2011-20740.pdf, accessed May 2023.*

[36] *U.S. EPA, NHTSA, Federal Register Volume 81, No. 206, Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2, October 25, 2016, https://www.govinfo.gov/content/pkg/FR-2016-10-25/pdf/2016-21203.pdf, accessed May 2023.*

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."[37]

State

Clean Car Standards – Pavley, Assembly Bill 1493

In 2002 the California State Legislature adopted and the Governor signed AB 1493 (Chapter 200, Statutes 2002, Pavley) in an effort to reduce greenhouse gas emissions in response to the increasing threat of climate change to the well-being of California's citizens and the environment. AB 1493 directed the California Air Resources Board (CARB) to adopt the maximum feasible and cost-effective reductions in GHG emissions from light-duty vehicles. On September 24, 2009, CARB adopted amendments to the "Pavley" regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016 and later. It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, while improving fuel efficiency and reducing motorists' costs.[38]

Senate Bill 1389

Senate Bill (SB) 1389 (Public Resources Code 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 (Public Resources Code Section 25301[a]). The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California including energy efficiency, strategies related to data for improved decisions in the Existing Buildings Energy Efficiency Action Plan, building energy efficiency standards, the impact of drought on California's energy system, achieving 50 percent renewables by 2030, the California Energy Demand Forecast, the Natural Gas Outlook, the Transportation Energy Demand Forecast, Alternative and Renewable Fuel and Vehicle Technology Program benefits updates, update on electricity infrastructure in Southern California, an update on trends in California's sources of crude oil, an update on California's nuclear plants, and other energy issues.

California Global Warming Solutions Act (AB 32)

As discussed in Section IV.C, Greenhouse Gas Emissions, of this Draft EIR, Assembly Bill (AB) 32 (Health and Safety Code Sections 38500–38599), also known as the California Global Warming Solutions Act of 2006, commits the state to achieving year 2000 GHG emission levels

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[37] *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.*

[38] *CARB, Clean Car Standards – Pavley, Assembly Bill 1493, http://www.leginfo.ca.gov/pub/01-02/bill/asm/ab_1451-1500/ab_1493_bill_20020722_chaptered.pdf, accessed May 2023.*

by 2010 and year 1990 levels by 2020.[39] To achieve these goals, AB 32 tasked the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) with providing information, analysis, and recommendations to CARB regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. On July 2018, CARB announced that greenhouse gas pollution in California fell below 1990 levels, therefore achieving its 2020 greenhouse gas emissions goal set by AB 32.[40]

California Renewables Portfolio Standard

The California Renewables Portfolio Standard (RPS) program, which was established in 2002 by Senate Bill (SB) 1078, required that 20 percent of the available energy supplies in California come from renewable energy sources by 2017. In 2006, SB 107 accelerated the 20-percent mandate by 2010. These mandates apply directly to investor-owned utilities. In 2011, California Governor Jerry Brown signed into law Senate Bill 2X, which modified California's RPS program to require that both publicly- and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. In October 2015, Governor Brown signed into legislation Senate Bill 350 (SB 350), which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. In 2018, Senate Bill 100 (SB 100) was signed into law, which again increases the RPS to 60 percent by 2030 and requires all of California's electricity to come from carbon-free resources by 2045. SB 100 became effective on January 1, 2019.[41] 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.[42]

California Building Standards

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

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[39] *State of California, Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed May 2023.*

[40] *CARB, "Climate Pollutants Fall Below 1990 Levels for First Time", https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time, accessed May 2023.*

[41] *California Public Utilities Commission, California Renewables Portfolio Standard, https://www.cpuc.ca.gov/rps/, accessed May 2023.*

[42] *California Public Utilities Commission, RPS Program Overview, 2018 website: https://www.cpuc.ca.gov/RPS_Overview/, accessed May 2023.*

environmental quality. The Proposed Project would comply with the 2019 California Building Energy Efficiency Standards (Title 24 standards), which became effective on January 1, 2020.[43,44] The 2019 Title 24 standards improve upon the 2016 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.[45]

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.[46] 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.[47]

California Air Resources Board

Scoping Plan

The 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) was adopted by CARB on December 15, 2022. There have been three previous Scoping Plans (2008, 2014, and 2017). Previous plans have focused on specific greenhouse gas reduction targets for the industrial, energy, and transportation sectors – first to meet 1990 levels by 2020, then to meet the more aggressive target of 40 percent below 1990 levels by 2030. The 2022 Scoping Plan, addressing recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990

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[43] *California Energy Commission, 2019 Building Energy Efficiency Standards, 2019, https://ww2.energy.ca.gov/publications/displayOneReport_cms.php?pubNum=CEC-400-2018-020-CMF.*

[44] *The 2022 Title 24 update to the California Building Energy Efficiency Standards became effective on January 1, 2023. However, because the Project submitted a complete building plan application to the City of Los Angeles Department of Building and Safety on December 14, 2022, the Project is subject to the 2019 Title 24 Standards.*

[45] *California Energy Commission, 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, 2018, https://ww2.energy.ca.gov/publications/displayOneReport_cms.php?pubNum=CEC-400-2018-020-CMF.*

[46] *California Building Standards Commission, Guide to the 2016 California Green Building Standards Code Nonresidential, 2018.*

[47] *The 2022 Title 24 update to the California Building Energy Efficiency Standards became effective on January 1, 2023. However, because the Project submitted a complete building plan application to the City of Los Angeles Department of Building and Safety on December 14, 2022, the Project is subject to the 2019 Title 24 Standards.*

levels by 2045. This plan also takes the unprecedented step of adding carbon neutrality as a science-based guide to touchtone for California's climate work. The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the State's natural and working lands and using a variety of mechanical approaches.

The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas (GHG) emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

This Scoping Plan draws on a decade and a half of proven successes and additional new approaches to provide a balanced and aggressive course of effective actions to achieve carbon neutrality in 2045, if not before, in addition to the 2030 goal.

Advanced Clean Cars Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations.[48] The program requires a greater number of zero-emission vehicle 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 Zero-Emissions Vehicle regulations (ZEV) 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. Effective November 26, 2019, the federal SAFE Vehicles Rule Part One: One National Program withdraws the California waiver for the GHG and ZEV programs under section 209 of the Clean Air Act, which revokes California's authority to implement the Advanced Clean Cars and ZEV mandates.

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.

In-Use Off-Road Diesel Fueled Fleets Regulation

Since 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"[49] 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 targets. Revised in October 2016, the regulation enforced off-road restrictions on fleets adding vehicles with older tier engines and started enforcing beginning July

[48] *California Air Resources Board, Clean Car Standards – Pavley, Assembly Bill 1493, https://ww2.arb.ca.gov/californias-greenhouse-gas-vehicle-emission-standards-under-assembly-bill-1493-2002-pavley, last reviewed January 11, 2017. Accessed May 2023.*

[49] *California Air Resources Board, In-Use Off-Road Diesel Fueled Fleets Regulation, https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation/about, accessed May 2023.*

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 measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation could potentially result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines.[50]

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 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.

Regional

Southern California Association of Governments 2020-2045 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

[50] *Office of Energy Efficiency & Renewable Energy, Energy Efficiency, https://www.energy.gov/eere/vehicles/fuel-efficiency, accessed May 2023.*

expanding mobility choices by location housing, jobs, and transit closer together, and increasing investments in transit and complete streets.

Local

The Green New Deal Sustainable City pLAn 2019

In 2015, Mayor Eric Garcetti released the City's first Sustainable City pLAn (Sustainable City pLAn) through Executive Directive No. 7. In 2019, the mayor's office adopted The Green New Deal Sustainable City pLAn 2019 (L.A.'s Green New Deal) as an update to the 2015 Sustainable City pLAn. L.A.'s Green New Deal establishes accelerated goals for a cleaner environment and a stronger economy, with commitment to equity as its foundation and sets the following targets for a sustainable city:

- 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 British Thermal Units (BTU)/sqft 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 (lbs.) 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 1/2 mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.

City of Los Angeles Green Building Code

In 2010, the City adopted the 2010 CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new "L.A. Green Building Code," applicable to new development projects. As stated in LAMC Section 99.01.101, the L.A. Green Building Code is Article 9 of Chapter IX of the LAMC and adopts by reference CALGreen. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alterations to non-residential and high-rise residential buildings. Chapter IX, Article 9, Divisions 4 and 5 include mandatory measures for newly constructed residential and non-residential buildings. The L.A. Green Building Code also 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. Specific measures in the L.A. Green Building Code intended to improve building energy efficiency and conserve energy are included as LAMC Sections 99.04.201 through 99.04.504 for residential mandatory measures and as LAMC Sections 99.05.201 through 99.05.504 for non-residential mandatory measures. These energy efficiency measures include renewable energy, indoor and outdoor water uses, water reuse systems, waste reduction, pollutant control, and interior moisture control measures.

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.[51] 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

City of Los Angeles Solid Waste Integrated Resources Plan

Under the City's Solid Waste Integrated Resources Plan (SWIRP), the City committed to reaching Zero Waste by diverting 70 percent of the solid waste generated in the City by 2013, diverting 90

[51] *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.*

percent by 2025, and becoming a zero waste city by 2030.[52] Moreover, state law requires mandatory commercial recycling in all businesses and multi-family complexes and imposes additional reporting requirements on local agencies, including the City. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multi-family solid waste that would aid the City in meeting its diversion goals by, among other things: (i) requiring franchises to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which would enable required reporting and monitoring of state mandated commercial and multifamily recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards. As reported by the Bureau of Sanitation, the City reached 72 percent diversion rate in 2010, the base year for SWIRP. By 2011, the City achieved 76.4 percent diversion rate.[53]

LADWP 2017 Final Power Strategic Long-Term Resource Plan (SLTRP)

In April 2018, the Los Angeles Department of Water and Power (LADWP) approved the Power Strategic Long-Term Resource Plan (SLTRP), which increases LADWP's planning horizon, from 20 years ending in 2037 and extending through 2050, in order to better align with Statewide GHG emissions goals and align with Los Angeles' 100 percent clean energy initiative, detailed in L.A.'s Green New Deal. The goal of the 2017 SLTRP is to identify a portfolio of generation resources and power system assets that meets the City's future energy needs at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards.

The 2017 Power SLTRP outlines an aggressive strategy for LADWP to accomplish its goals, comply with regulatory mandates under the state's RPS regulations, and provide sufficient resources over the next 20 years. The 2017 Power SLTRP incorporates the Enforcement Procedures for the RPS for Local Publicly Owned Electric Utilities pursuant to Section 399.30(l) of the California Renewable Energy Resources Act (SB 2 [1X]) and identifies optional compliance measures found in the Regulations. The 2017 Power SLTRP identifies a combination of GHG reduction strategies, including early coal replacement two years ahead of schedule by 2025; accelerating LADWP's RPS to 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036; doubling of energy efficiency from 2017 through 2027; repowering coastal in-basin generating units with new, highly efficient potential clean energy projects by 2029 to provide grid reliability and critical ramping capability; accelerating electric transportation to absorb GHG emissions from the transportation sector; and investing in the Power System Reliability Program to maintain a robust and reliable power system. Thus, the 2017 Power SLTRP would achieve and exceed

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[52] *City of Los Angeles, Department of Public Works, Bureau of Sanitation, Zero Waste Progress Report, March, 2013, https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.04_Zero%20Waste%20Progress%20Report_March%202013.pdf, accessed May 2023.*

[53] *Ibid (at page 46).*

mandates established in previous RPS. In order to achieve a 100 percent clean energy portfolio, these strategies listed in the 2017 Power SLTRP are provided for LADWP to incorporate in order to reach the City's overall 100 percent clean energy initiative, as part of L.A.'s Green New Deal.

With respect to the status of LADWP's RPS portfolio, LADWP achieved the state legislated goal of 32 percent of all energy sources coming from renewable energy in 2019.[54]

Existing Conditions

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. Conveyance of electricity through transmission lines is typically responsive to market demands.

The LADWP power system serves approximately 4 million people and is the nation's largest municipal utility. Its service territory covers the City of Los Angeles and many areas of the Owens Valley, with annual sales exceeding 26 million megawatt-hours (MWh). LADWP is a "vertically integrated" utility, both owning and operating the majority of its generation, transmission and distribution systems. LADWP strives to be self-sufficient in providing electricity to its customers and does so by maintaining generation resources that are equal to or greater than its customers' electrical needs.

LADWP obtains electricity from various generating sources that utilize coal, nuclear, natural gas, hydroelectric, and renewable resources to generate power. LADWP obtains power from four municipally-owned power plants within the Los Angeles Basin, LADWP Hydrogenerators on the Los Angeles Aqueduct, shared-ownership generating facilities in the Southwest, and also purchases power from the Southwest and Pacific Northwest. LADWP also purchases excess power, as it is made available, from self-generators interconnected with the LADWP within the City.

According to LADWP's 2017 Power SLTRP, LADWP has a net dependable generation capacity greater than 7,531 MW.[55] On August 31, 2017, LADWP's power system experienced a record

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[54] *California Energy Commission, Utility Annual Content Labels for Los Angeles Department of Water and Power, https://www.dropbox.com/s/lndrm56yod3fr3b/CEC_Utility%20Annual%20Power%20Content%20Labels%20for%202018.pdf?dl=0, accessed May 2023.*

[55] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resources Plan (SLTRP), December 2017, at p. 17, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc;jsessionid=SbKHvZ8J1lLXRtyRF8621hLbmPkMplpQnsG1Xlx8G2zwwy9btK30!-523961071?_adf.ctrl-state=yya6nu52o_4&_afrLoop, accessed May 2023.*

instantaneous peak demand of 6,432 MW.[56] In 2018, approximately 32 percent of LADWP's 2018 electricity mix was from renewable sources, which is similar to the 31 percent statewide percentage of electricity purchases from renewable sources.[57] The annual electricity sale to customers for the 2016-2017 fiscal year was approximately 22,878 million GWh.[58]

The LADWP currently provides electricity to the Project area with all required infrastructure present. The Project Site is developed with approximately 22,494 square feet of retail commercial land uses. It is estimated that existing uses on the Project Site currently consumes approximately 223,962 kWh of electricity per year (see Table 6.8, below).

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).

The Southern California Gas Company (SoCalGas), a subsidiary of Sempra Energy (the nation's largest natural gas supplier), provides natural gas to the City through existing gas mains located under the streets. Natural gas service is provided in accordance with the SoCalGas' policies and extension rules on file with the CPUC at the time contractual agreements are made. The availability of natural gas is based upon present conditions of gas supply and regulatory policies. As a public utility, SoCalGas is under the jurisdiction of the CPUC but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

SoCalGas, along with five other California utility providers released the 2020 California Gas Report, presenting a forecast of natural gas supplies and requirements for California through the year 2035. 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. Overall, SoCalGas predicts a decrease in natural gas demand in future years

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[56] *Ibid (at pg. ES-1).*

[57] *California Energy Commission, Utility Annual Content Labels for Los Angeles Department of Water and Power, 2019, https://www.dropbox.com/s/lndrm56yod3fr3b/CEC_Utility%20Annual%20Power%20Content%20Labels%20for%202018.pdf?dl=0, accessed May 2023.*

[58] *Los Angeles Department of Water and Power, 2017 Final Power Strategic Long-Term Resources Plan (SLTRP), Appendix A, Load Forecasting, pg. A-6, December 2017, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc;jsessionid=SbKHvZ8J1lLXRtyRF8621hLbmPkMplpQnsG1Xlx8G2zwwy9btK30!-523961071?_adf.ctrl-state=yya6nu52o_4&_afrLoop, accessed May 2023.*

due to a decrease in per capita usage, energy efficiency policies, and the state's transition to renewable energy displacing fossil fuels including natural gas.[59]

In 2021, gas supplies available to SoCalGas from California sources averaged 69 million cubic feet per day (cf/day).[60] Based on the 2022 California Gas Report, SoCalGas projects total natural gas demand to decrease at an annual rate of 1.5 percent per year from 2022 to 2035. This decrease is due to modest economic growth, increasing energy efficiency, fuel substitution, tighter standards created by revised Title 24 Codes and Standards, and renewable energy goals that impact gas-fired electricity.[61] Thus, with the natural gas consumption becoming more efficient and decreasing, the SoCalGas' projection for natural gas also decreases.

Under an average-temperature condition and a normal hydro year (Table 2), gas demand for the State is projected to average 5,298 million cubic feet of gas per day (MMcf/d) in 2022. Based on the 2022 California Gas Report (Table 34), the CEC estimates natural gas consumption within the SoCalGas' planning area will be approximately 2,328 million cf/day in 2026 (the Proposed Project's buildout year) with a total capacity of approximately 3,435 million cf/day, allowing for a remaining capacity of approximately 1,107 million cf/day.

As noted above, the Project Site is developed with approximately 22,494 square feet of commercial land uses. Based on the CalEEMod analysis of existing operational air quality emissions, it is estimated that existing uses on the Project Site currently consume approximately 108,549 cf of natural gas per year (see Table 6.9, below).

Transportation Energy

Different types of energy sources, or fuels, are used for transportation in the U.S., which include petroleum products (e.g., gasoline, diesel, jet fuel, residual fuel oil, and propane), biofuels (e.g., ethanol and biodiesel), natural gas, and electricity. Petroleum-based fuels account for about 90 percent of California's transportation energy sources. Gasoline remains the dominant fuel within the transportation sector, with diesel fuel and aviation fuels following. The transportation sector generates the most GHG emissions and uses the most energy in California. In recognition of these challenges, California has been enacting policies and goals to shift the transportation sectors toward cleaner, sustainable fuels and more efficient technology vehicles.

Though California's population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.6 billion gallons in 2017 to between 12.1 billion and 12.6 billion gallons in 2030, a 19- to 22-percent reduction. This decline comes in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles. The CEC projects that the

[59] *California Gas and Electric Utilities, 2022 California Gas Report, page 135, https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed May 2023.*

[60] *Ibid, at page 135.*

[61] *Ibid, at page 115.*

amount of alternative fuel (e.g., electricity, natural gas, hydrogen, ethanol) consumed within the transportation sector will increase in the future.[62]

Currently, the Project Site is developed with approximately 22,494 square feet of commercial land uses. It is estimated that the trips associated with the operation of the existing commercial uses on-site consume a total of approximately 95,626 gallons of gasoline per year and approximately 8,734 gallons of diesel per year.[63]

PROJECT-SPECIFIC IMPACTS

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The following provides a discussion of six criteria contained in Appendix F of the CEQA Statute and Guidelines to help determine whether the Proposed Project would result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

Criteria 1) *The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*

Construction Impacts

Energy would be consumed during the demolition, excavation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. Construction of the Proposed Project would generate an increased demand for electricity use related to the treatment and conveyance of water for dust suppression activities during the excavation and grading phase, and the consumption of gasoline and diesel fuels associated with haul trucks, deliveries, and worker commute trips. In order to quantify the amount of diesel and gasoline fuel utilized for the Proposed Project's construction, the equipment usage, horsepower, load factors, and fuel rates from the construction phases and activities calculated in the CalEEMod worksheets for the Proposed Project were utilized to estimate the gallons of diesel and gasoline consumed (Appendix D, Energy Consumption Worksheets). Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. Construction of the Proposed Project would require the export of asphalt and building debris from the Project Site during the demolition and site clearing phases. Additionally, up to 46,000 cubic

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[62] *CEC, Revised Transportation Energy Demand Forecast, 2018-2030, February 2018, https://www.dropbox.com/home/2022%20Projects/400%20San%20Vicente%20SCEA/References?preview=CEC_Revised+Transportation+Energy+Demand+Forecast+2018-2030.pdf, accessed May 2023.*

[63] *Refer to Existing Conditions Operational Fuel Consumption Calculations included in Appendix D in this SCEA.*

yards of soil would be exported as a result of the grading for the subterranean parking levels. Construction worker travel to and from the Project Site would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period.

The total electricity, gasoline and diesel fuel anticipated to be used during construction is summarized in Table 6.7, Summary of Energy Usage During Construction, below. As shown, construction of the Proposed Project would consume approximately 1,990 kWh of electricity, approximately 57,553 gallons of diesel fuel, and 26,589 gallons of gasoline during construction.[64]

Table 6.7
Summary of Energy Usage During Construction

Fuel Type	Quantity [a]
Electricity	1,990 kWh
Gasoline	26,589 gallons
Diesel	57,553 gallons

Notes: kWh = Kilowatt-hour
[a] Calculation worksheets are provided in Appendix D to this SCEA.
Source: Parker Environmental Consultants.

Due to the relatively short duration of the construction process, and the fact that this extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. Further, compliance with regulatory compliance measures, such as not allowing engines to idle excessively when not in use (AQMD Rule 403), and meeting specified fuel and fuel additive requirements and emission standards (C.C.R. Title 13, Sec. 2485), would further serve to increase energy efficiency and reduce consumption of fossil fuels. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure. **Accordingly, energy demands during construction would not cause wasteful, inefficient, and unnecessary use of energy, and impacts would be less than significant.**

Operational Impacts

Electricity

As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to the 2019 Title 24 Building Energy Efficiency Standards of the California Administrative Code. The Proposed Project would also be required to comply with the 2019 L.A. Green Building Code. The 2019 L.A. Green Building Code, effective January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green

[64] *Refer to Energy Consumption Worksheets included in Appendix D of this SCEA.*

building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation. Therefore, compliance with the applicable Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Proposed Project's energy consumption. Additionally, as discussed above, electric service is available and would be provided to the Project Site. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirements for the Proposed Project are part of the total load growth forecast for the City of Los Angeles and have been taken into account in the planned growth of the City's power system.

As shown in Table 6.8, below, the estimated net increase in electricity consumption by the Proposed Project would be approximately 812,694 kWh per year. The Proposed Project would include energy conservation features. Specifically, the residential units would include energy efficient lighting fixtures, ENERGY STAR-rated appliances for residential dwelling units, low-flow water features, and energy efficient mechanical heating and ventilation systems. The Proposed Project would also comply with the solar ready requirements of Section 110.10(b) of the Energy Code that require 15 percent of the roof area to be solar ready. Thus, the Proposed Project's 126 residential units and commercial retail/restaurant uses would incorporate energy conservation features. Therefore, the development of the Proposed Project would not cause wasteful, inefficient, or unnecessary consumption of electricity.

Table 6.8
Estimated Electricity Consumption by the Proposed Project

Land Use	Size	Total Electricity Demand (kWh/year)
Proposed Uses		
Multi-Family Residential	126 du	386,533
Restaurant [a]	11,615 sf	334,845
Parking	95,289 sf [b]	315,278
Total Project Electricity Demand:		***1,036,656***
Existing Electricity Demand (to be demolished):[c]		*(223,962)*
NET TOTAL Electricity Demand:		**812,694**

Notes: sf =square feet; du = dwelling unit; kWh = kilowatt-hour
[a] *The electricity demand for the ground floor retail/restaurant component is based on restaurant space as restaurant uses generate a higher demand for electricity than retail land uses.*
[b] *Based on California Building Code (CBC) floor area as shown on page 12 of the 400 S. San Vicente – Beverly Plaza Entitlement Submittal, dated July 13, 2023.*
[c] *The Project Site is developed with 22,494 square feet of retail space.*
Source: SCAQMD, CalEEMod (Version 2022.1.1.14), See Appendix A to this SCEA (at p. 9 for the Existing Conditions emissions worksheets and p. 61 of the Proposed Project emissions worksheets). Parker Environmental Consultants.

Natural Gas

A mentioned previously, based on the 2022 California Gas Report (Table 34), the CEC estimates natural gas consumption within the SoCalGas' planning area will be approximately 2,328 million cf/day in 2027 (the Proposed Project's buildout year) with a total capacity of approximately 3,435 million cf/day, allowing for a remaining capacity of approximately 1,107 million cf/day. As shown in Table 6.9, below, the net natural gas consumption as a result of the operation of the Proposed Project, approximately 2,195,313 cubic feet (cf) per year, would represent a very small fraction of one percent of the SoCalGas' existing natural gas storage capacity and therefore, would be within the SoCalGas' existing natural gas storage capacity of approximately 137 billion cubic feet as of 2022.[65]

As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the 2019 L.A. Green Building Code. The 2019 L.A. Green Building Code, effective January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The 2019 L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Therefore, the development of the Proposed Project would not cause wasteful, inefficient, or unnecessary consumption of natural gas.

Table 6.9
Estimated Natural Gas Consumption by the Proposed Project

Land Use	Size	Total Natural Gas Demand (kBTU/yr)	Total Natural Gas Demand (cf/yr) [a]
Project			
Multi-family Residential	126 du	1,250,595	1,225,583
Restaurant [b]	11,615 sf	1,100,285	1,078,279
Total Project Natural Gas Demand		**2,350,880**	**230,862**
Less Existing Natural Gas Demand [c]		*(110,764)*	*(108,549)*
Net Total Natural Gas Demand:		**2,240,116**	**2,195,313**

Notes: sf =square feet; du = dwelling unit
[a] 1kBTU is equivalent to 0.98 cubic feet of natural gas.
[b] The natural gas demand for the proposed retail/restaurant component is based on restaurant space as restaurants generate a higher demand for natural gas than retail uses.
[c] Project Site is developed with 22,494 square feet of retail space.
Source: SCAQMD, CalEEMod (Version 2022.1.1.14) (see Appendix A to this SCEA (at p. 9 of the Existing Condition worksheets and p. 61 of the Project emissions worksheets); Parker Environmental Consultants.

[65] *California Gas and Electric Utilities, 2022 California Gas Report, Table 1 – California Natural Gas Storage Capacities, Recorded Year 2021, page 17, https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed May 2023.*

Fossil Fuels

Operation of the Proposed Project would generate vehicle trips associated with people driving to and from the Project Site for work, home, or other destinations throughout the region. The daily trips and annual VMT were calculated in the CalEEMod air quality modeling and greenhouse gas emissions worksheets (see Appendix A to this SCEA), it is estimated that operation of the Proposed Project would result in an increase of approximately 3,483,531 annual vehicle miles traveled on an annual basis.[66] Furthermore, because the Proposed Project would replace an existing commercial center, the Proposed Project would result in a net increase of approximately 1,014,727 annual VMT, generating a net increase in operational fuel use of 24,634 gallons of gasoline and 3,021 gallons of diesel fuel per year, as shown in Table 6.10, below.

Table 6.10
Estimated Transportation Energy Consumption by the Project

	Annual VMTs (miles) [a]	Fuel Rate (mpg) [b]	Total Fuel Demand (gallons/year)
Diesel			
Existing (to be demolished)	74,064	8.48	*(*8,734*)*
Proposed Project	104,506	8.89	*11,755*
		Net Diesel Consumption:	***3,021***
Gasoline			
Existing (to be demolished)	2,295,988	24.01	*(95,626)*
Proposed Project	3,135,178	26.07	*120,260*
		Net Gasoline Consumption:	***24,634***

Notes: VMTs = vehicle miles traveled; mpg = miles per gallon
[a] *Appendix A, Air Quality and Greenhouse Gas Emissions: Total Annual VMTs from Operational Mobile; It is assumed that 93% of VMTs are associated with gasoline-powered vehicles and 3% of VMTs are associated with diesel-powered vehicles for the year 2023; and 90% of VMTs are associated with gasoline-powered vehicles and 3% of VMTs are associated with diesel-powered vehicles for the year 2027.*
[b] *Fuel efficiency estimates were based on EMFAC2021 (v1.0.2) Emissions Inventory data. See Appendix D, Energy Consumption Worksheets.*
Parker Environmental Consultants.

The Proposed Project would include several conservation measures to decrease reliance on fossil fuels. The Project Site is located in the Wilshire Community area, which is highly connected to the regional transit network in the Los Angeles area, especially the Downtown Los Angeles area. Public transportation within the Project Site consists primarily of multiple-stop, local-serving bus lines that provide access to shopping, business, and entertainment destinations in the Project vicinity, although some regional/commuter public transit opportunities, including nearby railways, are also present. The bus service in the Project vicinity is operated primarily by the Los Angeles

[66] *See CalEEMod Worksheets, included as Appendix A to this SCEA. Of the total VMT, approximately 3,239,684 VMT are associated with vehicles with gas or diesel combustion engines.*

County Metropolitan Transportation Authority (Metro), LADOT DASH, and Antelope Valley Transit Authority (AVTA). Specifically, a total of ten bus lines serve the Project Site within a "reasonable walking distance" (0.5-mile) of the Project Site, including Metro Local lines 14/37, 16, 20, 105,218, 617, and 720; the LADOT Dash Fairfax Westbound Line, and the AVTA bus line 786. The Project Site is also located 0.38-mile north of the Metro D (Purple) Line Extension at La Cienega Boulevard / Wilshire Boulevard, expected for completion by 2025. Due to the proximity of numerous aforementioned bus lines and the incoming Metro rail station, the Project Site is easily accessible and highly connected with the City and the greater Los Angeles area, now and in the future.

Additionally, as an infill development, Proposed Project would incorporate a mix of residential and neighborhood-serving commercial retail/restaurant uses. Because of the Project Site's location near transit service, a number of trips would be expected to be transit or walk trips rather than vehicle trips. Some residents, visitors, patrons, and employees would take transit to their destinations, or would walk to destinations nearby. Because the commercial component of the Proposed Project would primarily serve the proposed development and surrounding project area, some of the trips might be expected to be walk-ins either from the Proposed Project or the surrounding area. In addition, pursuant to LAMC Section 99.04.106.2, 30 percent of the total number of parking spaces would be EVCS capable of supporting future electric vehicle supply equipment (EVSE).

Due to the Proposed Project's mixed-use programming and the Project Site's location in a transit-oriented district, EVCS-capable parking spaces, and the reduced parking as permitted by AB2097, the resulting reduction in vehicle trips would therefore decrease the Proposed Project's reliance on fossil fuels. Additionally, as discussed in Section XVII, Transportation, the Proposed Project is expected to have a less-than-significant VMT impact. Therefore, the Proposed Project is not anticipated to result in a significant increase in VMT. As such, the energy requirements and energy usage of the Proposed Project as related to petroleum-based fuels during operation would not cause wasteful, inefficient, and unnecessary use of energy, and impacts would be less than significant.

Therefore, the Proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Criteria 2) The effects of the Project on local and regional energy supplies and on requirements for additional capacity.

Electricity

Construction of the Proposed Project would generate a demand for the treatment and conveyance of water for dust suppression activities during the excavation and grading phase. The electricity demands during construction would be typical of construction projects of this size and would not necessitate additional energy facilities or distribution infrastructure. Furthermore, the electricity

demand during construction would be offset with the removal of the existing on-site uses which currently generate a demand for electricity.

With respect to operational electricity demand, correspondence with LADWP (See Appendix G) states that electric service is available to serve the Proposed Project and would be provided in accordance with LADWP's Rules Governing Water and Electric Service. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirement for the Proposed Project would be part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system. The LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space models.

In planning sufficient future resources, the LADWP's Power Strategic Long-Term Resource Plan (SLTRP) incorporates the estimated power requirement for the Proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs.[67] Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2026-2027 fiscal year (the Proposed Project's buildout year) would be 23,807 GWh of electricity.[68] As such, the Proposed Project's estimated net increase in annual usage of 812,694 kWh/year would represent 0.004 percent of LADWP's projected sales for 2026-2027. Furthermore, LADWP confirmed the Proposed Project's electricity demand can be served by the existing facilities in the Project Site area by specifically indicating "The estimated power requirement for this proposed project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system."[69]

Therefore, the Proposed Project would not result in an increase in demand for electricity that exceeds available supply, and construction and operations of the Proposed Project would thus not affect local or regional electricity supplies or requirements for additional capacity, and impacts would be less than significant.

Natural Gas

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 demand generated by construction, resulting in a net decrease when compared to existing operations.

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[67] *LADWP, 2017 Power Strategic Long-Term Resource Plan, Page ES-25 – ES-26, December 31, 2017, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=117qjfy0c8_4&refer_pv_id=3d7728c3nwfAWr)&&_afrLoop=182399082817071&_afrWindowMode=0&_afrWindowId=1do6u9qk3y_1#%40%3F_afrWindowId%3D1do6u9qk3y_1%26_afrLoop%3D182399082817071%26refer_pv_id%3D3d7728c3nwfAWr%2529%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1do6u9qk3y_17, accessed May 2023.*

[68] *Ibid (Appendix A, page A-6, of the 2017 Power Strategic Long-Term Resource Plan).*

[69] *Los Angeles Department of Water and Power, Service Request Letter Response from Charles Holloway, dated November 8, 2022. See Appendix G.3 of this SCEA.*

With respect to operations, SoCalGas manages the pipelines adjacent to the Project Site. If problems/deficiencies were to exist, appropriate actions (e.g., pressure betterments, natural gas supplies) would need to be initiated to solve problems. It is anticipated that the SoCalGas would be able to meet the natural gas demands of the Proposed Project. However, consistent with standard practice, a detailed natural gas survey of equipment would be completed prior to construction to ensure that the current infrastructure can adequately sustain the demand for the Proposed Project. Since the Proposed Project is located in an area already served by existing natural gas infrastructure, the Proposed Project would not require extensive infrastructure improvements to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Proposed Project. The Proposed Project would, however, require local infrastructure improvements to connect to the existing infrastructure serving the Project area. "Hooking-up" disruptions along sidewalks or streets cannot be determined until the actual natural gas demand is known. However, impacts associated with utility upgrades or additional connections would be temporary in nature.

As estimated in Table 6.9, above, the Proposed Project's net natural gas demands are estimated to be approximately 2,195,313 cf per month. The CEC estimates natural gas requirements within the SoCalGas' planning area will be approximately 2,440 million cf/day in 2027 (the Proposed Project's buildout year). The Proposed Project's increased demand for natural gas would represent 0.00098 percent of SoCalGas' forecasted natural gas requirements for 2027 and would also be well within the SoCalGas' estimated natural gas storage capacity of 137 billion cubic feet as of 2022.[70] Therefore, the Proposed Project would not adversely affect local and regional natural gas supplies or generate a demand for additional capacity during construction or operation. Impacts would be less than significant.

Transportation Energy

In 2021, approximately 523,779 thousand barrels of crude oil (approximately 22 billion gallons) were supplied to California refineries.[71] Based on the CEC's Retail Fuel Outlet Annual Reporting Results, approximately 2.77 billion gallons of gasoline fuel and 0.30 billion gallons of diesel fuel was sold in Los Angeles County in 2020.[72]

In order to quantify the amount of diesel and gasoline fuel utilized for the Proposed Project's construction, the total CO_2 emissions from each of the construction phases and activities

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[70] *California Gas and Electric Utilities, 2022 California Gas Report, Table 1 – California Natural Gas Storage Capacities, Recorded Year 2021, page 17, https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed May 2023.*

[71] *California Energy Commission, Oil Supply Sources to California Refineries, website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/oil-supply-sources-california-refineries, accessed May 2023.*

[72] *California Energy Commission, California Retail Fuel Outlet Annual Reporting Results, website: https://www.energy.ca.gov/media/3874, accessed May 2023.*

calculated in the CalEEMod worksheets for the Proposed Project were utilized to estimate the gallons of diesel and gasoline consumed.[73] The Proposed Project would consume approximately 84,142 gallons of transportation fuel, including 57,553 gallons of diesel and 26,589 gallons of gasoline during construction. Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, the effects of the Proposed Project on local and regional energy supplies and on requirements for additional capacity would not be significant.

Assuming the same supply of crude oil is provided to California and Los Angeles County in 2027 (buildout year of Proposed Project), the Proposed Project's estimated net increase in operational demand for 24,634 gallons of gasoline per year would represent approximately 0.0009 percent of the 2.77 billion gallons of gasoline fuel sales for the Los Angeles County, and the estimated 3,021 gallons of diesel per year would represent approximately 0.10 percent of estimated 0.3 billion gallons of diesel fuel sales for the Los Angeles County. This estimate is conservative since it is assumed that California's reliance on oil would be reduced since vehicles are transitioning to alternative fuels, such as electric-fueled vehicles. As such, the gasoline consumption associated with the Proposed Project's vehicle trips during both construction and operation would be a negligible amount of oil compared to the total amount of oil supplied to California and sold in the Los Angeles County, and impacts on regional and local supplies would be less than significant.

Criteria 3) The effects of the Project on peak and base period demands for electricity and other forms of energy.

As discussed above, the electricity demand, natural gas consumption, and transportation energy consumption would be well within the available regional supplies and overall capacity of LADWP, SoCalGas, and California refineries, respectively. The Proposed Project's energy demand and consumption are negligible compared to available supplies during both construction and operation.

With regard to peak electricity load conditions, the 2017 Power SLTRP stated the LADWP power system experienced an all-time peak of 6,432 MW on August 31, 2017.[74] LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2026-2027 (closest forecasted year to first project operational year), the base case peak demand for the power grid is 6,129 MW. Under peak conditions, the Proposed Project would demand approximately 1,036,656 kWh on an annual basis which, assuming 12 hours of active electricity demand per day, would be equivalent to approximately 236 kW (peak demand assuming 4,380 hours per year of active electricity demand). In comparison to the LADWP power grid base peak load of 6,129 MW for 2026-2027, based on the assumption above, the Proposed Project would represent approximately 0.003 percent of the LADWP base peak load conditions. Therefore, Proposed Project electricity

[73] *See Appendix D, Energy Consumption Worksheets, of this SCEA.*

[74] *LADWP, 2018 Retail Electric Sales and Demand Forecast, November 5, 2018, https://rates.ladwp.com/Admin/Uploads/Load%20Forecast/2019/04/2018%20Load%20Forecast_Final.pdf, accessed May 2023.*

consumption during operational activities would have a negligible effect on peak load conditions of the power grid.

Electricity and natural gas energy supplies would be sufficient to serve the Proposed Project's peak energy demand. Thus, the Proposed Project's electricity and natural gas demand during operational activities would have a negligible effect on demand during peak and base load periods of the power grid and on the natural gas supplies, and impacts would be less than significant.

Criteria 4) The degree to which the Project complies with existing energy standards.

Construction

During construction, trucks and equipment operated on-site would comply with SCAQMD's anti-idling regulations and CARB's In-Use Off-Road Diesel-Fueled Fleets regulation. Compliance with the anti-idling and diesel-fueled fleet regulations would directly reduce the amount of diesel fuel consumed during the construction phase. Construction equipment would comply with energy efficiency requirements contained in the Federal Energy Independence and Security Act, which mandates standards for electrical motors and equipment. Therefore, the Proposed Project's construction activities would comply with existing energy standards, and impacts would be less than significant.

Operation

The Proposed Project would comply with 2019 Title 24 requirements, 2019 CalGreen requirements, and the 2019 L.A. Green Building Code. Therefore, the Proposed Project would comply with energy standards with respect to electricity and natural gas usage. With respect to transportation energy, it should be noted that the fuel use for vehicle transportation is conservatively based on an estimate of the Project's total annual VMTs and current fuel use estimated in mpg for gasoline and diesel. Future fuel use in the region would actually be lower as a result of the increasing efficiency in CAFE standards and CARB's Advanced Clean Cars Program, which would further increase fuel economy and reduce demands for transportation fuel. The Proposed Project would also comply with the solar ready requirements of Section 110.10(b) of the Energy Code that require 15 percent of the roof area to be solar ready, and pursuant to LAMC Section 99.04.106.2, 30 percent of the total number of parking spaces would be EVCS capable of supporting future electric vehicle supply equipment (EVSE). Therefore, the Proposed Project would comply with all existing construction and operational energy standards that are applicable to the Proposed Project, and impacts would be less than significant.

Criteria 5) The effects of the Project on energy resources.

Electricity Resources

As previously described, LADWP's electricity generation is supplied from a variety of non-renewable and renewable sources, such as coal, natural gas, solar, geothermal, wind, and hydropower. Construction of the Proposed Project would generate a temporary demand for

electricity use related to the treatment and conveyance of water for dust suppression activities during the excavation and grading phase. However, it is anticipated that electricity demands during construction would be well below the existing electricity demands of the current uses on the Project Site, and construction activities would not necessitate additional energy facilities or distribution infrastructure.

Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2026-2027 fiscal year (the Proposed Project's buildout year) would be 23,807 GWh of electricity. As such, the Proposed Project's estimated operational annual net increase in electricity demand (approximately 812,694 kWh/year) would represent approximately 0.004 percent of LADWP's projected sales for 2026-2027. In accordance with SB 350, LADWP is required to procure eligible renewable energy resources of 50 percent by 2030. LADWP has increased its renewable energy percentage from 3 percent in 2003 to 32 percent in 2018. LADWP's future strategy is pursuing higher renewables, energy efficiency, and future electrification of existing fossil fuel processes. It is expected that solar and wind will provide most of the new renewable electric generation in the years ahead.

The Proposed Project would adhere to the required building code standards, such as the 2019 Title 24 standards, 2019 CALGreen, and 2019 L.A. Green Building Code to ensure energy efficiency within the proposed building.[75] Compliance with these energy standards is expected to result in more efficient use of electricity in future years. This is because all retail sellers and publicly owned utilities, such as LADWP, are required to procure 50 percent of their electricity from renewable energy resources by 2030, per SB 350. In addition, SB 100 signed in 2018increases the Renewables Portfolio Standards (RPS) to 60 percent by 2030 and requires all of California's electricity to come from carbon-free resources by 2045. Therefore, as the LADWP increases its percentage of electricity from renewable energy, electricity consumption from traditional non-renewable sources would decrease. As such, developing the Proposed Project with EVCS, EVSE, and solar ready infrastructure would result in more efficient use of electricity in future years as LADWP continues to increase its RPS.

The LADWP's 2017 Power SLTRP identifies adequate resources (renewables, natural gas, coal) that are consistent with the California Renewable Portfolio Standards (RPS) mandates to support future generation capacity. As such, the Proposed Project would not impact electricity resources during either construction or operation, and impacts would be less than significant. Due to the Project Site's location, other types of on-site renewable energy sources would not be feasible on-site 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

[75] *As noted previously, although all of the referenced codes were updated in 2022, the 2022 updates apply to projects with building permit applications filed after January 1, 2023. The Proposed Project filed for a building permit with the City of Los Angeles Department of Building and Safety on December 14, 2022, and is therefore subject to the 2019 building codes.*

using renewable fuels. Therefore, the Proposed Project would not affect electrical resources during operation or construction, and impacts would be less than significant.

Natural Gas Resources

Sources of Southern California's natural gas are primarily obtained from western United States and Canada with a small portion from in-state. As stated in the 2022 California Gas Report, the CEC estimates average natural gas requirements within the SoCalGas' planning area will be approximately 2,440 million cf/day in 2027 (the Proposed Project's buildout year).[76] Construction activities for the Proposed Project, including the construction of new buildings and facilities, would not involve the consumption of natural gas. The Proposed Project's natural gas demands during Project operation are estimated to be approximately 2,195,313 cf/year. The increase in natural gas demand generated by the Proposed Project would represent a fraction of one percent of the SoCalGas' estimated daily requirements of 2,440 million cf/day and, therefore, would be well within SoCalGas' forecasted natural gas supply for the Project buildout year of 2027. Compliance with energy standards is expected to result in more efficient use of natural gas in future years. Therefore, the Proposed Project would not affect natural gas resources during operation or construction, and impacts would be less than significant.

Transportation Energy Resources

In 2021, approximately 523,779 thousand barrels of crude oil (approximately 22 billion gallons) were supplied to California refineries.[77] Based on the CEC's Retail Fuel Outlet Annual Reporting Results, approximately 2.77 billion gallons of gasoline fuel and 0.30 billion gallons of diesel fuel was sold in Los Angeles County in 2020.[78] Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. Further, compliance with regulatory compliance measures, such as restricting haul trucks to off-peak hours and not allowing engines to idle excessively when not in use (AQMD Rule 403) and meeting specified fuel additive requirements and emission standards (C.C.R. Title 13, Sec. 2485), would further serve to increase energy efficiency and reduce consumption of fossil fuels. This estimate is conservative since it is based on current fuel efficiency standards for diesel and gasoline engines. California's future reliance on transportation fuel would be further reduced in future years since vehicles are transitioning to alternative fuels, such as electric-fueled vehicles under CAFE standards and CARB's Advanced Clean Cars Program. As such, the Proposed Project's transportation energy consumption during construction

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[76] *California Gas and Electric Utilities, 2022 California Gas Report, Table 4 – Statewide Total Supply Sources -Taken Average Temperature and Normal Hydro Year, at page 27, https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf.*

[77] *California Energy Commission, Oil Supply Sources to California Refineries, website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/oil-supply-sources-california-refineries, accessed May 2023.*

[78] *California Energy Commission, California Retail Fuel Outlet Annual Reporting Results, website: https://www.energy.ca.gov/media/3874, accessed May 2023.*

and operation would not substantially affect California's petroleum based transportation fuel supplies or Los Angeles County's fuel sales, and impacts would be less than significant.

Criteria 6) The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As discussed in the Section XVII. Transportation, of this SCEA, the Proposed Project would promote trip reductions and alternative modes of transportation. The Project Site is located within a HQTA, as defined by the SCAG. The Proposed Project's mix of residential and commercial retail/restaurant uses in close proximity to numerous transit options and located near a broad mix of existing land uses would result in a net reduction in daily trips and VMT. The Proposed Project would provide 109 bicycle parking spaces to encourage residents, visitors, patrons, and employees to utilize alternate modes of transportation, such as walking, biking, and public transportation. As such, the Proposed Project would promote alternate modes of transportation and reduce its reliance on transportation energy, and impacts would be less than significant.

As demonstrated in the analysis of the six criteria discussed above, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The Proposed Project's demands on electricity, natural gas, and transportation energy would not significantly affect local or regional supplies or capacity. The Proposed Project's energy usage during base and peak periods would be consistent with electricity and natural gas future projections for the region. Electricity generation capacity and supplies of natural gas and transportation fuels would be sufficient to meet the needs of Project-related construction and operational activities. Additionally, the Proposed Project would comply with all energy conservation standards applicable to the Proposed Project. In summary, the Proposed Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. Therefore, the Proposed Project would not cause wasteful, inefficient, and unnecessary consumption of energy during the construction and operation, and impacts with respect to energy consumption would be less than significant.

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

Less Than Significant Impact. A significant impact could occur if the Proposed Project has the potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Appendix F: Energy Conservation of the State CEQA Guidelines states the goal of conserving energy implies the wise and efficient use of energy. The State CEQA Guidelines outlines three means to achieve this goal: (1) Decreasing overall per capita energy consumption, (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and (3) Increasing reliance on renewable energy sources.

The determination of whether a project results in a significant impact on energy conservation shall be made considering the following factors: a) the extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity enhancing alterations

to existing facilities; b) whether and when the needed infrastructure was anticipated by adopted plans; and c) the degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

Electricity

California's Renewable Portfolio Standards (RPS)

First established in 2002 under Senate Bill 1078, California's Renewable Portfolio Standards (RPS) require retail sellers of electric services to increase procurement from eligible renewable energy resources to 20 percent of total retail sales by 2017.[79] In 2015, SB 350 increased the State's standards to require a 50% RPS by 2030. SB 350 includes interim annual RPS targets with three-year compliance periods and requires 65% of RPS procurement to be derived from long-term contracts of 10 or more years. In 2018, SB 100 (de León, 2018) was signed into law, which again increases the RPS to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.[80]

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2022 Standards will continue to improve upon the 2019 Standards for new construction of, and additions and alterations to, residential and non-residential buildings. The effective date of the 2022 Standards is January 1, 2023.[81] The Energy Efficiency Standards are a specific response to the mandates of AB 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs. The Proposed Project includes energy efficiency components to conserve energy, which are detailed below.

City of Los Angeles Department of Water and Power – Power Strategic Long-Term Resource Plan (SLTRP)

Starting in 2017, the City's Power Integrated Resource Plan (IRP) was expanded into the Power Strategic Long-Term Resource Plan (SLTRP), which increases LADWP's planning horizon, from 20 years, ending in 2037, through 2050, in order to better align with Statewide greenhouse gas emissions goals and align with Los Angeles' 100% clean energy initiative. The LADWP's 2017 Power Strategic Long-Term Resource Plan (2017 SLTRP) document serves as a comprehensive 25-year roadmap that guides the LADWP Power System in its efforts to supply reliable electricity in an environmental responsible and cost-effective manner. The goal of the 2017 SLTRP is to identify a portfolio of generation resources and Power System assets that meets the City's future energy needs at the lowest cost and risk consistent with LADWP's environmental priorities and

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[79] *CPUC, California Renewables Portfolio Standard (RPS) Program, https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/electric-power-procurement/rps, accessed May 2023.*

[80] *CPUC, California Renewables Portfolio Standard (RPS) Program, https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/electric-power-procurement/rps, accessed May 2023.*

[81] *California Energy Commission, 2019 Building Energy Efficiency Standards, website: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency, accessed May 2023.*

reliability standards. The 2017 SLTRP re-examines and expands its analysis on the 2016 IRP resource cases with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent Renewable Portfolio Standard (RPS), advanced energy efficiency, and higher levels of local solar, energy storage, and transportation electrification.

Following the results of the "Los Angeles 100% Renewable Energy Study" (LA100 Study), a three-year study confirms that a 100 percent renewable power system is achievable for the City of Los Angeles. The City Council established an accelerated goal for all of the City's electricity to come from zero-carbon energy by 2035. The upcoming 2022 SLTRP will analyze pathways for achieving this ambitious goal, incorporating community and stakeholder input, and building upon the LA100 Study findings.[82] As the Proposed Project would derive its electricity from the LADWP, the Proposed Project's energy demands would primarily be derived from renewable energy sources.

The Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code and the 2019 L.A. Green Building Code. The 2019 L.A. Green Building Code, effective January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The 2019 L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Therefore, compliance with Title 24 of the California Administrative Code and the 2019 L.A. Green Building Code would reduce the Project Site's energy consumption. Additionally, as discussed above, electric service is available and would be provided to the Project Site. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. As the Proposed Project is consistent with the regional growth projections of the City of Los Angeles, the estimated power requirements for the Project Site are part of the total load growth forecast for the City of Los Angeles and have been taken into account in the planned growth of the City's power system. Moreover, LADWP plans to increase renewable energy sources to meet the City's goals for a clean energy future. Specifically, the goals include supplying 55 percent of power retail sales from renewable energy resources by 2025, 80 percent by 2036, and 100 percent by 2045, as well as achieve a carbon neutral power system by 2050.[83] As such, the Proposed Project's electricity usage would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Natural Gas

As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would

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[82] *LADWP, Power, Strategic Long-Term Resource Plan and Clean Energy Future, website: https://www.ladwp.com, accessed May 2023.*

[83] *LADWP, Renewable Energy Program, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-renewableenergy/a-p-re-renewableenergypolicy?_adf.ctrl-state=134gl3ib8i_42&_afrLoop=1177302159454723, accessed May 2023.*

also be required to comply with the 2019 L.A. Green Building Code which requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. Specifically, the addition of more electric based appliances, and implementation of energy efficient insulation features in buildings would reduce natural gas demand for the Proposed Project. As such, the Proposed Project's natural gas usage would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Transportation Energy

SCAG's 2016–2040 RTP/SCS focuses on creating viable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most crucial to the future of the region. The 2020–2045 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, reducing building energy use, and increasing use of renewable sources.

The Proposed Project would include several conservation measures to decrease reliance on fossil fuels. As discussed previously the Project Site is an infill site within a Transit Priority Area as defined by CEQA. The Project Site is also located within ½ mile of numerous rail lines and bus routes with peak commute service intervals of 15 minutes or less. In addition to its location in a Transit Priority Area, the Proposed Project would provide on-site bicycle parking pursuant to LAMC Section 12.21 A.16. Additionally, Sections 99.04.106.4.4 and 99.04.106.4.2, 30 percent of the total number of parking spaces provided will be electric vehicle charging spaces (EVCS) capable of supporting future (e.g., EVCS-ready) and 10 percent of the total parking spaces provided will consist of EVCS spaces, which would promote the use of zero and low emissions vehicles. Compliance with the LAMC would ensure that the Proposed Project does not conflict with the 2020 RTP/SCS goals to reduce the regions reliance on fossil fuels.

With incorporation of the features identified above, the Proposed Project would not result in any significant environmental effects with respect to renewable energy. The Proposed Project would be required to comply with the 2019 CALGreen Code, 2019 Title 24 Standards, and the 2019 L.A. Green Building Code standards. ***Therefore, with incorporation of the features identified above, the Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related project within the City of Los Angeles would further increase demand for electricity, natural gas, and fossil fuels.

Electricity

The Proposed Project and related projects would further increase demand for electricity service provided by LADWP. As discussed above, the LADWP's 2017 SLTRP serves as a comprehensive 20-year plan to supply reliable electricity to the City of Los Angeles in an environmentally responsible and cost-effective manner. The 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Based on the projections and strategies within the 2017 SLTRP, energy efficiency and solar savings are expected to increase in the future and significantly reduce electricity demands. Therefore, LADWP anticipates that it can meet the future demands of cumulative growth within its service area with implementation of regulatory and reliability initiatives and strategic initiatives. LADWP will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030. Furthermore, in accordance with current building codes and construction standards, the related project would also be required to comply with the energy conservation standards established in the 2019 Title 24 of the California Administrative Code and the 2019 City of L.A Green Building Code (LAMC Chapter IX, Article 9). The Proposed Project would also comply with the solar ready requirements of Section 110.10(b) of the Energy Code that require 15 percent of the roof area to be solar ready. The Proposed Project would comply with CALGreen by providing a minimum of 10 percent of the total number of parking spaces to include Electric Vehicle Charging Stations (EVCS). In addition, pursuant to LAMC Section 99.04.106.2, 30 percent of the total number of parking spaces would be EVCS capable of supporting future electric vehicle supply equipment (EVSE). Compliance with Title 24 energy conservation standards, applicable provisions of the L.A. Green Building Code, and other energy conservation programs on the local level will further reduce cumulative energy demands. ***Cumulative impacts to electricity service would therefore be less than significant.***

Natural Gas

Development of the Proposed Project in conjunction with the related projects would further increase regional demands for natural gas resources. As mentioned above, the SCG allocated approximately 137 billion cubic feet to residential, small industrial, and commercial customers. As a public utility provider, the SCG continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Additionally, compliance with energy conservation standards pursuant to Title 24 of the California Administrative Code would reduce cumulative demands for natural gas resources. Each related project would be reviewed on a case-by-case basis to determine the SCG's ability to serve each related project. As such, it is anticipated the related project and the Proposed Project would be accommodated by SCG. ***Cumulative impacts upon natural gas resources and infrastructure would therefore be less than significant.***

Fossil Fuels

The Proposed Project and related projects would cumulatively increase the demand for transportation energy. The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and CARB have implemented several policies, rules, and regulations to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related project's vehicle trips are expected to comply with the increasing efficiency in CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Additionally, all of the related projects are located within a designated Transit Priority Area, which is defined as being within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. Therefore, similar to the Project, development of the related projects would also serve to promote other modes of transportation such as walking, biking, and public transit options. ***As such, the Proposed Project and future related project would be expected to cumulatively reduce consumption in transportation energy, and therefore be less than significant.***

VII. Geology and Soils

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

The following section summarizes and incorporates by reference information from the following reports located in Appendix E and Appendix G:

E. 1 Langan Engineering and Environmental Services Inc., Revised Geotechnical Investigation Report for Proposed Mixed-Use Multi-Family Development, 400 South San Vicente Boulevard, Los Angeles, California 90048, October 12, 2022.

E.2 Langan Engineering and Environmental Services Inc., Addendum 1 – Response to LADBS Grading Division Review Comment, Proposed Mixed-Use Multi-Family Development, 400 South San Vicente Boulevard, Los Angeles California, February 6, 2023.

E.3 City of Los Angeles, Department of Building and Safety, Soils Report Approval Letter, LOG # 123970-01, Tract 7555, Lots FR18, FR17, FR16, FR15, FR14, FR13, 400 S. San Vicente Boulevard, March 30, 2023.

E.4 Natural History Museum of Los Angeles County, Paleontological Records Search, September 26, 2022.

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.

Less Than Significant Impact. A significant impact may occur if a Project Site is located within a state-designated Alquist-Priolo Zone or another designated fault zone. Based on criteria established by the California Division of Mines and Geology (CDMG), now called California Geologic Survey (CGS), faults may be categorized as Holocene-active, Pre-Holocene, or Age-undetermined. Holocene-active faults are those which show evidence of surface displacement within the last 11,700 years. Pre-Holocene faults are those that show evidence of most recent surface displacement previous to the last 11,700 years. Age-undetermined faults are faults where the recency of fault movement has not been determined.

Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake. The risk for surface fault rupture potential of these buried thrust faults is inferred to be low. However, the seismic risk of these buried structures in terms of recurrence and maximum potential magnitude is not well established. Therefore, the potential for surface rupture at magnitudes higher than 6.0 cannot be precluded.

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake Fault Zoning Act) was passed into law. The Act defines “Holocene-active” faults utilizing the same aging criteria as that used by CGA. However, established State policy has been

to zone only those faults which have direct evidence of movement within the last 11,700 years. It is the recency of fault movement that the CGA considers as a characteristic for faults that have a relatively high potential for ground rupture in the future.

Surface rupture is defined as surface displacement which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature and results of site reconnaissance, no known Holocene-active or Pre-Holocene faults underlie the Project Site.[84,85] In addition, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone.[86,87] Therefore, the potential for surface ground rupture due to faulting occurring beneath the Project Site during the design life of the proposed structure is considered low.

Furthermore, the City of Los Angeles Building Code, updated since the 1994 Northridge Earthquake and with which the Proposed Project would be required to comply, contains construction requirements to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk.

Geotechnical Investigation Report

According to the Geotechnical Investigation Report provided by Langan Engineering and Environmental Services (see Appendix E.1 of this SCEA), the Project Site is located approximately 1.4 miles to the south of the Hollywood Fault, and 2 miles northeast of the West Beverly Hills lineament of the Newport-Inglewood Fault, both of which are known Holocene-active faults. Thus, the Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

Based on these considerations, the Project Site is considered suitable for the construction of the Proposed Project, provided that the recommendations specified in the Geotechnical Investigation Report are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety.[88] The Proposed Project would incorporate the recommendations of the Geotechnical Investigation. The Grading Division of the Department of

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[84] *California Department of Conservation, California Geological Survey, Fault Activity Map of California, https://maps.conservation.ca.gov/cgs/fam/, accessed May 2023.*

[85] *U.S. Geological Society, Earthquake Hazards, Quaternary Fault and Fold Database of the United States, Interactive Fault Map, https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf, accessed May 2023.*

[86] *California Geological Survey, Earthquake Zones of Required Investigation Interactive Map, as required by the Alquist-Priolo Act, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 2023.*

[87] *City of Los Angeles, General Plan Safety Element 1996, Exhibit A – Alquist Priolo Special Study Zones & Fault Rupture Study Areas in the City of Los Angeles, https://files.ceqanet.opr.ca.gov/221458-6/attachment/ZCwECAZaE2n8EukiyVA0ANYfdy6TZY8k6JQNLxSmnjBhlmW-G9JkfkJTM4_HdFlaZwOJr5iKxv6c4B9x0, accessed May 2023.*

[88] *See Appendix E.1, Geotechnical Investigation Report, to this SCEA.*

Building and Safety has reviewed the Geotechnical Investigation Report and its subsequent Addendum 1 Report and concluded that the analysis and recommendations made are acceptable, provided that the conditions enumerated in the Geology and Soils Report Approval Letter are complied with during site development.[89] The Proposed Project shall meet the requirements of the Geology and Soils Report Approval Letter. Final sign-off from the Department of Building and Safety would ensure that the Proposed Project meets the applicable performance measures. Accordingly, with the design and construction of the Proposed Project in conformance with the recommendations of the Geotechnical Investigation Report and in conformance with the California Building Code seismic standards, Los Angeles Building Code, and approval by the Department of Building and Safety, impacts associated with seismic hazards would be less than significant. ***Therefore, the Proposed Project would not expose people or structures to substantial adverse effects associated with fault rupture, caused in whole or in part by the Proposed Project's exacerbation of the existing environmental conditions. Thus, Proposed Project's impacts would be less than significant.***

ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exacerbating existing hazardous environmental conditions by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. As discussed above, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone and was concluded to have a low potential for surface rupture beneath the Project Site. However, the nearest earthquake fault, the Hollywood Fault, is located approximately 1.4 miles north of the Project Site and the West Beverly Hills lineament of the Newport-Inglewood Fault, located approximately 2 miles southwest of the Project Site. Therefore, the Project Site is located in a seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

The Geotechnical Investigation Report concluded that neither soil nor geologic conditions were encountered during the investigation that would preclude the construction of the Proposed Project, provided the recommendations presented in the Geotechnical Investigation Report are followed and implemented during design and construction. Additionally, the Proposed Project would be required to comply with current engineering standards, the seismic safety requirements set forth in the Earthquake Regulation section of the City of Los Angeles Building Code (LABC), the LAMC, and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project contained in Appendix E.3 to this SCEA, as it may be subsequently amended or modified. Therefore, with compliance with applicable regulations and implementation of the recommendations in the Geotechnical

[89] *See Appendix E.3, Soils Approval Letter, to this SCEA.*

Investigation Report and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter, construction and operation of the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to strong seismic ground shaking. ***As such, the Proposed Project impacts associated with strong seismic ground shaking would be less than significant.***

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A project would have a significant impact related to geology and soils if it exposes people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of existing environmental conditions. Liquefaction generally occurs in saturated, loose to medium dense, granular soils and in saturated, soft to moderately firm silt as a result of strong ground shaking. As the density and/or particle size of the soil increases and the confinement (overburden pressure) increases, the potential for liquefaction decreases. Typically, potentially saturated, loose to medium dense granular soils and/or very soft to firm fine-grained soils are considered subject to liquefaction as a result of strong ground shaking.

According to the County of Los Angeles Safety Element, the Project Site is located within an area identified as having potential for liquefaction.[90] This is further confirmed by the Geotechnical Investigation Report, which performed a liquefaction analysis using methods in the 1996 National Center for Earthquake Engineering Research (INCEER), and subsequent updates, to evaluate the liquefaction potential on the Project Site. The primary input in liquefaction analysis includes the peak ground acceleration modified for Project Site conditions and the predominant earthquake magnitude at the Project Site, both of which are based on the Unified Hazard Tool provided by the U.S. Geological Survey.[91] Other parameters to determine the potential for liquefaction include the historically high groundwater level, depth of excavation, and soil type analysis. The historically high groundwater level at the Project Site of approximately 10 feet below ground surface (bgs) was utilized in conjunction with the field data and geotechnical laboratory test data taken. Groundwater was also encountered during exploration at depths ranging from 14 to 21.5 feet bgs, and groundwater levels measured within existing monitoring wells ranged from approximately 13.5 to 14.5 feet bgs. Leighton and Associates encountered groundwater levels at depths ranging from approximately 10 to 12 ft bgs at the time of drilling.

Based on the current Proposed Project design, it was estimated that the bottom of the foundation of the proposed building would be approximately 37 feet bgs. The results of the liquefaction analysis indicate that the soils below the planned foundation levels for the Proposed Project are

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[90] *City of Los Angeles, General Plan Safety Element 1996, Exhibit B – Areas Susceptible to Liquefaction in the City of Los Angeles, https://files.ceqanet.opr.ca.gov/221458-6/attachment/ZCwECAZaE2n8EukiyVA0ANYfdy6TZY8k6JQNLxSmnjBhlmW-G9JkfkJTM4_HdFlaZwOJr5iKxv6c4B9x0, accessed May 2023.*

[91] *See the Geotechnical Investigation Report in Appendix E.1 of this SCEA.*

not subject to liquefaction.[92] Therefore, the potential for liquefaction to occur at the Project Site is considered low.

The Proposed Project shall also comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, as it may be subsequently amended or modified. ***Therefore, compliance with the above regulatory compliance measures and implementations of the Geotechnical Investigation Report recommendations, impacts associated with the seismic related hazards including liquefaction would be less than significant.***

iv) Landslides?

No Impact. A project would have a significant impact related to geology and soils if the Proposed Project exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, caused in whole or in part by the Proposed Project's exacerbation of the existing environmental conditions. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain.

The Project Site is not located within a City of Los Angeles Hillside Grading Area and not within a Hillside Ordinance Area.[93] Additionally, the Project Site is not within an area identified as having a potential for slope instability according to the City of Los Angeles Safety Element and the California Geological Survey.[94,95] Furthermore, the Project Site and surrounding area are not within an area identified as having a potential for seismic slope instability, as concluded in the Geotechnical Investigation Report, which stated that the probability of seismically-induced landslides occurring on the Project Site is considered to be low due to the generally flat ground surface level of the Project Site. ***As such, the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to landslides, and no impact would occur.***

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

Less Than Significant Impact. A project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion

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[92] *See Appendix C – Liquefaction Analysis of the Geotechnical Investigation Report in Appendix E.1 of this SCEA.*

[93] *City of Los Angeles, Department of City Planning, Zoning and Information Map Access System Webpage, http://zimas.lacity.org/, accessed May 2023.*

[94] *City of Los Angeles, General Plan Safety Element 1996, Exhibit C – Landslide Inventory & Hillside Areas in the City of Los Angeles, https://files.ceqanet.opr.ca.gov/221458-6/attachment/ZCwECAZaE2n8EukiyVA0ANYfdy6TZY8k6JQNLxSmnjBhlmW-G9JkfkJTM4_HdFlaZwOJr5iKxv6c4B9x0, accessed May 2023.*

[95] *California Geological Survey, Earthquake Zones of Required Investigation Interactive Map, as required by the Alquist-Priolo Act, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed May 2023.*

and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.

Although development of the Proposed Project has the potential to result in the erosion of soils during grading, excavation, and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations, further discussed in Section X. Hydrology and Water Quality, below. Minor amounts of erosion and siltation could occur during grading. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to reduce potential impacts to acceptable levels.

The Applicant shall provide a staked signage at the Project Site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. In addition, all on-site grading, excavation, and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The application of Best Management Practices (BMPs) includes but is not limited to the following regulatory compliance measures: (1) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), a weather erosion control plan shall be implemented, including construction of diversion dikes to channel runoff around the Project Site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity; and (2) Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

Additionally, prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction BMPs to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Compliance with regulatory measures would ensure a less-than-significant impact would occur to erosion or loss of topsoil during construction.

Further, the Geotechnical Investigation Report provided recommendations regarding temporary construction dewatering during excavation and temporary shoring during construction of the Proposed Project, which would be implemented as part of the Project construction design. A National Pollutant Discharge Elimination (NPDES) is required if groundwater discharge to the storm drain system is planned. Other discharge alternatives are potentially available including discharge into the City of Los Angeles sanitary sewer system and/or utilizing vacuum trucks to remove groundwater pumped from the site. Collection of groundwater samples and associated

environmental reporting will also be required as part of permitting to ensure the proper treatment and disposal of contaminated groundwater is conducted in accordance with all applicable RWQCB regulations. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential erosion impacts to acceptable levels. ***The standard conditions imposed by the City of Los Angeles Department of Building and Safety, as specified in the Soils Report Approval Letter, and incorporation of the Geotechnical Investigation Report recommendations would ensure that impacts to soil erosion and/or the loss of topsoil are reduced to less than significant levels.***

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?

Less Than Significant Impact. The Proposed Project would have a significant impact related to geology and soils if it is located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse caused in whole or in part by the Proposed Project's exacerbation of existing environmental conditions.

For the purpose of this specific issue, a significant impact may occur if the Proposed Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Despite the Project Site's location inside a liquefaction zone,[96] based on the Geotechnical Investigation Report field data taken and liquefaction analysis, it was concluded that the potential hazards associated with liquefaction are low. Lateral spreading and collapse are types of liquefaction-induced ground failures. Since the potential for liquefaction is low, the potential for lateral spreading or collapse on the Project Site is also low. Additionally, as discussed above, the probability of seismically induced landslides occurring on the Project Site is considered low due to the general lack of elevation difference across or adjacent to the Project Site. Based upon the exploration, laboratory testing, and research and analysis, the Geotechnical Investigation Report concluded that construction of the Proposed Project is considered feasible from a geotechnical engineering standpoint, provided the advice and recommendations presented in the Geotechnical Investigation Report are followed and implemented as part of the Proposed Project design during construction. ***With the implementation of the recommendations contained within the Geotechnical Investigation Report and compliance with Building Code requirements, as discussed above in Checklist Question VII (a), the potential for geologic hazards would be reduced to a less than significant level.***

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[96] *City of Los Angeles, Safety Element of the General Plan, Exhibit B – Areas Susceptible for Liquefaction in the City of Los Angeles, https://files.ceqanet.opr.ca.gov/221458-6/attachment/ZCwECAZaE2n8EukiyVA0ANYfdy6TZY8k6JQNLxSmnjBhlmW-G9JkfkJTM4_HdFlaZwOJr5iKxv6c4B9x0, accessed May 2023.*

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

Less Than Significant Impact. A project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

As discussed in the Geotechnical Investigation Report, soils present at the planned excavation bottom consist of moderately plastic stiff to very stiff saturated clay, and as a result, it is anticipated that the exposed excavation bottom would be relatively soft and wet. As such, the Proposed Project would implement the design recommendations in the Geotechnical Investigation Report regarding expansive soils when excavating for the mat foundation. In addition, all on-site grading, excavation, and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. ***With incorporation of the recommendations provided in the Geotechnical Investigation Report and compliance with Los Angeles Building Code requirements of the LAMC, impacts related to expansive soil would be less than significant.***

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

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

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

Less Than Significant with Mitigation Incorporated. A significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site has been previously developed and graded. The Project Site and immediate surrounding areas do not contain any known, unique geologic features or known vertebrate paleontological resources.[97]

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[97] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework Final Environmental Impact Report, 1995, Section 2.15 Cultural Resources, Vertebrate Paleontological Resources in the City of Los Angeles, https://planning.lacity.org/eir/LA%20citywide%20GP%20Fmwk/FrameworkFEIR.pdf, accessed May 2023.*

This is further supported by correspondence received from the Natural History Museum of Los Angeles County dated September 26, 2022 (contained in Appendix E.4), which states that no vertebrate fossil localities lie directly within the Project Site boundaries. However, there are fossil localities nearby from the same sedimentary deposits that occur in the vicinity of the Proposed Project area, either at the surface or at depth. The Natural History Museum concluded that varying depths of excavation may contain significant vertebrate fossils.

The Proposed Project proposes three subterranean levels, and as such, the potential exists for the accidental discovery of any unknown paleontological materials that may lie below the surface. In the event that paleontological resources are discovered during excavation, grading, or construction, the following mitigation measure MM-GEO-1 would ensure that impacts to potential inadvertent discovery of paleontological resources would remain less than significant.

MM-GEO-1 **Paleontological Resources.** If paleontological resources are encountered, the Applicant shall notify the Building Safety Division immediately, and all work within 50 feet of the potential discovery shall stop until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. (Work may continue outside the 50-foot buffer area.) The paleontologist shall determine the location, time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5.

With adherence to MM-GEO-1, impacts to paleontological resources would be reduced to less than significant levels.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and related projects in the vicinity. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement applicable regulatory compliance measures and any required mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that, through the implementation of regulatory compliance measure and recommendations in the Geotechnical Investigation Report, Proposed Project impacts would be reduced to less than significant levels. Furthermore, similar to the Proposed Project, potential impacts related to paleontological resources would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement applicable regulatory compliance measures and any required mitigation measures. This will ensure Proposed Project impacts to paleontological resources are less than significant. ***Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology, soil, and paleontological resources impacts would be less than significant.***

III. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

GHG and Global Climate Change Background

Gases that trap heat in the atmosphere are called greenhouse gases (GHG), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

Regulatory Environment

Executive Order S-3-05

Executive Order S-3-05, issued in June 2005 by Governor Arnold Schwarzenegger (Governor Schwarzenegger), established GHG emissions targets for the state, as well as a process to ensure the targets are met. The order directed the California Environmental Protection Agency (CalEPA) to report every two years on the State's progress toward meeting the Governor's GHG emission reduction targets. The Statewide GHG targets established by Executive Order S-3-05 are as follows:

- By 2010, reduce statewide emissions to 2000 emission levels;
- By 2020, reduce statewide emissions to 1990 emission levels;
- By 2050, reduce statewide emissions to 80 percent below 1990 levels.

Executive Order B-30-15

Executive Order B-30-15, issued by Governor Brown in April 2015, established an additional statewide policy goal to reduce GHG emissions to 40 percent below 1990 emission levels by the year 2030.

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. Executive Order B-55-18 directs CARB to would work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

Assembly Bill 32 (Statewide GHG Reductions)

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. As previously determined by CARB, California projected it needed to reduce GHG emissions to a level approximately 28.4% below CARB's 2020 "business-as-usual" GHG emission

projections (as set forth in the 2008 Scoping Plan) to achieve this goal.[98] The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Climate Change Scoping Plan

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.[99] 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).[100] The 2017 Scoping Plan Update,[101] 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.[102] 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

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98 *CARB has not calculated the percentage reduction required to achieve AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. The value of 28,4% is the required reduction to achieve 1990 emissions in 2020 is an approximate value. Based on the Scoping Plan, estimates, and conservative rounding, the value could be 28.5%.*

99 *CARB. 2008. Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.*

100 *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.*

101 *CARB. 2017. California's 2017 Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.*

102 *CARB, California's 2017 Climate Change Scoping Plan, 2017, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.*

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.

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. The updated estimated statewide GHG emissions reductions in the 2022 Scoping Plan are summarized in Table 6.11, below.

Table 6.11
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.

Table 6.12 below provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

Table 6.12
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 6.12
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.
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022)	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

Table 6.12
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Bill/Executive Order	Summary
Hydrofluorocarbon gases: sale or distribution	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. 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

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	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: ● 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.

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Bill/Executive Order	Summary
	● 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.
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.

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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.
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.

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Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

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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 L.A.'s Green New Deal and the L.A. Green Building Code. Each of these is discussed further below.

Cap-and-Trade Program

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

Cap-and-trade is a market-based regulation that is designed to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a firm limit or cap on GHGs and minimizes the compliance costs of achieving AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy. The Proposed Project would be exempt from the Cap-and-Trade program, since it only proposes residential and commercial uses and does not propose any industrial or high-emitting land uses. On July 2018, CARB recently announced that greenhouse gas pollution in California fell below 1990 levels, which was the 2020 greenhouse gas emissions goal passed by AB 32.[103]

[103] *California Air Resources Board, "Climate Pollutants Fall Below 1990 Levels for First Time" https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time, accessed May 2023.*

The Cap-and-Trade Program covers approximately 85 percent of California's GHG emissions.[104] The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage 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.[105] Furthermore, the Cap-and-Trade Program covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with VMT indirectly are covered by the Cap-and-Trade Program.

Assembly Bill 398 (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.

California Senate Bills 1078, 107, and 2; Renewables Portfolio Standard

Established in 2002 under California Senate Bill 1078 and accelerated in 2006 under California Senate Bill 107, California's RPS requires retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010.

On April 12, 2011, Governor Jerry Brown signed California Senate Bill 2 to increase California's RPS to 33 percent by 2020. This new standard also requires regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016.

Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

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[104] *Center for Climate and Energy Solutions, California Cap-and-Trade, https://www.c2es.org/content/california-cap-and-trade/, accessed May 2023.*

[105] *While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015.*

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009.[106] The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's VMT in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

With respect to motor vehicles, page 48 of the 2008 Scoping Plan states that local governments will play a significant role in the regional planning process to reach passenger vehicle greenhouse gas emissions reduction targets. Local governments have the ability to directly influence both the siting and design of developments in a way that reduces greenhouse gases associated with vehicle travel, as well as energy, water, and waste. A partnership of local and regional agencies is needed to create a sustainable vision for the future that accommodates population growth in a carbon efficient way while meeting housing needs and other planning goals. Integration of the sustainable communities' strategies or alternative planning strategies with local general plans will be key to the achievement of these goals. State, regional, and local agencies must work together to prioritize and create the supporting policies, programs, incentives, guidance, and funding to assist local actions to help ensure regional targets are met. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in helping to reach regional targets. Thus, based on the above targets noted in the Scoping Plan, a new development Project that can demonstrate it directly influences both the siting and design of new developments in a way that reduces greenhouse gases associated with vehicle travel would be considered consistent with statewide GHG-reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

Connect SoCal (2020-2045 RTP/SCS)

As set forth in Chapter 4 of this SCEA, on September 3, 2020, SCAG's Regional Council adopted the Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). In 2012, SCAG adopted the region's first Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – a plan that the Regional Council now calls Connect SoCal.

[106] *Senate Bill 375, approved September 30, 2008, http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.pdf, accessed May 2023.*

On October 30, 2020, through Executive Order G-20-239, CARB accepted SCAG's 2020 RTP/SCS as a GHG reduction plan.[107]

Connect SoCal charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Within the Connect SoCal Plan, the 2020 SCS would, when implemented, meet the applicable 2035 GHG emissions reduction target for automobiles and light trucks as established by CARB in 2018, specifically, a 19 percent per capita reduction by 2035 relative to 2005 levels. CARB staff's determination summarizes its assessment, findings, and recommendations relating to the determination on the 2035 target. The Connect SoCal plan lays out a strategy for the region to meet these targets. The Connect SoCal SCS has been found to meet state targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the ARB for the SCAG region.

As part of the State's mandate to reduce per-capita GHG emissions from automobiles and light trucks, Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita VMT. These strategies identify how the SCAG region can implement Connect SoCal and achieve related GHG reductions. The following strategies are intended to be supportive of implementing the regional SCS: 1) focus growth near destinations and mobility options; 2) promote diverse housing options; 3) leverage technology innovations; 4) support implementation of sustainability policies; and 5) promote a green region.

SCAQMD

SCAQMD has released draft guidance regarding interim CEQA GHG significance thresholds. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO2e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

[107] *State of California, Air Resources Board, Executive Order G-20,239, https://scag.ca.gov/sites/main/files/file-attachments/carb-2020-scs-evaluation-packet.pdf?1606337689https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf, accessed May 2023.*

Local Policies and Regulations

The City is addressing the issue of global climate change through implementation of the Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

City of Los Angeles Sustainable City pLAn

On April 8, 2015, Mayor Eric Garcetti released the Los Angeles' first ever Sustainable City pLAn (The pLAn).[108] The pLAn sets the course for a cleaner environment and a stronger economy, with commitment to equity as its foundation. The pLAn is made up of short-term (by 2017) and long-term (2025 and 2035) targets. The pLAn set out an ambitious vision for cutting greenhouse gas emissions, reducing the impact of climate change and building support for national and global initiatives. Los Angeles has moved to the forefront of climate innovation and leadership through bold actions on energy efficiency and electric vehicle as well as renewable energy and greenhouse gas accounting. L.A. has already reduced its greenhouse gas emissions by 20% below 1990 levels as of 2013, nearly halfway to the goal of 45% below by 2025. The City has been working to increase the generation of renewable energy, improve energy conservation and efficiency, and change transportation and land use patterns to reduce dependence on automobiles. In 2017, 30% of the LADWP's energy was from renewable energy sources. In 2019, the City and LADWP adopted new sustainability goals to supply 55% renewable energy by 2025; 80% by 2036 and 100% by 2045.[109]

LA Green Building Code

The City of Los Angeles L.A. Green Building Code (Ordinance No. 181,480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including SB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the 2019 L.A. Green Building Code requires new development projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code by 20%, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition

[108] *City of Los Angeles, Sustainably City pLAn, 2015, Office of Mayor Eric Garcetti, https://plan.lamayor.org/sites/default/files/2015_Sustainable_City_pLAn.pdf, accessed May 2023.*

[109] *City of Los Angeles, L.A.'s Green New Deal, Sustainable City Plan, 2019, Office of Mayor Eric Garcetti, https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed May 2023.*

solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC. New development projects are required to comply with the L.A. Green Building Code, and therefore are generally considered consistent with statewide GHG-reduction goals and policies, including SB 32.

Housing Element (Housing Needs Assessment)

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

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. 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 Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

GHG Thresholds of Significance

State CEQA Guidelines Appendix G

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to GHGs if it would:

Threshold (a): Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold (b): Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

CEQA Guidelines Section 15064.4 recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs.

Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130(f)).[110] It is noted that 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 plan renders a cumulative impact less than significant.

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 would avoid or substantially lessen the cumulative problem within the geographic area of the project.[111] To qualify, 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.[112] Examples of such programs include a

[110] See, generally, CEQA Guidelines Section 15130(f); see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, dated April 13, 2009.

[111] 14 CCR § 15064(h)(3).

[112] 14 CCR § 15064(h)(3).

"water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of GHG emissions."[113] Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.[114]

In the absence of any applicable adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project is consistent with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020–2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers qualitative consistency with regulations or requirements adopted by the AB 32 Climate Change Scoping Plan and subsequent updates, and L.A.'s Green New Deal.

SCAQMD Thresholds

As discussed above, SCAQMD only has an interim GHG significance threshold of 10,000 MTCO2e per year for stationary source/industrial projects where SCAQMD is the lead agency. This SCAQMD interim GHG significance threshold is not applicable to the Project as the Project is a mixed-use project, and the City of Los Angeles is the Lead Agency.

2006 L.A. CEQA Thresholds Guide

The L.A. CEQA Thresholds Guide does not identify any factors to evaluate GHG emissions impacts. Thus, the potential for the Project to result in impacts from GHG emissions is based on

[113] 14 CCR § 15064(h)(3).

[114] See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance tor Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA..." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTCO2e /yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014); SCAQMD, Final Negative Declaration tor Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014).

the Appendix G thresholds.

For the reasons set forth above, to answer both of the above Appendix G thresholds, the City will consider whether the project is consistent with AB 32 and SB 375 (through demonstration of conformance with the 2020–2045 RTP/SCS), and L.A.'s Green New Deal.

Methodology

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, 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).

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions and has not formally adopted a local plan for reducing GHG emissions. In addition, neither SCAQMD, OPR, CARB, CAPCOA, nor any other state or regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Project. Since 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 its consistency 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.

For information 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 State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort 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. However, the significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

Consistency with Plans

The Project's GHG impacts are evaluated by assessing the Project's consistency with applicable statewide, regional and local GHG reduction strategies. As discussed previously, the Project will be evaluated for consistency with AB 32's 2022 Climate Change Scoping Plan, SCAG's 2020–2045 RTP/SCS, and L.A.'s Green New Deal.

OPR encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. On a statewide level, the 2022 Climate Change Scoping Plan provides measures to achieve AB 32 and SB 32 targets. On a regional level, SCAG's 2020–2045 RTP/SCS contains measures to achieve VMT reductions required under SB 375. The City does not have a programmatic mitigation plan to tier from, such as a GHG Emissions Reduction Plan as recommended in the relevant amendments to the CEQA Guidelines. However, L.A.'s Green New Deal and the L.A. Green Building Code encourage and require applicable projects to implement energy efficiency measures. L.A.'s Green New Deal is a mayoral initiative and not an adopted plan. However, it includes short-term and long-term aspirations pertaining to climate change and this analysis addresses consistency with these strategies and goals. Thus, if the Project is designed in accordance with these policies and regulations, the Project would result in a less than significant impact, because it would be consistent with the overarching State regulations on GHG reduction (AB 32, SB 32, AB 100, AB 1493, and SB 375). A consistency analysis is provided and describes the Project's compliance with or conflict with performance-based standards included in the regulations outlined in the applicable portions of the Climate Change Scoping Plan, 2020–2045 RTP/SCS, and L.A.'s Green New Deal.

2022 Scoping Plan Update

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)." (Page 4 of Appendix D.)

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). However, the State recognizes that almost 50% of jurisdictions do not have an adopted CAP, among other reasons because they are costly, requiring technical expertise, staffing, funding. Additionally, CAPs need to be monitored and updated as State targets change and new data is available. 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 are advised to look to the three priority areas when developing local climate plans, measures, policies, and actions: (transportation electrification, VMT reduction, and building decarbonization). "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction." (Page 9 of Appendix D.)

The State also recognizes in Appendix D, Local Actions, of the Scoping Plan that each community or local area has distinctive situations and local jurisdictions must balance the urgent need for housing while demonstrating that a Project is in alignment with the State's Climate Goals. The State calls for the climate crisis and the housing crisis to be confronted simultaneously. 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.

Quantification of Emissions

In view of the above considerations, the City has determined to quantify the Project's total annual GHG emissions, taking into account the GHG emission reduction measures that would be incorporated into the Project's design. This SCEA quantifies the Project's annual GHG emissions and compares them to a Project without Reduction Features scenario, as defined by CARB's most updated projections for AB/SB 32.[115] The Project without Reduction Features scenario does not account for trip reductions from providing high-density housing within a public transit corridor, the inclusion of affordable housing, or providing unbundled parking with lower parking standards than typically required. This comparison is being done for informational purposes only, including to disclose the relative carbon efficiency of the Project. The City, as lead agency, is basing its determination of the significance of the Project's GHG emissions in relation to the Project's location and design and its consistency with State, regional, and local City of Los Angeles regulatory schemes, as explained below.

The California Emissions Estimator Model® (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 associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, which provided data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.[116]

Construction

The Project's construction emissions were calculated using CalEEMod (Version 2022.1.1.14). CalEEMod calculates emissions from off-road equipment CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecast based on the construction schedule and assumptions identified in Section 2, Project Description of this SCEA

[115] *The comparison to a BAU scenario is not used as a threshold of significance, but is used to provide information and a quantitative metric to measure the Project's GHG emissions and level of reductions from Project Design Features and characteristics. See Center for Biological Diversity, et al. v. California Department of Fish and Wildlife (The Newhall Land and Farming Company, Real Party in Interest) (2015) 62 Cal. 4th 204.*

[116] *California Air Pollution Control Officers Association, California Emissions Estimator Model, CalEEMod, www.caleemod.com, accessed May 2023.*

and applying the models default mobile-source and fugitive dust emissions factors.

The calculations of the emissions generated during Project construction activities reflect the types and quantities of construction equipment that would be used to demolish existing buildings, remove existing pavement, grade and excavate the Project Site, construct the proposed building and related improvements.

In accordance with the SCAQMD's guidance, GHG emissions from construction were amortized (i.e., averaged annually) over the lifetime of the Project. As impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.[117] Thus, total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate comparable to operational emissions.

Operation

Similar to construction, the SCAQMD-recommended CalEEMod program was used to calculate potential direct and indirect GHG emissions generated by new land uses on the Project Site, including area sources, electricity, natural gas, mobile sources, stationary sources (i.e., emergency generators), solid waste generation and disposal, and water usage/wastewater generation. CalEEMod default values for generation/usage rates, GHG emission factors, and GWP values were used in the evaluation of operational GHG emissions from the Project.

Area source emissions, which include landscaping, natural gas combustion (HVAC and water heaters), and architectural coating activities, are calculated based on the size of the land uses (e.g., square footage or dwelling unit), the GHG emission factors for fuel combustion, and the GWP values for the GHGs emitted. Electricity and natural gas emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company.

Mobile source GHG emissions are calculated based on an estimate of the Project's annual VMT, which is derived using CalEEMod defaults for trip rate, trip link type, trip type and residential trip purpose splits based on SCAG's regional travel demand model. CalEEMod's trip rates are based on the Institute of Transportation Engineering (ITE), *Trip Generation Handbook, 10th Edition* (2017).

Stationary source GHG emissions are based on proposed stationary sources (i.e., emergency generators) that would be provided on the Project Site. The emissions of GHGs associated with solid waste disposal are based on the size of the Project's proposed land uses, the waste disposal rate for the land uses, the waste diversion rate, the GHG emission factors for solid waste

[117] *SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, 2008.*

decomposition, and the GWP values for the GHGs emitted.

The GHG emissions related to water usage and wastewater generation are based on the Project's land uses, the water demand factors, the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the GWP values for the GHGs emitted.

The GHG emissions calculations for the Project include credits and reductions for implementation of relevant regulatory measures that are required by code or are otherwise inherent in the Project's location or design features. These emission reduction measures, which are recognized by the California Air Pollution Control Officers Association (CAPCOA) as effective measures to reduce GHG emissions, are identified in the CalEEMod worksheets provided in Appendix A to this SCEA.[118] For example, the SCAQMD requires contractors to limit idling of heavy duty construction equipment and diesel truck engines and to water active construction sites (emission reduction measures C-2 and C-10-B). These mandatory measures would be implemented during Project construction and would reduce the Project's NOx, CO and PM_{10} and $PM_{2.5}$ emissions. With respect to Project operations, the project's proximity to transit and affordable housing component (emission reduction measures T-3, and T-4), would contribute to lower mobile source emissions during project operations. Additionally, certain building efficiency requirements that are mandatory under the 2019 L.A. Green Building Code, such as requiring Energy-Star rated appliances in new dwelling units (emission reduction measure E-2), installing low-flow plumbing fixtures (emission reduction measure W-4), and implementing an on-site waste reduction/recycling program (emission reduction measure S-1, S-2), would all serve to reduce operational GHG emissions. As these features are all required or incorporated in to the project description, they are not considered mitigation measures for purposes of CEQA.

PROJECT-SPECIFIC IMPACTS

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

Less Than Significant Impact. Neither the SCAQMD, the CEQA Guidelines, nor the City provide any adopted thresholds of significance for addressing a mixed-use project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to

[118] *See page 8 of 62 of the Beverly Plaza Project emissions worksheets in Appendix A to this SCEA.*

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 greenhouse gas emissions.

The CEQA Guidelines do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions. A significant impact would occur if a project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. For purposes of this analysis, a significant impact would occur if the Proposed Project's design features were not substantially consistent with the applicable policies and/or regulations outlined in the Scoping Plan, SCAG's RTP/SCS, and L.A.'s Green New Deal.

Construction

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 28-month duration of construction activities.

Emissions of GHGs were calculated using CalEEMod (*Version 2022.1.1.14*) for each year of construction of the Proposed Project and the results of this analysis are presented in Table 6.13, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 6.13, the total GHG emissions from Project construction activities would be 1,172 metric tons per year ($MTCO_2e$) with the greatest annual emissions occurring in 2025. As recommended by the SCAQMD, the total GHG construction emissions are amortized over the projected 30-year lifetime of the Project to be factored into the Proposed Project's operational emissions in order to determine the Proposed Project's annual GHG emissions inventory.

Table 6.13
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2025	811
2026	317
2027	44
Total Construction GHG Emissions	**1,172**
Amortized Annual Emissions	***39*** [b]

[a] *Construction GHG values were derived using CalEEMod (Version 2022.1.1.14).*
[b] *Consistent with SCAQMD recommended methodology for addressing construction emissions, the total construction emissions were amortized over a 30-year projected lifetime.*
Calculation data and results are provided in Appendix A, Air Quality Modeling and Greenhouse Gas Emissions Worksheets.
Parker Environmental Consultants, 2023.

Operation

Baseline GHG Emissions

The Project Site is developed with a one- to two-story commercial strip mall with associated surface parking (collectively called the Beverly Plaza Shopping Center), along with one adjacent commercial building to the immediate southeast with associated rear surface parking, totaling approximately 22,494 square feet of existing building floor area. The operations of the on-site commercial uses generate GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 6.14, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing commercial buildings at the Project Site. As shown in Table 6.14, the existing operations on the Project Site generate approximately 1,018.35 $MTCO^2e$/yr.

Table 6.14
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Mobile	929
Area	0.00
Energy	76.4
Water	5.72
Waste	7.21
Refrigerants	0.02
Total	**1,018.35**
Calculation data and results provided in Appendix A to this SCEA. Parker Environmental Consultants.	

Project GHG Emissions

The GHG emissions resulting from the operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Proposed Project's compliance with the 2019 L.A. Green Building Code and other features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot and its proximity to transit and walking distance to a major employment center.

The Proposed Project's emissions were calculated using CalEEMod for a base project without any of the energy conservation measures mandated by the L.A. Green Building Code and without GHG reduction measures in order to quantify the net benefit of the Proposed Project's code compliance measures in terms of a reduction in GHG emissions. As shown in Table 6.15, below,

the net increase in GHG emissions generated by the Proposed Project under the Base Project Without GHG Reduction Measures[119] would be 2,304 $MTCO_2e$/yr. The Project With GHG Reduction Measures scenario, would generate 1,848 $MTCO_2e$/yr. For purposes of this comparison, it should be noted that the Proposed Project's GHG Reduction Measures would include structural and operational features such as installing energy efficient lighting, low-flow plumbing fixtures, ENERGY STAR-rated appliances, installing electric vehicle parking spaces and electric vehicle ready parking spaces, and implementing an operational recycling program during the life of the Proposed Project. In total, the project's compliance with existing state and City regulations that are aimed at reducing and/or avoiding GHG emissions, would realize a 20 percent reduction in GHG emissions.

Table 6.15
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Base Project Without GHG Reduction Features	Proposed Project	Percent Reduction [a]
Mobile	1,596	1,221	23%
Area	4.15	4.15	0%
Energy	473	451	5%
Water	41.4	35.1	15%
Waste	70.4	17.6	75%
Refrigerants	3.24	3.24	0%
Stationary	76.0	76.0	0%
Construction Emissions [b]	39	39	--
Total:	**2,304**	**1,848**	**20%**

Notes:
[a] *The Percent Reduction is not a quantitative threshold of significance but shows instead the efficacy of the Proposed Project's compliance with the various regulations, plans, and policies that have been adopted with the intent of reducing GHG emissions.*
[b] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Proposed Project, per SCAQMD guidance.*
[c] *The existing emissions were not deducted from the Base Project Without GHG Reduction Measures to demonstrate the benefit of developing on an infill lot with active commercial uses.*
Calculation data and results provided in Appendix A, Air Quality Modeling and Greenhouse Gas Emissions Worksheets.
Parker Environmental Consultants.

The percent reduction calculated above is not a quantitative threshold of significance, but shows instead the efficacy of the Proposed Project's infill and smart growth attributes (i.e., replacement of existing uses and location of high density housing and neighborhood serving retail/restaurant uses in a high quality transit area) and its compliance with the various regulations, plans, and

[119] *"Base Project" assumes construction on a vacant lot and no energy conservation measures, as opposed to the "Proposed Project", which includes GHG conservation measures and replaces an existing land use that already generates GHG emissions.*

policies that have been adopted with the intent of reducing GHG emissions in furtherance of the state's GHG reduction targets under SB 32. Furthermore, the Project's GHG emissions would be reduced through compliance with Title 24 2019 energy efficiency standards. The 2019 L.A. Green Building Code requires the incorporation of ENERGY STAR appliances, the installation of solar ready infrastructure, solid waste diversion and recycling programs, water conservation plumbing fixtures and fixture fittings, the installation of electric vehicle ready and electric vehicle charging stations, all of which would serve to reduce the Project's GHG emissions.

In addition to the GHG emission reductions described above, it is important to note that the CO_2 estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) in this report are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in fact new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin but provide little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (commuting, shopping, etc.) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then the new development would result in a potential net reduction in global GHG emissions.

Consistency with SB 32 Scoping Plan

As discussed above, 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 (transportation electrification, VMT reduction, and building decarbonization). 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 (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas). A detailed assessment of goals, plans, 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 Scoping Plan (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 Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

- **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.

L.A.'s Green New Deal 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. L.A.'s 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 Scoping Plan goals of transitioning to EVs.

Pursuant to City's Green Building Code, a minimum of 30 percent of the total code required parking is required to be capable of supporting future EVSE. Twenty (20) percent of the required commercial parking spaces and 25 percent of the required residential parking spaces is required to be low-power electric vehicle charging stations (EVCS), which can be counted towards the total number of EVSE spaces.[120] The provision of EV infrastructure would further serve to promote the utilization of alternative fueled vehicles thus, reducing the combustion of fossil fuels. Therefore, although this measure mainly applies to City fleets, the Project would not conflict with these goals.

- **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

[120] See 2019 Los Angeles Green Building Code, Section 4.106.4.2.

2019 requirements of 10 percent of new parking spaces as EV capable. The 2019 LA Green Building Code 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 to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. The Project would support zero emission vehicles with the promotion of electric vehicle supply equipment (EVSE) on-site. Pursuant to the 2019 L.A. Green Building Code, a minimum of 30 percent of the total code required parking is required to be capable of supporting future EVSE. Twenty (20) percent of the required commercial parking spaces and 25 percent of the required residential parking spaces are required to be low power EVCS, which can be counted towards the total number of EVSE spaces. Thus, the Project would support the City's goal of installing EVCS throughout the City.

VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan 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**
- **Implement parking pricing or transportation demand management pricing strategies**

The City of Los Angeles 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 would serve to reduce minimum parking standards and reduce vehicle trips.

The Project Site is located within 0.5 of a Major Transit Stop. Accordingly, pursuant to AB 2097 no parking is required for the Proposed Project. Although no parking is required, the Project is voluntarily providing 153 vehicle parking spaces. In absence of AB 2097 or a density bonus parking reduction , the Proposed Project would require up to 319 parking spaces, including 201 spaces for the residential dwelling units and up to 118 spaces for the retail/ restaurant uses. As such, the 153 spaces proposed by the Project represents an up to approximately 48 percent reduction in standard parking requirements. Thus, the Project would still be consistent with the GHG emission reduction strategies to reduce parking in new developments. As noted in the Transportation Assessment included in Appendix I to this SCEA, and discussed in further detail in Section XVII, Transportation, below, the Project is estimated to generate lower VMT per capita than the average for the project area. The Project would also provide bicycle parking to encourage

bicycle use and reduce the number of single occupancy vehicle trips to the Project Site and VMT per capita. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita. Accordingly, no further TDM measures are required for the Project to meet SB 375 VMT reduction goals. Therefore, the Project would be consistent and not conflict with this reduction strategy to reduce parking standards.

- **Implement Complete Streets policies and investments, consistent with general plan circulation element requirements**

The City of Los Angeles 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 L.A. 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 not conflict with implementation of Complete Streets policies. As noted in the Transportation Assessment in Appendix I, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Although no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would support the implementation of the Mobility Plan policies.

The Mobility Plan also designates street and sidewalk width standards based on a street's functional classification. LAMC Section 12.37 states that a project must dedicate and improve adjacent streets to half-ROW standards consistent with the street designations of the Mobility Plan. 4th Street along the Project Site frontage has an existing half-ROW width of 30 feet and meets the Mobility Plan standards for a Local Street. The Project would maintain the varying existing ROW and sidewalk widths on San Vicente Boulevard. No dedication or widening is required, and no Waivers of Dedication are requested.

The Project would modify the existing curb cuts along San Vicente Boulevard, a designated Boulevard II. As such, it would not change the general locations of the existing vehicular access points. The driveways would be designed in accordance with the standards set forth in Manual of Policies and Procedures (LADOT, December 2008, updated December 2020). The Project would provide off-street parking. Parking is not available along 4th Street and on-street metered parking is available along San Vicente Boulevard.

The Project supports initiatives to create transit-oriented developments by developing a high-density residential development with local-serving commercial uses located in an active commercial area near existing and future transit services. The Project's development of residential and commercial uses enhances the value of the future Metro D Line connection to Union Station, minimizes vehicle trips, and enhances proximity and convenience of residences to jobs and services. The Project would provide new landscaping elements along the Project Site frontages to create a walkable and attractive pedestrian environment. Pedestrian access separate from vehicle access would be provided and would connect to the internal pedestrian walkways to reduce potential conflicts with vehicle traffic. Secured bicycle parking facilities within the Project Site would also be provided. These measures would promote active transportation modes such

as biking and walking, thereby reducing the Project VMT per capita for residents compared to the average for the area, as detailed in Section 4B of the Transportation Assessment (see Appendix I of this SCEA). Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure. Thus, the Project would be consistent with the goals of the Mobility Plan.

- **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.

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 represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of VMT and GHG emissions. Specifically, the Project Site is located approximately 0.4-mile south of the Metro D (Purple) Line Extension at La Cienega Blvd/Wilshire Blvd (2025) that is under construction and meets the criteria for a Major Transit Stop. The Metro D (Purple) Line Extension at La Cienega Blvd/Wilshire Blvd (2025) will provide transfer opportunities to other Metro rail services such as Amtrak, Metrolink, and numerous bus routes served by Metro, LADOT, and municipal bus operators. In addition, the Project Site's proximity to a variety of commercial uses and services would encourage employees of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Therefore, the Project would be consistent with these reduction strategies.

California continues to experience a severe housing shortage. The State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households. This represents more than double the housing planned for during the last eight years. The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals. CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA's Handbook) provides a VMT reduction measurement for incorporation of low-income housing. Measure T-4 (Integrate Affordable and Below Market Rate Housing) shows a 28.6 percent reduction in VMT for low-income units in comparison to market rate units.

As discussed above, the City's Housing Element of the General Plan provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall, the Housing Element identifies measures to encourage development of affordable housing such as revising density bonuses for affordable housing; identify locations which are ideal for funding programs to meet low-income housing goals; and rezone areas to encourage low-income housing. The Housing Element estimates that implementation of these measures would increase housing production at all income ranges compared to previous cycles.

The City's 20-percent goal of low-income housing for new construction is applicable on a citywide basis and not applicable to an individual project. The Planning Department Housing Division found based, on market studies and experiences of other agencies, that mandating 20-percent affordable housing on individual projects is likely to reduce overall housing production, including

low income housing, in the City and would be contrary to City and State policies. Pushing more housing outside of the City would be contrary to the Scoping Plan, as infill housing production in the City, which is a highly urbanized city with billions in transit infrastructure, lower average VMT than the SCAG region, is called for in the 2022 Scoping Plan.

The Project would provide 126 dwelling units, including 14 Very Low Income Units, on a 0.77-acre site, and thus would consist of transit-supportive densities higher than 20 dwelling units per acre. The Project would replace an existing infill commercial/retail development and would not result in a net loss of natural or working lands or affordable housing units. Furthermore, as mentioned previously, the Project Site is located in a highly urbanized area in the City of Los Angeles within a HQTA and a TPA. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. Therefore, the location of the Project Site encourages a variety of transportation options. Thus, these Project characteristics would result in a reduction in VMT, which would overall reduce GHG emissions.

Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- **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 our 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.

The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-elective, which will 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 will serve to reduce GHG emissions from sources traditionally powered by natural gas.

Although the Project is exempt from the City's All-Electric Ordinance, the Project would be subject to the 2019 L.A. Green Building Code, which mandates a number of energy conserving green

building requirements which will serve to reduce the Project's GHG emissions. For example, building efficiency requirements that are mandatory under the L.A. Green Building Code, such as requiring Energy-Star rated appliances in new dwelling units (emission reduction measure E-2), installing low-flow plumbing fixtures (emission reduction measure W-4), and implementing an on-site waste reduction/recycling program (emission reduction measure S-1, S-2), would all serve to reduce operational GHG emissions. Therefore, the Project would be consistent and not conflict with the LAMC.

- **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)**

This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has 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.

The Project would not involve retrofit of existing buildings and would be completely new construction. However, the Project would decommission an approximately 22,494 square-foot older building with commercial retail uses with less efficient building systems. The Project would be subject to the 2019 L.A. Green Building Code which mandates a number of energy conserving green building requirements. Therefore, the Project would be consistent and not conflict with policies to implement energy efficiency retrofits.

Consistency with the 2020 RTP/SCS

The Proposed Project is consistent with the following key GHG reduction strategies in SCAG's Connect SoCal (2020 RTP/SCS), which are based on changing the region's land use and travel patterns:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

The Proposed Project represents an infill development within an existing urbanized area that would concentrate new commercial uses within a HQTA. The Connect SoCal plan defines a HQTA 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. Based on a walkability assessment of the Project area by WalkScore.com, the Project Site is rated with a score of 89 of 100 possible points and defined as "Very Walkable – Most errands can be accomplished on foot." In addition, the Proposed Project would also provide bicycle storage areas for the Proposed Project residents, employees, patrons, and visitors. Walkscore.com also allocates a transit score of 65 to the Project Site, described as "Good Transit – many nearby public transportation options," and a bike score of 76 to the Project Site, described as "Very Bikeable – biking is convenient for most trips." The Proposed Project would provide residents, employees, patrons, and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and GHG emissions, which would be consistent with the goals of SCAG's Connect SoCal. Refer also to the detailed analysis in Section 3 of this SCEA.

Consistency with the Sustainable City pLAn and the L.A. Green New Deal

L.A.'s Green New Deal is the first four-year update to the Sustainable City pLAn. It augments, expands, and elaborates in more detail the City's vision for a sustainable future and addresses the climate emergency with accelerated targets and new aggressive goals. The Proposed Project will contribute towards the attainment of the aspirations and goals previously identified in the Regulatory Framework discussion above by:

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

The Proposed Project would use energy from the LADWP, which currently provides 32 percent of electricity via renewable sources but has committed to providing an increasing percentage from renewable sources that exceed the Renewable Portfolio Standards (RPS) requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. The Proposed Project would be designed and constructed to meet 2019 CALGreen (Title 24 Part 11) requirements by providing a minimum of 10 percent of the total number of parking spaces to include Electric Vehicle Charging Stations and 30 percent of the total number of parking spaces as capable of supporting future Electric Vehicle Supply Equipment, pursuant to LAMC Section 99.04.106.4.2.2.3 and LAMC Section 99.04.106.4.2.1. The Proposed Project would also comply with the solar ready requirements of Section 110.10(b)1.B of the California Energy Code (Title 24 Part 6) that requires 15 percent of the roof area to be solar ready. Additionally, as discussed in Checklist Question XVII, Transportation, the Proposed Project is expected to have a less-than-significant VMT impact. The State of California Office of Planning and Research (OPR) has found

that a VMT per capita or per employee that is 15% or more below that of existing development is a reasonable and achievable threshold in determining significant transportation impacts under CEQA. The Proposed Project's household and employee VMT per capita would fall below 15% of existing development. Further, the Project Site is located 0.38-miles north from the future Metro D (Purple) Line Extension Major Transit Stop to be completed in 2025. As such, the Proposed Project would be consistent with the goals and initiatives in L.A.'s Green New Deal.

Consistency with L.A. Green Building Code

The 2019 L.A. Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the 2019 L.A. Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission, meet 50 percent construction waste recycling levels, provide on-site storage for short- and long-term bicycle parking areas, and provide Energy-Star rated appliances were applicable. The Proposed Project would comply with these mandatory measures. Therefore, the Proposed Project would be consistent with the applicable standards of the 2019 L.A. Green Building Code.

As demonstrated above, the Proposed Project's design features and compliance with regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SCAG's Connect SoCal, CARB's Scoping Plan, and L.A.'s Green New Deal. ***Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gases, and the Proposed Project's impact would be less than significant.***

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

Less Than Significant Impact. A significant impact would occur if the Proposed Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The Proposed Project would be consistent with applicable local, and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32 and the 2022 Scoping Plan, Connect SoCal, and L.A.'s Green New Deal. While the statewide emission reduction goals called out in SB 32 and the 2022 Scoping Plan do not require or infer a specific numeric emission reduction in GHG emissions for development projects, the Proposed Project's compliance with CALGreen and the L.A. Green Building Code would ensure that the Proposed Project would not conflict with or impede the state's ability to reach these emission reduction targets as specified in the Statewide Plans and policies. ***Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy, or regulation for the purposes of reducing GHG emissions, and the Proposed Project's impact would be less than significant.***

Cumulative Impacts

Less Than Significant Impact. An individual project's GHG emissions typically would be relatively very small in comparison to state or global GHG emissions and, consequently, in isolation they would have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG emissions from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented in this Section analyzes whether the Proposed Project would be cumulatively considerable using a plan-based approach (supported by quantitative and qualitative analysis) to determine the Proposed Project's contributing effects on climate change.

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is speculative to identify the specific impact, if any, to global climate change from one project's incremental increase in GHG emissions. The Proposed Project's GHG emissions and the resulting level of significance is appropriately assessed in terms of the cumulative impact on global GHG emissions on climate change. Accordingly, a quantified analysis of GHG emissions anticipated to result from construction and operational activities of the Proposed Project was calculated as part of the cumulative impact analysis. As part of that analysis, the Proposed Project's GHG emissions were analyzed on a project-specific basis with respect to its impacts on global climate change.

As shown in the analysis above, the Proposed Project would be consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including SB 32 and the 2022 Scoping Plan, Connect SoCal, and L.A.'s Green New Deal that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. By redeveloping an underutilized site and developing a mixed-use project with residential and community serving retail/restaurant land uses in a high-quality transit area, the Proposed Project would reduce VMTs. ***Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.***

IX. Hazards and Hazardous Materials

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

The following section summarizes and incorporates the reference information from the following reports (contained in Appendix F to this SCEA):

F.1 Leighton and Associates, Inc., Phase I and Limited Phase II Environmental Site Assessment, Proposed Multi-Family Residential Development, 400 South San Vicente Boulevard, Los Angeles California, dated February 14, 2022.

F.2 Health Science Associates, Follow-Up Limited Asbestos and Lead Based Paint Survey, Performed at Beverly Plaza 400 South San Vicente Boulevard, Los Angeles, CA 90048, dated February 8, 2022.

F.3 Leighton and Associates, Inc., Phase I and Limited Phase II Environmental Site Assessment, Proposed Multi-Family Residential Development, 432 South San Vicente Boulevard, Los Angeles California, dated May 24, 2022.

F.4 Health Science Associates, Inc., Follow-Up Limited Asbestos and Lead Based Paint Survey, Performed at Beverly Plaza 432 South San Vicente Boulevard, Los Angeles CA 90048, dated May 20, 2022.

F.5 Leighton and Associates, Inc., Methane Survey Report, Proposed Multi-Family Residential Development, 400-432 South San Vicente Boulevard, Los Angeles California, dated June 23, 2023.

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

Less Than Significant Impact. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Proposed Project includes the construction of a mixed-use development with 126 residential units and 11,615 square feet of ground floor commercial retail/restaurant space. During the operation of the Proposed Project, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for janitorial purposes would routinely be transported to and stored in small quantities on the Project Site. The acquisition, use, handling, storage, and disposal of these substances would comply with all applicable federal, state, and local requirements.

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

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

Less Than Significant Impact. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation); or (b)

the project involved the creation of any health hazard or potential health hazard. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard. Below is a summarization of the two Phase I and Limited Phase II Environmental Site Assessments (ESAs) completed by Leighton and Associates, Inc. (Leighton), as well as two Asbestos and Lead Based Paint Surveys by Health Science Associates.

Former and Current Uses

Historically, the Project Site at 400 S. San Vicente Boulevard was vacant land until approximately 1936. Various commercial businesses have occupied this property address since the present-day building was constructed in 1985, including a gasoline service station and residence (from 1936 until approximately 1942), a small commercial building consisting of stores and the Church of Religious Science of Beverly Hills with associated parking (from 1942 until approximately 1983), and vacant land from 1983 until approximately 1985. The present commercial building was constructed in circa 1985/1986 and totals approximately 17,228 square feet. Currently, the Project Site is occupied by one commercial building with several businesses, including a dry cleaner, retail stores, restaurants, personal care services, financial services, and dental/healthcare services.

The property at 432 S. San Vicente Boulevard was vacant land until approximately 1961. In approximately 1961 the present commercial building was constructed. Current businesses operating at this address include a cannabis dispensary and a natural birth center.

On-Site Records Review

The Property at 400 South San Vicente Boulevard is identified on the following databases in the following listings:

- Hollyhills Drain Unit 5, 300-400 South San Vicente Blvd. in the Facility Index System/Facility Registry System (FINDS) database. The description code is listed as water, sewer, pipeline, and communications and power line construction.
- Messerschmitt H E, 400 South San Vicente Blvd, listed in the EDR historic auto database. The Project Site was listed as a gasoline and oil service station in 1942.
- Best Quality Cleaners, 430 South San Vicente Blvd, in the Resource Conservation and Recovery Act Non Generators/No Longer Regulated (RCRA-Nongen/NLR) database. These facilities generate, transport, store, treat and/or dispose of hazardous waste, as identified by RCRA. Nongenerators do not presently generate hazardous waste. Best

Quality Cleaners is also listed in the drycleaner database as “inactive”. Best Quality Cleaners is also listed in the California Environmental Reporting System (CERS) hazardous waste database as a hazardous waste generator, but no violations were found during inspections.

- LA Vista Cleaners, 430 South San Vicente Blvd, in the RCRA-Nongen/NLR database. Dry cleaner facilities generate, transport, store, treat, and/or dispose of hazardous waste, as defined by the RCRA. Nongenerators do not presently generate hazardous waste. LA Vista Cleaners is also listed in the hazardous waste tracking system (HWTS) database and has been listed as “inactive” since June 2020. LA Vista Cleaners is also listed in the drycleaners database and is listed in the Los Angeles County Site Mitigation Database. The site status is listed as “active”.
- 400 South San Vicente Boulevard is listed in the Emergency Response Notification System (ERNS) incident commons database. Based on information obtained from local agencies (and summarized in the Phase I and Limited Phase II ESA reports), the record corresponds to a release of petroleum hydrocarbons in the alley adjacent to the east of the subject property in 2015 and is considered off-site.

In addition to the above regulatory database, Leighton reviewed online regulatory databases for 400 South San Vicente Boulevard and/or requested regulatory records from the DTSC Cypress and Chatsworth offices, DTSC’s Envirostor database, LARWQCB/SWRCB Geotracker, Los Angeles County Department of Public Works (LACDPW), Los Angeles County Fire Department (LACoFD), City of Los Angeles Fire Department (LAFD), South Coast Air Quality Management District (SCAQMD). No records of environmental concern were found for the subject site with the exception of SWRCB’s Geotracker database, which identified a release from a hazardous liquid pipeline located adjacent to the east of the subject site (discussed below), and the LACoFD, which entered into a Voluntary Cleanup Agreement (VCA) with the property owner in February 2020 (discussed below).

The Property at 432 South San Vicente Boulevard is not identified in the EDR database report.

Off Site Concerns

Three petroleum pipelines are located within the alley adjacent to the east of the subject property. The pipelines are used to transport fluids consisting of a mixture of oil, natural gas, and produced water. On December 13, 2015, a rupture in one of the pipelines occurred approximately 25 feet southeast of the subject site. The incident was reported, responded to, and the pipeline was repaired. Once repaired, petroleum-impacted soils were excavated, and confirmation samples were collected as a result of excavation. A total of 71.13 tons of petroleum-impacted soils were transported off-site. Additional soil borings were advanced to determine if the impacted soils were associated with the pipeline leak or with historic, deeper hydrocarbon impacts in the area.

Based on sampling results, it was concluded that potential risks to human health and the environment from impacts to soil and groundwater are negligible. It should also be noted that the soil and groundwater samples located closest to the subject site contained either very low

concentration results or no detected concentrations of petroleum hydrocarbons. Based on this information, the pipeline leak is not considered an off-site REC with the potential to significantly affect the Project Site.

Site Reconnaissance

On January 17, 2022, a Leighton conducted a reconnaissance-level assessment of the 400 S. San Vicente property, which consisted of observing and documenting existing conditions of the subject property and nature of adjacent properties within a 0.25-mile of the subject property. The property is currently developed with a one partial two-story, multi-tenant, commercial structure. The structure was built circa 1985/1986 and is approximately 17,228 square feet. The property is also improved with asphalt-paved parking lots, concrete walkways, and landscaping. Leighton did not identify any Recognized Environmental Conditions (REC) as part of their survey.

On April 19, 2022, a Leighton representative conducted a reconnaissance–level assessment of the 432 S. San Vicente property, which consisted of observing and documenting existing conditions of the subject site and nature of the adjacent properties within 0.25-mile of the subject site. The subject site is currently developed with a one two-story, multi-tenant, commercial structure. The structure was built circa 1965 and is approximately 5,038 square feet. The subject site is also improved with asphalt-paved parking lot, concrete walkways, and landscaping. Leighton did not identify any RECs as part of their survey.

Review of Prior Reports and Investigations

Various site assessments have been completed for the Project Site by others, who identified the release of VOCs, primarily PCE and TCE, which affects soil, soil gas, and groundwater. A Voluntary Cleanup Agreement (VCA) was entered into between the Los Angeles County Fire Department (LACoFD) and the property owner in February 2020. The LACoFD is aware that previous on-site soil vapor sampling and indoor air sampling indicates that potential VOC Vapor Intrusion (VI) could be an issue for future on-site residential development if VI mitigation measures are not considered. The LACoFD also indicated that additional assessment of VI should be conducted prior to pursuing any residential development at the Project Site. In addition, the LACoFD requires the preparation and implementation of a Soil Management Plan (SMP) prior to the development of the Project Site, and the filing of an Environmental Notice on the property.

Limited Phase II ESA – 400 South San Vicente Boulevard

In February through May 2022, Leighton completed Limited Phase II ESAs for the two properties comprising the Project Site: 400 S. San Vicente Boulevard and 432 S. San Vicente Boulevard. The Phase II ESAs included collecting soil, soil gas, and groundwater samples to be evaluated for potential environmental impacts resulting from historical use of the Project Site as a dry cleaning facility and/or gasoline service station. The following summarizes the findings of both Limited Phase II ESAs.

Metals

Title 22 Metals were detected in all of the soil samples analyzed with the exception of antimony and beryllium at 400 S. San Vicente Boulevard and with the exception of antimony, beryllium, selenium, silver, and thallium at 432 S. San Vicente Boulevard. No soil samples contained metals that exceeded their respective screening criteria for residential soils or background concentrations established for southern California, with the exception of arsenic and thallium at 400 S. San Vicente Boulevard. Arsenic was not detected above the southern California background concentrations of 12 mg/kg and thallium was not detected above the laboratory reporting limit of 0.25 mg/kg.

Total Petroleum Hydrocarbons (TPH)

TPH as gasoline and TPH as diesel were not detected above laboratory reporting limits in the samples analyzed during the investigation for 400 S. San Vicente Boulevard. TPH as motor oil was detected in three of the 31 samples; however, concentrations did not exceed the USEPA – SL of 2,400 mg/kg.

TPH as gasoline or gasoline range organics (GRO) was detected in one sample at 432 S. San Vicente Boulevard; however, the concentration of TPH as gasoline did not exceed the RSL of 82 mg/kg. TPH as diesel was detected in two of the 31 samples at 432 S. San Vicente Boulevard; one of which did exceed the RSL of 97 mg/kg. Leighton concluded this is likely residual impacts to soil at depth in connection with the oil pipeline release that occurred within the adjacent alley to the east. This soil will be removed during redevelopment of the property and is not considered a REC. TPH as motor oil was detected in three of the 31 samples at 432 S. San Vicente Boulevard; however, the concentrations did not exceed the USEPA – SL of 2,400 mg/kg.

Volatile Organic Compounds (VOCs)

Seven VOCs were detected above the laboratory reporting limits in the soil samples at 400 S. San Vicente Boulevard; however, concentrations of VOCs did not exceed the regulatory screening levels for residential soil. Significant concentrations of PCE in soil were detected in the soil samples collected adjacent to the floor drain within the former dry cleaner unit.

At 400 S. San Vicente Boulevard, nine VOCs were detected above the laboratory reporting limits in the soil samples; however, concentrations did not exceed the regulatory screening levels for residential soil.

Soil Vapor

Ten VOCs were detected above the laboratory reporting limits in the soil gas samples at 400 S. San Vicente Boulevard. Seven of the ten VOCs (e.g., ethylbenzene, Freon 113, trichlorofluoromethane, toluene, xylenes, 1,2,4- Trimethylbenzene, and 4-Isopropyltoluene) were detected at concentrations that did not exceed their respective residential screening limits using both the 0.001 and 0.03 attenuation factors. Benzene was detected in five soil gas samples at a

depth of 10 feet, exceeding the Residential Indoor Air Screening Level using the more conservative 0.03 attenuation factor. The concentrations of benzene do not exceed the screening level using the currently accepted attenuation factor of 0.001 for future residential structures.

At 400 S. San Vicente Boulevard, all concentrations of PCE exceed the Residential Indoor Air Screening Level using the currently accepted attenuation factor of 0.001 for future residential structures and the more conservative attenuation factor of 0.03. TCE at 400 S. San Vicente Boulevard was detected in seven soil gas samples, six of which exceed the Residential Indoor Air Screening Level using the more conservative 0.03 attenuation factor; however, concentrations of TCE do not exceed the screening level using the currently accepted attenuation factor of 0.001 for future residential structures.

At 432 S. San Vicente Boulevard, twelve VOCs were detected above the laboratory reporting limits in the soil gas samples; however, no VOCs, except PCE, were detected at concentrations that did not exceed their respective residential screening limits using the 0.001 attenuation factors. PCE was detected in each soil gas sample analyzed during this investigation at concentrations exceeding the Residential Indoor Air Screening Level using the currently accepted attenuation factor of 0.001 for future residential structures and the more conservative attenuation factor of 0.03 in boring.

Groundwater

Six VOCs (including benzene, chloroform, cis-1,2-DCE, PCE, TCE, and toluene) were detected in grab groundwater samples analyzed at 400 S. San Vicente Boulevard. Concentrations of cis-1,2-DCE, PCE, and TCE exceeded the MCLs for drinking water. Three VOCs including cis-1,2-DCE, PCE, and TCE were also detected in groundwater well samples with concentrations detected above the California MCLs in groundwater samples from wells MW-3 and MW-4.

Two VOCs were detected above the laboratory reporting limits in the groundwater sample at 432 S. San Vicente Boulevard, which also exceeded the MCLs for drinking water.

Methane Gas

The Project Site is located within a City of Los Angeles Methane Zone.[121] Leighton retained Millennium Environmental Inc. to install 18 soil gas probes throughout the Project Site.

400-430 South San Vicente Boulevard

Soil gas samples collected from the probes installed at 400-430 South San Vicente Boulevard were tested on January 18 and 20, 2022. During the soil gas sampling event completed on January 18, 2022, methane was detected in soil gas samples at concentrations ranging from 45 parts per million by volume (ppmv) at 5 feet below ground surface (bgs) to 2,400 ppmv at 10 feet

[121] *City of Los Angeles, Department of City Planning, Zoning and Information Map Access System (ZIMAS) Website, http://zimas.lacity.org/, accessed August 2022.*

bgs on-site. During the follow-up soil gas sampling event completed on Januray 20, 2022, methane was detected in the soil gas sample at concentrations ranging from 70 ppmv at 10 feet bgs to 710 ppmv at 5 feets bgs. Methane levels between 1,000 ppmv and 5,000 ppmv with pressure readings $\leq$ 2 inches of water correspond to Site Design Level III in the Los Angeles Municipal Code Ordinance No. 175,790.

432 South San Vicente Boulevard

During the soil gas sampling event completed on April 19, 2022, methane was detected in soil gas samples at concentrations ranging from 65 ppmv at 10 feet bgs to 490 ppmv at 5 feet bgs. During the follow-up soil gas sampling event completed on April 21, 2022,methane was detected in the soil gas sample at concentrations ranging from 15 ppmv at 5 and 10 feet bgs to 100 ppmv at 5 feet bgs. Methane levels between 101 ppmv and 1,000 ppmv with pressure readings ≤2 inches of water correspond to Site Design Level II in the Los Angeles Municipal Code Ordinance No. 175790.

Based on the results of the Methane Survey, the Project Site is classified as a Site Design Level III with pressure less than 2 inches of water in accordance with the LAMC Ordinance No. 175790. Dewatering is required pursuan to Section 7104.3.7. The methane survey report was reviewed and approved by the Los Angeles Department of Building and Safety on June 19, 2023 (see Appendix F.5 to this SCEA)..

Asbestos and Lead Based Paint

Limited asbestos and lead material surveys were performed at the Beverly Plaza Shopping Center at 400 South San Vicente Boulevard[122] and 432 South San Vicente Boulevard,[123] in order to determine whether asbestos containing materials (ACMs) or lead abatement is required prior to construction of the Proposed Project. ACM and lead coated tiles were identified in both buildings on the Project Site. As a result, exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents, employees, and future occupants of the Project Site. The Proposed Project would comply with Title 8 of the California Code of Regulations (CCR) Section 1532.1, the California OSHA Lead in Construction Standards, which establishes requirements for worker protection against lead exposure during construction activities. In fulfillment of the Hazard Reduction Act of 1992, all lead based materials will be removed in accordance with federal requirements. The Project would also comply with CCR Section 1529 – Asbestos, regarding proper removal and disposal of all ACMs materials from the Project Site, and SCAQMD District Rule 1403, which establishes requirements regarding the demolition and removal of ACMs, and any other federal and state requirements as

[122] *Health Science Associates, Follow-Up Limited Asbestos and Lead Based Paint Survey, Performed at Beverly Plaza, 400 South San Vicente Boulevard, Los Angeles, California 90048 February 8, 2022 (See Appendix F.2 to this SCEA).*

[123] *Health Science Associates, Follow-Up Limited Asbestos and Lead Based Paint Survey, Performed at Beverly Plaza, 432 South San Vicente Boulevard, Los Angeles California, May 20, 2022 (See Appendix F.4 to this SCEA).*

applicable. Compliance with these regulations would ensure that exposure to ACMs and lead materials during construction would be reduced to a less than significant levels.

Conclusions

The presence of PCE in soil gas and groundwater beneath the subject site at concentrations exceeding unrestricted land use (residential) limits and MCLs, respectively, is considered a REC and vapor encroachment concern. The Project proposes 3 levels of subterranean parking, resulting in the excavation and export of 46,000 cubic yards of soil. Thus, all soils to a depth of 37 feet below grade will be excavated and exported from the Project Site. As noted above, the site is subject to a Voluntary Cleanup Agreement with the LACoFD, who has recommended a SMP be prepared to properly segregate and transport impacted soils from the Project Site to an accredited landfill. Compliance with the VCA will ensure that impacted soils are removed in accordance with all applicable laws and regulations, including SCAQMD Rule 1166.

As noted above, the Proposed Project is required to provide a methane mitigation system, as required by Table 71 in Section 2, Division 71 of Article 1, Chapter IX of the Los Angeles Municipal Code based on Site Design Level III, in compliance with the City of Los Angeles Ordinance No. 175,790. The methane mitigation system will be designed and constructed to the satisfaction of the Los Angeles Department of Building and Safety and will ensure that health and safety impacts related to methane and soil vapor are reduced to a less than significant level.

As required under SCAQMD Rule 1166, a Soil Management Plan (SMP) Shall be prepared to provide guidance to contractors for appropriate handling, screening, and management of potentially impacted or impacted soils from historical operations that may be encountered at the Project Site during grading and excavation activities. These procedures shall include training for construction personnel on the appropriate procedures for identification of suspected impacted soils; requirements for testing and collection of potentially contaminated soils; segregation of potentially impacted soils; and applicable soil handling and disposal procedures. The SMP shall also contain procedures to be followed in the event that any undocumented subsurface features of potential environmental concern (e.g., USTs, abandoned oil wells, sumps, hydraulic lifts, clarifiers, buried drums) are encountered during the excavation, dragging, and/or other earthmoving activities. These procedures shall include safety training, testing protocols, decontamination and decommission.

The SMP shall also include procedures for handling and transportation of soils with respect to nearby sensitive receptors, such as nearby residential uses, religious uses, and schools. In accordance with SCAQMD Rule 1166 requirements, impacted soil removed from the Project Site shall comply with the following:

- Be transported to an approved treatment/disposal facility.
- When loading into trucks is completed, and during transportation, no excavated material shall extend above the sides or rear of the truck or trailer.
- Prior to covering/tarping, loaded impacted soil shall be wetted by spraying with dust inhibitors.

- The trucks or trailers shall be completely covered/tarped prior to leaving the Project Site to prevent particulate emissions to the atmosphere.
- The exterior of the trucks (including the tires) shall be cleaned off prior to the trucks leaving the excavation location.

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

Less Than Significant Impact. A project-related significant adverse effect may occur if the Project Site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds.

There are no Los Angeles Unified School District schools or private schools within one-quarter mile of the Project Site. The nearest school to the Project Site is the Hancock Park Elementary School, located approximately 0.82 mile east of the Project Site. Localized construction impacts associated with noise, dust and localized air quality emissions and construction traffic/hauling activities generally occur within an area of 500 feet or less of the Project Site. Since no schools are located within 500 feet or within one-quarter mile from the Project Site, the construction activities from the Proposed Project would not create a hazard to any nearby schools. Further, the proposed haul route exiting the Project Site to Downtown Diversion would travel north on South San Vicente Boulevard, east along Burton Way, making a u-turn to travel west on Burton Way at South Holt Avenue, travel south on La Cienega Boulevard to the I-10 Freeway onramp at Venice Boulevard, and travel east on the I-10 to the offramp at Porter Street. The haul route exiting Downtown Diversion to the Project Site would follow a similar route in the opposite direction. The proposed haul route exiting the Project Site to the Sunshine Canyon Landfill would travel north on La Cienega Boulevard, east on Santa Monica Boulevard, north on North Highland Avenue, north on the 101-freeway, north on the 170-freeway, and north on the I-5 interstate freeway. The haul route exiting the Sunshine Canyon Landfill would follow a similar route in the opposite direction. The local haul routes would not pass by any nearby schools. ***Therefore, construction impacts would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and impacts would be less than significant.***

Further, no hazardous materials other than the modest amounts of typical cleaning supplies and solvents used for maintenance and janitorial purposes would be present at the Project Site, and the acquisition, use, handling, storage, and disposal of these substances would comply with all applicable federal, state, and local requirements. The operational activities of the Proposed Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. ***Operational impacts would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and impacts would be less than significant.***

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

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

As stated previously, Phase I and Limited Phase II ESAs were prepared for the properties encompassing 400 S. San Vicente Boulevard and 432 S. San Vicente Boulevard. The Phase I ESA for 400 S. San Vicente Boulevard identified properties on the subject site to be listed on the following databases: EDR, FINDS, EDR historic auto, RCRA-Nongen/NLR, EDR historic cleaner, drycleaner database, CERS, HWTS, and ERNS incident commons database. The Phase I ESA determined that there are recognized environmental concerns (RECs) at the subject site. The Phase II ESA determined that elevated levels of PCE and TCE were detected in the soil gas samples. The shallow soil in the vicinity of the floor drain contains elevated concentrations of PCE, which could be indicative of improper disposal of PCE (historically) and may be a significant release point of PCE into the subsurface.

As noted above, the site is subject to a Voluntary Cleanup Agreement with the LACoFD, who has recommended a SMP be prepared to properly segregate and transport impacted soils from the Project Site to an accredited landfill. Compliance with the VCA will ensure that impacted soils are removed in accordance with all applicable laws and regulations, including SCAQMD Rule 1166. Following excavation, the LACoFD additional assessment of vapor intrusion will be performed to ensure that the site meets the acceptable health and safety standards for residential development. ***Compliance with the LACoFD Voluntary Cleanup Agreement and SCAQMD Rule 1166 would ensure that the Project Site's listing on government databases as a hazardous materials site would not create a significant hazard to the public or environment.***

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

No Impact. A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the Project Site is the Santa Monica Airport, located

approximately 6.9 miles southwest of the Project Site.[124,125] As such, the airport is not located within two miles of the Project Site. Furthermore, the Project Site is not in an airport land use plan or airport influence area.[126] ***Therefore, the Proposed would not result in a safety hazard for people residing or working in the Project area, and no impact is expected to occur.***

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

Less Than Significant Impact. A project would normally have a significant impact to hazards and hazardous materials if a project involved possible interference with an emergency response plan or emergency evacuation plan. The determination of significance shall be made on a case-by-case basis considering the degree to which a project may require a new or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

The Project Site is located adjacent to a disaster route according to the Los Angeles West Area Disaster Route Map of Los Angeles County.[127] La Cienega Boulevard, located adjacent to the Project Site, is classified as a disaster route. Additionally, based on the City of Los Angeles Safety Element, the Project Site is located on an identified disaster route or an adopted emergency response or evacuation plan (South San Vicente Boulevard).[128] Development of the Proposed Project may require temporary and intermittent partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. Further, the Proposed Project would be developed in a manner that satisfies the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. ***Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur.***

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[124] *Los Angeles County Department of Regional Planning, Airport Land Use Commission (ALUC), Airports webpage, https://planning.lacounty.gov/aluc/airports, accessed May 2023.*

[125] *Los Angeles County, Airport Land Use Commission (ALUC), Airports and Airport Influence Areas Map, August 2018, https://www.dropbox.com/s/b300m2i1el7fm80/ALUC_Airports_Aug2018_rev3.pdf?dl=0, accessed May 2023.*

[126] *Ibid.*

[127] *Los Angeles County Department of Public Works, City of Los Angeles West Area Disaster Route Map, August 13, 2008, http://dpw.lacounty.gov/dsg/disasterroutes/map/Los%20Angeles%20West%20Area.pdf, accessed May 2023.*

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

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

No Impact. The Project Site is located in an urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).[129] ***Therefore, no impacts from wildland fires are expected to occur.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the related projects identified in Section 2, Project Description, has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impact associated with the Proposed Project would be less than significant with adherence to all applicable regulations and implementation of mitigation measures. Therefore, the Proposed Project would not be cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposal for each related project. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with each related project. ***Therefore, with compliance with local, state, and federal laws pertaining to hazardous materials and implementation of appropriate mitigation measures, the Proposed Project in conjunction with the related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.***

[129] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), website: http://zimas.lacity.org, accessed May 2023.*

X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
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 the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The following section summarizes and incorporates the reference information from the following report (contained in Appendix G to this SCEA):

G.1 Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division, 400 San Vicente Project – Request for Wastewater Services Information, dated September 7, 2022.

PROJECT-SPECIFIC IMPACTS

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

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

Construction Impacts

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

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

As noted in the Geotechnical Investigation (See Appendix E.1 to this SCEA), temporary construction dewatering will be required to perform the planned excavation. The temporary construction watering will be performed throughout the excavation phase until such time that the groundwater level within the site should be lowered at least three feet below the planned bottom of excavation. A NPDES permit is required if groundwater discharge to the storm drain system is planned. Other discharge alternatives are potentially available including discharge into the City of Los Angeles sanitary sewer system and/or utilizing vacuum trucks to remove groundwater

pumped from the site. Collection of groundwater samples and associated environmental reporting under the Voluntary Cleanup Agreement with the LACoFD will also be required as part of permitting.

The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Additionally, City of Los Angeles Ordinance No. 173,494 further sets procedures for stormwater pollution control for the planning and construction of development and redevelopment projects.[130] ***As such, the implementation of the code-required SWPPP and compliance with Ordinance No. 173,494 and the Voluntary Cleanup Agreement with the LACoFD would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.***

Operational Impacts

The Project Site is currently developed with a commercial strip mall and associated parking, along with one adjacent commercial building to the immediate southeast and associated rear surface parking. The Project Site is nearly completely covered with impervious surfaces. Thus, nearly 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains located along West 4th Street and South San Vicente Boulevard and does not percolate into the groundwater table beneath the Project Site.[131] The Proposed Project would provide approximately 6,200 square feet of open space which includes 775 square feet of landscaped areas. Therefore, some stormwater would be captured on-site and not contribute to runoff. However, the majority of the Project Site would remain impervious under the proposed conditions and would therefore continue to generate surface water runoff, which would be directed to existing stormwater inlets in a similar manner as existing conditions. The Proposed Project's potential impacts to surface water runoff would be reduced to a less than significant level by incorporating stormwater pollution control measures, as set forth below, which would regulate the amount and water quality of stormwater leaving the Project Site.

In November 2012, the Los Angeles adopted Order No. R4-2012-0175 the NPDES Stormwater Permit for the County of Los Angeles and cities within (NPDES No. CAS004001). The primary objectives of the stormwater program requirements are to: (1) effectively prohibit non-stormwater discharge; and (2) reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable statutory standard.

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[130] *City of Los Angeles, Ordinance No. 173494, 2000, http://clkrep.lacity.org/onlinedocs/1999/99-2420_ORD_173494_09-14-2000.pdf, accessed May 2023.*

[131] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: https://navigatela.lacity.org/navigatela/, accessed May 2023.*

The Proposed Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176,[132] effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. Since the adoption of the Stormwater and Urban Runoff Pollution Control Ordinance, many additional ordinances have passed to keep LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control, up to date. Approved in October 2011, the Low Impact Development (LID) Ordinance (Ordinance No. 181,899)[133] expanded LAMC Article 4.4 and expanded the applicability of the existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing rainwater low impact development strategies on projects that require building permits. LAMC Article 4.4, including LID requirements, was amended in August 2015 with the approval of Ordinance No. 183,833,[134] which incorporates the requirements of the Municipal Separate Storm Sewer (MS4) Permit. The Proposed Project would be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater.[135]

The Proposed Project falls within the second tier of the LID Ordinance requirements, which state that development projects that involve non-residential uses or include five or more residential units and result in an alteration of at least 50 percent or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook.

The Project Site shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration / bio-treatment systems of all runoff on-site (listed in priority order). On-site stormwater management techniques must be designed so that no stormwater runoff leaving the Project Site for at least the volume of water produced by the Stormwater Quality Design Volume (SWQDv). Development and redevelopment projects are required to prepare a LID Plan, which complies with the provisions of the Development Best Management Practices Handbook. If partial or complete on-site compliance of any type is technically infeasible, the Project Site and LID Plan shall be required to manage the flow from the SWQDv on-site in order to maximize on-site compliance. For the remaining runoff that cannot feasibly be managed on-site, the Proposed Project would be required to implement off-site mitigation on public and/or private land within the same sub-watershed as

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[132] *City of Los Angeles, Ordinance No. 172,176, 1998, http://clkrep.lacity.org/onlinedocs/2014/14-0994_misc_07-23-14.pdf, accessed May 2023.*

[133] *City of Los Angeles, Ordinance No. 181,899, http://clkrep.lacity.org/onlinedocs/2009/09-1554_ord_181899.pdf, accessed May 2023.*

[134] *City of Los Angeles, Ordinance No. 183,833, http://clkrep.lacity.org/onlinedocs/2014/14-0994_ord_183833_10-03-2015.pdf, accessed May 2023.*

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

defined by the MS4 Permit.[136] Compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions.[137]

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

To ensure that all stormwater related BMPs are constructed and/or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. All projects reviewed and approved would require a Stormwater Observation Report and would be prepared, signed, and stamped by the engineer of record responsible for the approved LID Plan. With approval and issuance of a Certificate of Occupancy from LADBS, the Proposed Project would be determined to be in compliance with all applicable codes, ordinances, and other laws.[138] Full compliance with the LID requirements and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. ***Therefore, as the Proposed Project would be subject to the LID requirements and compliance procedures, operational water quality impacts would be less than significant with code compliance.***

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

Less Than Significant Impact. A project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. As discussed in Question X(a), the Project Site is approximately 100 percent impervious and would maintain a high majority of imperviousness under proposed

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[136] *City of Los Angeles, Ordinance No. 183,833, http://clkrep.lacity.org/onlinedocs/2014/14-0994_ord_183833_10-03-2015.pdf, accessed May 2023.*

[137] *Ibid.*

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

conditions. As such, a majority of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site.

According to the Geotechnical Investigation Report (Appendix E.1 to this SCEA), groundwater was encountered during exploration at depths ranging from 14 to 21.5 feet bgs, and groundwater levels measured within existing monitoring wells ranged from approximately 13.5 to 14.5 feet bgs. The historically highest groundwater level was recorded at a depth of 10 feet bgs.[139] Three levels of subterranean parking would be constructed as part of the Proposed Project. As such, construction of the Project would require a temporary dewatering system. A permanent dewatering system is not proposed. As discussed in Section VII, Geology and Soils, the Project Site would be designed and constructed in accordance with the recommendations of the Geotechnical Investigation Report which would ensure that the Proposed Project by design would not deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, adherence to Article 4.4 of the LAMC would ensure that the Proposed Project would not interfere with groundwater recharge. ***Therefore, the Proposed Project would not deplete groundwater supplies, and impacts to the groundwater would be less than significant.***

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

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

Less Than Significant Impact. A project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow that would result in a substantial increase in erosion or siltation during construction or operation of the project.

The Project Site is located in a highly urbanized area within the City of Los Angeles, and no streams or river courses are located on the Project vicinity. The Proposed Project is an infill development project on a site that is currently fully developed and is nearly 100% impervious. Implementation of the Proposed Project would not increase site runoff or result in any changes in the local drainage patterns, since implementation of the LID Plan would reduce the amount of surface water runoff after storm events. As discussed above, the Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A SWPPP would be prepared and implemented in compliance with the requirements of the Construction General Permit and will identify construction BMPs to control erosion and siltation during construction activities. For Project operations, the majority of the Project Site would be 100 percent impervious and surface water runoff would be directed to existing storm drain infrastructure. Surface water runoff would be controlled through site design and engineering practices in accordance with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176) and the LID Ordinance (Ordinance No. 181,899), which would ensure the developed site does not

[139] *See Appendix E.1 of this SCEA.*

contribute to substantial erosion or siltation off-site. ***As such, impacts to erosion or siltation would be less than significant. Impacts associated with localized drainage and surface water runoff would therefore be considered less than significant.***

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

Less Than Significant Impact. As stated above in response to Checklist Questions X(a) and (i), the Project Site is nearly 100 percent impervious, and a majority of the Project Site would remain nearly 100 percent impervious under proposed conditions. Surface water runoff under proposed conditions would comply with the City's LID Ordinance (Ordinance No. 181,899). Compliance with the LID Ordinance would ensure the Project Site is developed with BMPs designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater). As such, the volume of post-development surface water runoff would be reduced with the Proposed Project as compared to the existing conditions. ***Therefore, the Proposed Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site and impacts associated with the potential for off-site flooding would be less than significant*.**

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

Less Than Significant Impact. A significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A project-related significant adverse effect would also occur if the Proposed Project would substantially increase the probability that polluted runoff would reach the storm drain system.

As addressed above, the Project Site is nearly completely developed with impervious surfaces and nearly 100 percent of surface water runoff is directed to adjacent street storm drains. Surface water flows from the Project Site currently drain from the catch basin on West 4th Street into a main line along La Cienega Boulevard flowing south, and from a catch basin on South San Vicente Boulevard into a 204-inch diameter concrete pipe flowing southeast. Following the development of the Proposed Project, runoff from the Proposed Project would be collected on the Project Site and directed toward existing storm drains in the Project vicinity that have adequate capacity. As discussed in response to Checklist Question X(c)(iii), above, compliance with the City's LID Ordinance would ensure the volume of post-development surface water runoff is reduced under the Proposed Project as compared to the existing conditions. Compliance with the LID Ordinance would also ensure BMPs are implemented to treat the quality of surface water runoff before being discharged into the storm drain system. ***Therefore, the Proposed Project would not 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.***

iv. Impede or redirect flood flows?

No Impact. A significant impact may occur if the Project were located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area as mapped by the FEMA's Flood Insurance Rate Map. The Project Site is in a zone designated as Zone X, which signifies that the area is at the 0.2% annual chance of flood hazard.[140] ***The Project Site is an infill site and is located in an urbanized area. As no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows, and no impact would occur.***

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

Less Than Significant Impact. The Geotechnical Investigation Report states that the Project Site does not lie within the mapped tsunami inundation boundaries. Therefore, the potential for tsunamis to adversely impact the Project Site is considered low. The Geotechnical Investigation Report also concluded that the Project Site is not subject to inundation from seiche zones, based on a review of adjacent water bodies. The Project Site is partially located within a dam inundation boundary from the Lower Franklin and Greystone Reservoirs, should the dams retaining these reservoirs fail during a seismic event.[141] However, the California Division of Safety of Dams and the U.S. Army Corps of Engineers monitor these reservoirs to guard against the threat of dam failure. Therefore, the potential for the reservoirs to fail during a seismic event is considered low. The development of the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. ***Therefore, development of the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow and impacts would be less than significant impact.***

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

Less Than Significant Impact. As specified above, the Proposed Project would comply with LAMC Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control and would be required to obtain coverage under the NPDES General Construction Activity Permit. In addition, the Proposed Project would not adversely impact a groundwater management plan because the Proposed Project would be developed with BMPs in compliance with the NPDES to reduce surface water runoff and would not otherwise impede groundwater replenishment in the basin. As discussed above, the Proposed Project would comply with the City's NPDES General Construction Activity Permit during construction and designed in conformance with the City's LID

[140] *Federal Emergency Management Agency (FEMA), Flood Map Service Center: Search by Address, Map Number 06037C1585F, effective September 26, 2008, https://msc.fema.gov/portal/, accessed May 2023.*

[141] *See Appendix E.1 of this SCEA.*

Ordinance for new development. ***Therefore, neither construction nor operation of the Proposed Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and a less than significant impact would occur.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the related project would result in the further infilling of uses in an already urbanized area. As discussed above, the Project Site and the surrounding area is served by the existing City storm drain system. Runoff from development sites and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. However, little if any additional cumulative runoff is expected from the Project Site or the related projects, since this part of the City is already fully developed with impervious surfaces and each project would be subject to the LID Ordinance, which would result in a reduction of surface water flows entering the storm drain as compared to existing conditions.

The Proposed Project and related projects would be required to implement a SWPPP and/or SUSMP. Under the requirements of the LID Ordinance, the related projects will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Proposed Project would not make a cumulative contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. ***Thus, cumulative water quality impacts would be less than significant.***

XI. Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

PROJECT-SPECIFIC IMPACTS

a) Physically divide an established community?

No Impact. A significant impact may occur if the Proposed Project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located within an urbanized area of the City of Los Angeles and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. No separation of uses or disruption of access between land use types would occur as a result of the Proposed Project. The Proposed Project would replace the Beverly Plaza Shopping Center, its associated parking lot, and one commercial building to the immediate southeast along with their associated parking with an eight-story mixed-use residential and commercial building. The surrounding land uses include a mix of single-family residential, multi-family residential, commercial retail, restaurant, medical office, auto-shop, hotel, and mixed-use properties. Thus, the Project vicinity contains mixed-use residential and commercial developments similar to the Proposed Project. No separations of uses or disruption of access between land use types would occur as a result of the Proposed Project. **Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.**

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

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally designated metropolitan planning organization. The Proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

At the local level, the Project Site is located within several planning policy areas that have been adopted for the purposes of incentivizing development and/or providing specific development standards that are appropriate for the Project area. Namely, these plans and policy areas include the Wilshire Community Plan area and the City's Density Bonus implementing ordinances. The Project Site is also within a TPA pursuant to SB 743 and noted in the City of Los Angeles' Zoning Information File No. 2452.[142] These documents guide development at the Project Site.

Regional Plans

SCAQMD Air Quality Management Plan

The Proposed Project is located within the South Coast Air Basin (Basin) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's most recent Air Quality Management Plan (AQMP) was updated in 2022 to establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is a non-attainment area. The Proposed Project conforms to the zoning and land use designations for the Project Site as identified in the General Plan, and as such, would not add emissions to the Basin that were not already accounted for in the approved AQMP. Furthermore, as noted in Section III, Air Quality, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Proposed Project. Therefore, the Proposed Project would be consistent with the AQMP.

SCAG Regional Comprehensive Plan and Guide

As discussed in Checklist Question VIII, GHG, above, the Project Site is located within the six-county region that comprises the SCAG planning area. As part of the state's mandate to reduce per-capita GHG emissions from automobiles and light trucks, Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best

[142] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/, accessed August 2022.*

management practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita VMT. These strategies identify how the SCAG region can implement Connect SoCal and achieve related GHG reductions. The following strategies are intended to be supportive of implementing the regional SCS: 1) focus growth near destinations and mobility options; 2) promote diverse housing options; 3) leverage technology innovations; 4) support implementation of sustainability policies; and 5) promote a green region.

The Proposed Project would be consistent with the goals and policies set forth in Connect SoCal, as the Proposed Project would redevelop a site that is currently developed with the Beverly Plaza Shopping Center and associated surface parking, in addition to one other commercial building and associated surface parking to the immediate southeast and would include the construction of an eight-story mixed-use residential and commercial building. The Proposed Project would thereby increase the utilization of a property that is easily accessible by mass transit. Consistent with SCAG goals, the Proposed Project would increase residential and commercial opportunities within a High Quality Transit Area (HQTA). Furthermore, as the Proposed Project would add 126 residential units and 11,615 square feet of commercial retail/restaurant land uses to the community, generating a net increase of approximately 284 residents[143] and approximately 46 employees,[144] the Proposed Project would be consistent with SCAG's future growth projections for the City of Los Angeles. As discussed in greater detail in Section XVII, Transportation below, the Proposed Project's VMT impacts would be below LADOT's significance threshold for household and work related VMT. As such, the Proposed Project would result in a less than significant regional VMT impact.

Local Plans

City of Los Angeles General Plan

The Proposed Project would conform to objectives outlined in the City of Los Angeles General Plan (General Plan). The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements: Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element / Public Recreation Plan, Safety Element, Mobility Element, a Plan for a Healthy Los Angeles, and the Land Use Element. The Land Use Element is comprised of 35 community plans.[145]

The Elements that would be most applicable to the Proposed Project are the Framework Element, the Mobility Plan, the Housing Element, and the Land Use Element. The Project Site is currently

[143] *Based on the LADOT's City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

[144] *The employee generation factor for restaurant uses was taken from the City of Los Angeles Department of Transportation, VMT Calculator, Version 1.3, May 2020. As the Project would displace an estimated 45 existing jobs, the Project would generate 1 additional job as compared to the existing conditions.*

[145] *City of Los Angeles, Department of City Planning, General Plan Elements, https://planning.lacity.org/plans-policies/community-plans, accessed May 2023.*

zoned C2-1VL-O. The C2 zoning designation corresponds with the existing General Commercial Land Use Designation on-site. The C2 zone already allows for commercial uses and would also allow for the Proposed Project's residential uses. The Proposed Project has been designed to comply with all applicable General Plan and zoning designations. The following section provides a consistency analysis of the Proposed Project with the Framework Element, Mobility Plan, Housing Element, and the Land Use Element.

General Plan Framework Element

The General Plan's Framework Element provides citywide guidelines and a foundation upon which community plans and other General Plan Elements can base their more specific goals, objectives, and policies. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units. The Citywide General Plan Framework and the Wilshire Community Plan provide growth projections and community plan area capacity, respectively, for the year 2010. The General Plan Framework Element provides a 2010 projection of 27,029 persons, 16,457 households, and 61,500 additional jobs. The Wilshire Community Plan anticipated a population and dwelling unit capacity of 336,344 persons and 134,300 dwelling units by 2010. The Wilshire Community Plan recognizes that the Community Plan Area (CPA) may grow that population, jobs, and housing could grow more quickly, or slowly, than anticipated depending on economic trends.

The Proposed Project is in substantial conformity with the purposes, intent, and provisions of the General Plan Framework Element and the applicable Community Plan by providing a smart growth oriented urban project where such growth is best accommodated based on its proximity to mass transit, which is discussed in more detail in Appendix K, Land Use Consistency Tables, of this SCEA. More specifically, the Proposed Project is consistent with the Los Angeles General Plan Land Use Element, which consists of the 35 Community Plan Area plans, of which the property is in the City Center Community Plan.

General Plan Mobility Plan 2035

The Mobility Plan 2035 ("Mobility Plan") of the City of Los Angeles General Plan, amendment adopted September 7, 2016, is designed to provide a policy foundation for the transportation systems within the City of Los Angeles. There are five goals of the Mobility Plan that define the City's high-level mobility priorities and include: safety first; world class infrastructure; access for all Angelenos; collaboration, communication and informed choices; and clean environments and healthy communities. The Mobility Plan contains several objectives pertinent to the Proposed Project, which are identified as follows:

- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually;
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035;

- Ensure that 90% of households have access within one mile to the Transit Enhanced Network by 2035;
- Ensure that 90% of all households have access within one-half mile to high quality bicycling facilities by 2035; and
- Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

The Mobility Plan 2035 identifies corridors proposed to receive improved bicycle, pedestrian, and vehicle infrastructure improvements. 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 Mobility Plan 2035 identifies South San Vicente Boulevard as part of the Bicycle Enhanced Network as a Tier 1 Protected Bicycle Lane.

The Mobility Plan 2035's Transit Enhanced Network (TEN) aims to improve existing and future bus service on arterial streets by prioritizing improvements for transit riders, specifically to provide 95 percent on-time arrival reliability of buses traveling on a TEN by 2035; establish off-peak 5 minute bus frequency on 25 percent of the TEN by 2035; establish off-peak 10 minute bus frequency on 50 percent of the TEN by 2035; and establish off-team 15 minute bus frequency on 100 percent of the TEN by 2035. La Cienega Boulevard is classified as part of the Transit Enhanced Network as a Moderate Plus Transit Enhanced Street.

The Neighborhood Enhanced Network is the network of locally-serving streets planned to contain traffic calming measures that close the gaps between streets with bicycle facilities. San Vicente Boulevard is classified as part of the Neighborhood Enhanced Network. The vicinity generally has a mature network of pedestrian facilities, including sidewalks and crosswalks. Approximately 10- to 18-foot sidewalks are provided along the Project Site.

Pedestrian Enhanced Districts (PEDs) are areas where pedestrian improvements are prioritized relative to other modes of transportation. These areas may be located near schools, transit stations, areas of high pedestrian activity, areas within high collision frequency, or other placemaking opportunity areas. The Mobility Plan 2035 also identifies San Vicente Boulevard and La Cienega Boulevard as part of a Pedestrian Enhanced District.

With respect to the Mobility Plan's stated objectives, the Proposed Project would increase households within one mile to the Transit Enhanced Network, Bicycle Enhanced Network, and Pedestrian Enhanced District, provide on-site bicycle facilities, and increase the combined mode split of persons who travel by walking, bicycling, or transit. As shown in Appendix K of this SCEA, the Proposed Project would promote the goals of the Mobility Plan 2035. As such, the Proposed Project would be consistent with the Mobility Plan.

General Plan Housing Element

The Proposed Project's general consistency with the applicable goals and objectives that support the Housing Element is discussed in Appendix K in this SCEA. As shown, the Proposed Project would be generally consistent with the applicable goals and objectives in the Housing Element. The Project would provide 126 new residential units that would add to the Citywide housing supply. The Proposed Project would be a mixed-use development that would include new jobs associated with ground floor commercial retail/restaurant uses that would be accessible to Metro rail line, and local and rapid bus lines. In addition, the Proposed Project would promote and facilitate reduction of water consumption through the use of water saving and energy saving devices, such as low-flow plumbing and fixtures. Finally, the Proposed Project would be an infill development within close proximity to many services, job opportunities, and public transit. Therefore, the Proposed Project would not conflict with applicable goals and objectives of the Los Angeles General Plan Housing Element.

Land Use Element: Wilshire Community Plan

The Project Site is located within the Wilshire Community Plan. Therefore, all development activity on-site is subject to the land use policies of the Wilshire Community Plan (Community Plan). The Community Plan goals and objectives include the following: enhancing the positive characteristics of residential neighborhoods while providing a variety of housing opportunities; improving the function, design and economic vitality of commercial areas; preserving and enhancing the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance; maximizing development opportunities around existing and future transit systems while minimizing adverse impacts; preserving and strengthening commercial developments to provide a diverse job-producing economic base; and improving the quality of the built environment through design guidelines, streetscape improvements, and other physical improvements which enhance the appearance of the community.

The Proposed Project would revitalize the area with the development of an eight-story mixed-use residential and commercial building with 126 dwelling units and 11,615 square feet of ground floor commercial retail/restaurant uses. The Proposed Project's dwelling units mix would consist of one one-bedroom unit, 48 one-bedroom plus den units; 60 two-bedroom units; 15 two-bedroom plus den units; and two three-bedroom plus den units. The Proposed Project would also provide a total of 153 automobile parking spaces and 109 bicycle spaces. The Proposed Project would provide a variety of on-site outdoor amenities, which would be located throughout the second floor and eighth floor. As shown in Appendix K of this SCEA, the Proposed Project would be consistent with the Wilshire Community Plan's Residential and Commercial Land Uses applicable goals, objectives, and policies.

Los Angeles Municipal Code

Zoning and General Plan Land Use Designations

The Project Site is located within the City of Los Angeles, which is subject to the requirements in the LAMC. The Project Site consists of approximately 33,414 square feet (0.77 acres) of lot area. The Project Site is currently improved with the Beverly Plaza Shopping Center and associated surface parking, along with one adjacent commercial building and associated rear surface parking to the immediate southeast. The Proposed Project includes the demolition of all existing development for the construction of an eight-story mixed-use residential and commercial building with 126 residential dwelling units and 11,615 square feet of ground floor commercial retail/restaurant uses.

The Project Site is zoned C2-1VL-O (Commercial Zone) with a General Plan land use designation of General Commercial. The zones corresponding to the General Commercial designation include the CR, C1, C1.5, C2, C4, C5, RAS3, RAS4, and R4P zones. The Proposed Project would be comprised of multi-family residential uses and neighborhood-serving commercial uses. Commercial and multi-family residential uses are permitted on lots zoned for C2 uses that are located within the Wilshire Community Plan area. With approval of discretionary requests, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

Density

The Project Site includes a lot area of 33,414 square feet. Pursuant to LAMC Section 12.14 C., portions of buildings erected and used for residential purposes in a C2 Zone shall conform to the density requirements of the R4 Zone. As such, residential uses on the Project Site are limited to at most one dwelling unit per 400 square feet. Pursuant to LAMC Section 12.22 C.16, the area of one-half of the alley may be included for purposes of calculating density. With the additional area of one-half of the alley (approx. 2,750 square feet), the total lot area for the density calculation is 36,164 square feet. Therefore, a base density of 91 dwelling units is allowed for the Project Site. Pursuant to LAMC Section 12.24.U.26, the Project requests a Conditional Use Permit to permit a 37.5 density bonus for 126 dwelling units, With approval of the requested Conditional Use Permit, the Project would be consistent with the LAMC.

Floor Area

The Project Site includes a lot area of 33,414 square feet. In Height District No. 1VL, the Project Site is limited to a 1.5:1 floor area ratio (FAR). Pursuant to LAMC Section 12.22.A.25, the Project requests a Density Bonus incentive/waiver for additional floor area to allow 208,901 square feet of developable floor area, for an approximate 6.3:1 FAR. With approval of the density bonus incentive/waiver, the Proposed Project would be consistent with the allowable FAR.

Height

The Project Site is located in Height District No. 1VL, which imposes a height restriction of 45 feet above grade and limits development to a maximum of 3 stories. Pursuant to LAMC Section 12.22 A.25, the Applicant is seeking approval of Density Bonus incentive to permit a height of 8 stories and 100 feet in lieu of 3 stories and 45 feet and a Density Bonus waiver of development standard to waive the transitional height limits otherwise required in LAMC Section 12.21.1.A.10.

Open Space

As shown in Table 2.3 in Section 2, Project Description, the total amount of open space required by code is 16,575 square feet. The Proposed Project requests a Density Bonus incentive/waiver for reduced open space of 6,200 square feet of. As part of the open space requirements, the residential component of the Proposed Project includes planting trees at a rate of one tree for every four dwelling units, per LAMC 12.21 G.2(a)(3), thus requiring at least 32 trees planted on-site. A total of 32 trees are proposed on-site, which is consistent with LAMC requirements. Thus, with approval of the density bonus incentive/waiver the Proposed Project would be consistent with the open space requirements of the LAMC.

Setbacks

Per LAMC Section 12.14, no front yard setbacks are required in a C2 zone which is the 4th Street frontage. In addition, per LAMC Section 12.22.A.18, no side yard are required for a mixed-use project along a street façade (San Vicente Boulevard) or alley; however, portions of a building erected and used for residential purposes shall conform to the setback requirements of the R4 rear yard requirements (easterly property line). The Project requests a Density Bonus incentive/waiver to allow a 0 foot rear yard. As such, with approval of the density bonus incentive/waiver, the Proposed Project would be consistent with required setbacks.

Parking

As discussed previously in this Section, the Proposed Project meets all of the requisite criteria of a Transit Oriented Infill Project pursuant to SB 743. SB 743, now codified as law under Public Resources Code 21099, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a Transit Priority Area shall not be considered significant impacts on the environment.” Accordingly, the Proposed Project’s parking impacts shall not be considered significant impacts on the environment as a matter of law under Public Resources Code Section 21099.

Pursuant to recently adopted AB2097, no residential parking is required for the Project since the Site is within ½ mile of a Major Transit Stop. The Project would provide 153 parking spaces for the proposed commercial and residential uses on-site within three subterranean levels. Primary vehicular access to the porte-cochere and parking garage via separated ingress and egress driveways along San Vicente Boulevard that are approximately in the same locations as two existing driveways. A secondary vehicular outlet is also available along the adjacent alley.

Vehicular access to an internal loading area is also provided along the alley. Thus, the Proposed Project would be consistent with the applicable parking requirements.

Regarding required bicycle parking, the Proposed Project would provide on-site bicycle parking and storage spaces for short-term and long-term bike storage. All short-term and long-term bike parking would be located within Levels B1 and B2 in the subterranean parking structure. As such, the Proposed Project is required to supply 9 short-term residential parking spaces and 88 long-term residential parking spaces. The Proposed Project is also required to supply 6 short- and long-term nonresidential parking spaces for the proposed commercial uses. The Proposed Project would provide these parking spaces, for a total of 15 short-term and 94 long-term spaces, for a total of 109 bicycle parking spaces. Thus, the Proposed Project would be consistent with the LAMC requirements for vehicle and bicycle parking.

Regional and Local Plan Consistency

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

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related project would result in an intensification of existing prevailing land uses in an already urbanized area of Los Angeles. With regard to land use plans, regional and citywide projects under consideration would implement and support important local and regional planning goals and policies. Like the Proposed Project, development of the related projects would be subject to the discretionary land use approval process, including CEQA review, and would incorporate any mitigation measures necessary to reduce potential land use impacts such that no significant impacts with regard to adopted land use plans would occur. Also, upon approval of the requested actions, development of the Proposed Project together with future forecasted growth would not be anticipated to conflict with the intent of the City General Plan, with other applicable land use plans, or with the LAMC regarding the future development of the Wilshire community. Therefore, development of the Proposed Project together with the related projects would not be expected to result in cumulatively considerable impacts regarding applicable land use plans and regulations.

Regarding physical land use, it should be noted that the related projects are subject to local zoning and land use designations. These requirements would regulate future land uses and provide development standards for such land uses that would further preclude potential land use compatibility impacts. ***As the Proposed Project would not combine with the related project to substantially or adversely change the existing relationship with offsite communities and would not disrupt, divide, or isolate existing communities. The Proposed Project, combined with the related project, would not result in cumulatively considerable physical land use impacts.***

XII. Mineral Resources

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

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally important mineral resource, or if the project development would convert an existing or future regionally important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is zoned C2-1VL-O, the "O" designating that the Project Site is located in an oil drilling district, specifically the Salt Lake Oil Field.[146] The Project Site is not located within a Mineral Resources Zone 2 (MRZ-2).[147] The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically

[146] *California Department of Conservation, Geological Energy Management Division CalGEM (formerly Division of Oil Gas and Geothermal Resources, or DOGGR), Well Finder GIS interactive map, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.33760/34.06835/13, accessed May 2023.*

[147] *City of Los Angeles Department of City Planning, Conservation Element, Exhibit A: Mineral Resources November 2001, https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed May 2023.*

used for the extraction of mineral resources. The Project Site is currently developed with the Beverly Plaza Shopping Center and surface parking, along with one additional commercial building and associated rear surface parking to the immediate southeast. Development of the Proposed Project would not block or hinder access or availability of mineral resources. ***Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur.***

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally important mineral resource, or if development would convert an existing or future regionally important mineral extraction use to another use, or if development would affect access to a site used or potentially available for regionally important mineral resource extraction. The Project Site is not located within a MRZ-2 zone and is not currently used for the extraction of mineral resources. This is further confirmed in historic research provided in both Phase I and Limited Phase II Environmental Site Assessments (see Appendix F) and the Geotechnical Investigation Report (see Appendix E.1), which also show that the Project Site has not been historically used for the extraction of mineral resources. Development of the Project Site would therefore not block or hinder access or availability of locally important mineral resources. ***Therefore, no impact to locally important mineral resources would occur.***

Cumulative Impacts

No Impact. As discussed above, the Proposed Project would have no impact on mineral resources. It is not known if the related project would result in the loss of availability of known mineral resources. The related projects would be required to comply with the state CEQA Guidelines and execute required project site studies. ***Nevertheless, the Proposed Project would have no incremental contribution to the potential cumulative impact on mineral resources and would have no cumulative impact on mineral resources.***

XIII. Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
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?	☐	☐	☐	☒

Fundamentals of Noise

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

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

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

L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

L_{max} – The maximum instantaneous noise level experienced during a given period of time.

L_{min} – The minimum instantaneous noise level experienced during a given period of time.

CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

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

According to the World Health Organization (WHO), sleep disturbance can occur when continuous indoor noise levels exceed 30 dBA or when intermittent interior noise levels reach 45 dBA, particularly if background noise is low. With a bedroom window slightly open (a reduction from outside to inside of 15 dB), the WHO criteria suggest that exterior continuous (ambient) nighttime noise levels should be 45 dBA or below, and short-term events should not generate noise in excess of 60 dBA. WHO also notes that maintaining noise levels within the recommended levels during the first part of the night is believed to be effective for the ability of people to initially fall asleep. Other potential health effects of noise identified by WHO include decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and memorization; physiological effects such as hypertension and heart disease (after many years of constant exposure, often by workers, to high noise levels); and hearing impairment (again,

generally after long-term occupational exposure, although shorter-term exposure to very high noise levels, for example, exposure several times a year to convert noise at 100 dBA, can also damage hearing).

Finally, noise can cause annoyance and can trigger emotional reactions like anger, depression, and anxiety. WHO reports that, during daytime hours, few people are seriously annoyed by activities with noise levels below 55 dBA or moderately annoyed with noise levels below 50 dBA. Vehicle traffic and continuous sources of machinery and mechanical noise contribute to ambient noise levels. Short-term noise sources, such as truck backup beepers, the crashing of material being loaded or unloaded, car doors slamming, and engines revving outside a nightclub, contribute very little to 24-hour noise levels but are capable of causing sleep disturbance and severe annoyance. The importance of noise to receptors depends on both time and context. For example, long-term high noise levels from large traffic volumes can make conversation at a normal voice level difficult or impossible, while short-term peak noise levels, if they occur at night, can disturb sleep.[148]

Noise levels from a particular source generally decline as distance to the receptor increases. Sound from a small, localized source (approximating a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates or drops off at about 6 dBA for each doubling of the distance. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass).

Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures, such as hills, manmade features, buildings, and walls. Generally, for an at-grade facility in an average residential area where the first row of buildings cover at least 40 percent of total area, the reduction provided by the first row is reasonably assumed to be 3 dBA, with 1.5 dBA for each additional row. For buildings spaced tightly, the first row provides about 5dBA of reduction, successive rows reduced noise by 1.5 dBA per row, with a maximum reduction limit of 10 dBA.[149] Additional noise attenuation can be provided within residential structures. Depending on the quality of the original building façade,

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[148] *City & County of San Francisco Superior Court, Mission Bay Alliance v. Office of Community Investment and Infrastructure, November 29, 2016, website: https://caselaw.findlaw.com/ca-court-of-appeal/1756110.html, accessed May 2023.*

[149] *California Department of Transportation, Division of Environmental Analysis, Technical Noise Supplement, September 2013, page 2-35, https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed May 2023.*

especially windows and doors, sound insulation treatments can improve the noise reduction by 5 to 20 dBA.[150]

General Plan Noise Element

As discussed previously, California Government Code Section 65302(g) requires that a noise element be included in the general plan of each county and city in the state. The Noise Element of the City's General Plan establishes CNEL guidelines for land use compatibility as shown in Table 6.16, below, and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element of the City's General Plan is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels. The following policies and objectives from the Noise Element of the General Plan are applicable to the Project.[151]

> 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.

In accordance with the City's Noise Element, a noise exposure of 60 dBA CNEL or less is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as homes, schools, churches, libraries, etc. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 70 dBA CNEL for noise-sensitive uses are generally considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dBA CNEL are normally unacceptable for residential uses.

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[150] *Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment, September 2018, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed May 2023.*

[151] *Noise Element of the General Plan, adopted February 3, 1999, https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf, accessed May 2023.*

Table 6.16
City of Los Angeles Community Noise Exposure Guidelines

Land Use	Normally Acceptable [a]	Conditionally Acceptable [b]	Normally Unacceptable [c]	Clearly Unacceptable [d]
Single–family– Duplex– Mobile Homes	50 - 60	55 - 70	70 - 7–	above –5
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals,–Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

a Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

b Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

c Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

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

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

Los Angeles Municipal Code

The City has numerous ordinances and enforcement practices that apply to intrusive noise and that regulate new construction activities. The City's comprehensive noise ordinance, found in Chapter XI of the LAMC, sets forth sound measurement and criteria, minimum presumed ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance, and legal remedies for violations. Key provisions of Chapter XI of the LAMC that are applicable to the Proposed Project are discussed below.

Los Angeles Municipal Code

SEC.41.40. Noise Due to Construction, Excavation Work—When Prohibited

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine, excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

SEC 112.05 Maximum Noise Level of Powered Equipment or Powered Hand Tools

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. 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 device or techniques during the operation of the equipment.

SEC. 112.04 Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices.

(b) Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity 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 five (5) decibels.

SEC.112.02. Air Conditioning, Refrigeration, Heating, Plumbing, Filtering Equipment

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.

Ordinance No. 178,048

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be posted on site that includes the 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. This notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

SEC. 116.01. Loud, Unnecessary and Unusual Noise

Notwithstanding any other provisions of this chapter and in addition thereto, it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. The standard which may be considered in determining whether a violation of the provisions of this section exists may include, but not be limited to, the following: (a) The level of noise; (b) Whether the nature of the noise is usual or unusual; (c) Whether the origin of the noise is natural or unnatural; (d)The level and intensity of the background noise, if any; (e) The proximity of the noise to residential sleeping facilities; (f) The nature and zoning of the area within which the noise emanates; (g) The density of the inhabitation of the area within which the noise emanates; (h) The

time of the day and night the noise occurs; (i) The duration of the noise; (j) Whether the noise is recurrent, intermittent, or constant; and (k) Whether the noise is produced by a commercial or noncommercial activity.

With regard to vibration, LAMC Section 91.3307.1 states, "Adjoining public and private property shall be protected from damage during construction, remodeling, and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities."

Ambient Noise Levels

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Figure 6.2, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations at the most likely sensitive receptors to experience noise level increases during construction and at the major intersections surrounding the Project Site. The detailed noise monitoring data are presented in Appendix H, Noise Monitoring Data and Calculations Worksheets, and are summarized below in Table 6.17, Existing Ambient Noise Levels in Project Site Vicinity. As shown in Table 6.17, the ambient daytime noise in the vicinity of the Project Site ranges from 55.5 to 72.9 L_{eq}. The maximum instantaneous noise level during the four 15-minute recordings was 88.8 L_{max} at Location B. The primary noise sources that contributed most to the measured ambient noise levels was vehicle traffic, including cars, trucks, delivery trucks, buses, and motorcycles.

Table 6.17
Existing Ambient Noise Levels in the Project Site Vicinity

No.	Location	Primary Noise Sources	Noise Level Statistics [a]		
			L_{eq}	L_{min}	L_{max}
A	On the south side of West 4th Street along the northern border of the Project Site	Quiet residential street; some traffic (cars, trucks, delivery trucks); noise spillover from San Vicente Boulevard; peaks from car horns	61.3	49.9	76.6
B	At the intersection of La Cienega Boulevard and San Vicente Boulevard / Burton Way, across from the Project Site	Major car traffic (cars, trucks, delivery trucks, buses, motorcycles); peaks from cars, car horns, buses passing	72.9	58.5	88.8
C	On the south side of Colgate Avenue, near the southern border of the Project Site	Quiet residential street; some car traffic (cars, trucks, delivery trucks); peaks from car, car horns	55.5	47.6	70.6

a Noise measurements were taken on Thursday, August 11, 2022, between approximately 11:30AM and 12:30PM at each location for a duration of 15 minutes. See Appendix H of this SCEA for noise monitoring data sheets.
Parker Environmental Consultants.

Sensitive Receptors

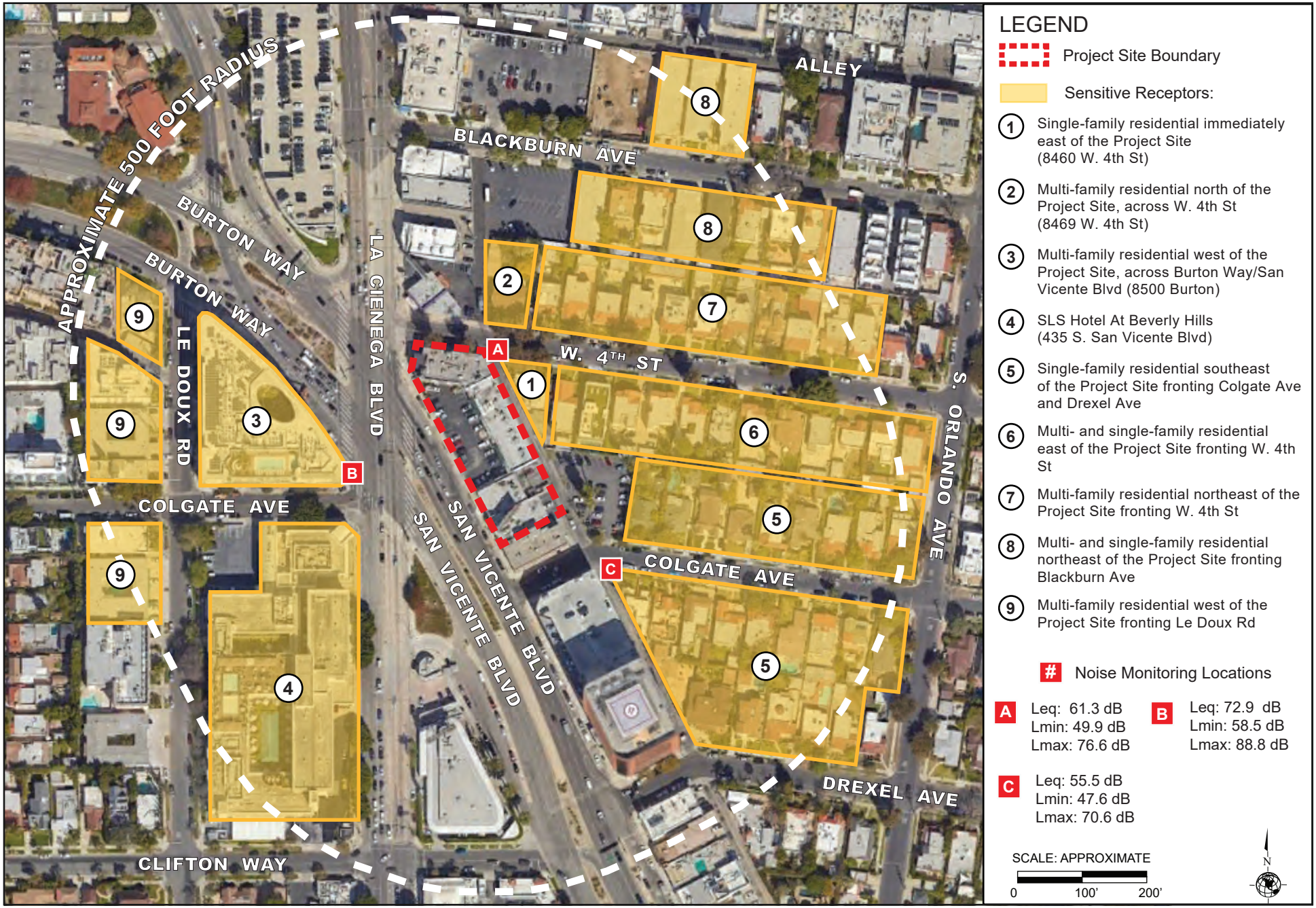
The surrounding land uses in the Project Site vicinity include single-family residential, multi-family residential, commercial retail, restaurant, medical office, auto-shop, and mixed-use properties. Noise sensitive receptors are defined as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.[152] Several noise sensitive land uses are located in the vicinity of the Proposed Project. For purposes of assessing noise impacts on sensitive populations, the following sensitive receptors in close proximity (within 500 feet) to the Project Site were identified. Table 6.18 below provides a summary of the sensitive receptors by address and land use and their respective proximity to the Project Site. The location of these land uses relative to the Project Site are depicted in Figure 6.2, Noise Monitoring and Sensitive Receptor Location Map.

Table 6.18
Summary of Noise Sensitive Land Uses within 500 Feet of the Project Site

ID	Address	Land Use / Description	Approx. Distance to Project Site (ft)
1	8460 West 4th Street	Single-family residential immediately east of Project Site	20
2	Various addresses	Multi-family residential north of the Project Site, across W. 4th St	55
3	8500 Burton Way	Multi-family residential west of the Project Site, across Burton Way/San Vicente Blvd	160
4	435 S. San Vicente Blvd	SLS Hotel at Beverly Hills	190
5	Various addresses	Single-family residential southeast of the Project Site fronting Colgate Ave and Drexel Ave	120
6	Various addresses	Multi- and single-family residential east of the Project Site fronting W. 4th St	20
7	Various addresses	Multi-family residential northeast of the Project Site fronting W. 4th St	75
8	Various addresses	Multi- and single-family residential northeast of the Project Site fronting Blackburn Ave	420
9	Various addresses	Multi-family residential west of the Project Site fronting Le Doux Rd	390

Source: Parker Environmental Consultants.

[152] *City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide, 2006, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/A07.pdf, accessed May 2023.*



Source: Google Earth, Aerial View, 2020.

Figure 6.2
Noise Monitoring and Sensitive Receptor Location Map

PROJECT-SPECIFIC IMPACTS

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

Less Than Significant with Mitigation Incorporated. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance) codified in the Los Angeles Municipal Code (LAMC). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below. A significant impact may also occur if the Proposed Project were to result in a substantial temporary or periodic increase or a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project.

For operational noise impacts, a project would normally have a substantial permanent increase in ambient noise levels if Proposed Project operations cause the ambient noise level measured at the property line of affected uses that are shown in Table 6.16, City of Los Angeles Community Noise Exposure Guidelines, to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase.

Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources, per the provisions of the LAMC, which establishes a L_{eq} standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Construction Noise

On-Site Construction Noise

Construction-related noise impacts upon adjacent land uses would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source.[153] However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound

[153] *As shown in Figure 2.2, Zoning and General Plan Land Use Designations, some properties surrounding the Project Site to the north and south are zoned and currently used for Commercial (C2) uses. Thus, LAMC Section 112.05 would not apply for those properties. Notwithstanding the C2 zone designations and land uses, the Proposed Project's noise impacts upon adjacent mixed-use residential and residential land uses is addressed in this analysis, in accordance with the LA CEQA Thresholds Guide.*

barriers and/or any other noise reduction device or techniques during the operation of the equipment. Further, in compliance with LAMC Section 112.04, this analysis addresses whether construction activities would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more in residential areas.

Construction of the Proposed Project would require the use of heavy equipment for demolition and site preparation, excavation, building construction, and the installation of utilities. Construction of the Proposed Project would occur in four separate phases, which would not include overlap of the usage of construction equipment. During each construction phase there would be a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location of each activity. The Proposed Project's construction noise levels were estimated using the noise prediction and reference noise levels for construction equipment usage by phase based on the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM, Version 1.1 (2006)). The average (hourly L_{eq}) construction noise levels by phase are based on the quantity, type, and usage factors for the construction equipment anticipated to be used during each phase of construction. The predicted construction noise levels at each of the sensitive receptors were then estimated based on respective distance between the source and the receptor, the distance between the centerline of the source and the receptor, and other factors that would affect noise levels, such as intervening structures or barriers that provide sound attenuation.

Table 6.19, below, shows the estimated exterior construction noise levels at each of the identified sensitive receptor locations. As shown, unmitigated construction noise levels would exceed ambient noise levels by more than 5-dBA threshold at Sensitive Receptor Nos. 1 and 2. Therefore, a substantial temporary or periodic increase in exterior ambient noise levels could occur for two of the nine identified sensitive receptors. As a result, it is recommended that the Project incorporate mitigation measures MM-N-1 to MM-N-3 to further attenuate construction noise to the maximum extent feasible.

As noted in Mitigation Measures MM-N-1 through MM-N-3, below, noise control efforts to limit the construction activities' hours of construction, incorporate noise shielding devices and sound mufflers and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. The Proposed Project's construction noise levels would occur on a temporary and intermittent basis during the construction period of the Proposed Project. Pursuant to LAMC Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays or any federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements.

Table 6.19
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

ID	Address/Land Use	Existing Exterior Ambient Noise (dBA L_{eq})	Unmitigated Construction Noise Levels (dBA L_{eq}) [a]	Mitigated Construction Noise Levels (dBA L_{eq}) [a]	Construction Noise Significance Criteria (dBA L_{eq}) [b]	Construction Noise Impact Above Threshold (dBA L_{eq})
1	Single-family residential immediately east of Project Site (8460 West 4th Street)	61.3	80.1	65.1	66.3	No
2	Multi-family residential north of the Project Site, across W. 4th St	61.3	73.1	58.1	66.3	No
3	Multi-family residential west of the Project Site, across Burton Way/San Vicente Blvd (8500 Burton Way)	72.9	71.5	56.5	77.9	No
4	SLS Hotel at Beverly Hills (435 S. San Vicente Blvd)	72.9	70.6	55.6	77.9	No
5	Single-family residential southeast of the Project Site fronting Colgate Ave and Drexel Ave	61.3	60.6	45.6	66.3	No
6	Multi- and single-family residential east of the Project Site fronting W. 4th St	61.3	68.2	53.2	66.3	No
7	Multi-family residential northeast of the Project Site fronting W. 4th St	61.3	72.2	57.2	66.3	No
8	Multi- and single-family residential northeast of the Project Site fronting Blackburn Ave	61.3	53.5	38.5	66.3	No
9	Multi-family residential west of the Project Site fronting Le Doux Rd	72.9	54.4	39.4	77.9	No

Notes
[a] *Unmitigated construction noise levels refer to the highest noise level of the five construction phases at each sensitive receptor. See RCNM Construction Noise Summary Worksheets in Appendix H of this SCEA.*
[b] *Significance criteria is based on the ambient noise levels plus 5 dBA, pursuant to LAMC Section 112.04.*
Source: Roadway Construction Noise Model (RCNM), Version 1.1 (See Construction Noise Calculation Worksheets in Appendix H).

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Project Site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Furthermore, temporary noise barriers would be installed along the property lines to block the line-of-sight between the noise sources and surrounding sensitive receptors. The construction of a temporary ¾ inch plywood noise barrier would be capable of attenuating the noise level by approximately 15 dBA. Additionally, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices and sound mufflers, echo barriers, and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. Localized and portable sound enclosures would be used, as necessary, to significantly reduce noise from these types of equipment. Products such as Echo Barrier Outdoor noise barriers/absorbers can provide a 10 to 20 dBA noise reduction or more if the barrier is doubled up, as shown in Appendix H. A noise reduction of 15 dBA would be sufficient to reduce construction noise levels to below the thresholds of significance, as shown in Table 6.19. As such, with the implementation of mitigation measures, construction noise impacts would be reduced to less than significant levels.

Mitigation Measures:

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

MM-N-1 Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

MM-N-2 The Proposed Project contractor shall use power construction equipment with noise shielding and muffling devices.

MM-N-3 The Proposed Project contractor shall erect a minimum 8-foot high temporary noise-attenuating sound barrier along the northern and eastern perimeter of the Project Site during construction. The sound barrier shall be designed to provide a minimum sound attenuation of -15 dBA. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10-20 dBA noise reduction or more if the barrier is doubled up.

Off-Site Construction Noise

In addition to on-site construction noise sources addressed above, which are regulated under the City's Noise Ordinance, other noise sources may be generated off-site, such as haul trucks exporting construction and demolition and soils during construction. The highest of these noises would be generated by haul trucks during the grading and excavation phase, which would occur over 3 months of construction. Excavated soils from the grading and excavation phase would be transported to United Rock Product Quarry Pit, located at 1245 Arrow Highway in Irwindale approximately 28 miles northeast of the Project Site (approx. 56 miles roundtrip).

Based on the total volume of construction and demolition debris, the highest number of haul trips would occur during the grading and excavation phase. Assuming an average of 14 cubic yards per haul truck, the debris export during the 3-month grading and excavation phase would generate

approximately 50 one-way haul trips per day (100 round trips) over an approximate 66-day (3 month) period. South San Vicente Boulevard, classified as a Boulevard II in the City's Mobility Plan 2035, and La Cienega Boulevard, classified as an Avenue I, are characterized as having the second and third largest dimensions for rights-of-way and roadway widths, respectively. These two roadways are characterized with heavy vehicular traffic. For example, the nearest traffic count data shows that at the intersection of La Cienega Boulevard and San Vicente Boulevard, a total of 14,386 northbound-southbound vehicles and 19,486 eastbound-westbound vehicles drove through the intersection during peak hours.[154] Peak hour traffic volumes generally represent 6 to 10 percent of the total average daily traffic (ADT) volumes. As noted in the LA CEQA Thresholds Guide, a doubling of traffic volumes would result in a 3 dBA increase in noise levels. The addition of 100 haul truck trips over a period of 6 hours would represent less than one percent of the total traffic volumes during that period and would generate a less than perceptible noise level increase along the haul route. As such, off-site construction noise from haul trucks would result in a less than significant impact.

Operational Noise

HVAC Equipment Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the surrounding buildings in the Project vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. It is anticipated that the Proposed Project will be subject to conditions of approval to ensure that the project operator complies with the prescriptive and performance-based requirements of the LAMC. Additionally, because this roof level is well above the surrounding sensitive receptor locations, there is acoustic shielding provided by the edge of the roof, which would attenuate noise from the HVAC equipment. Thus, the on-site equipment would be designed and located such that they would be appropriately shielded and fitted with noise muffling devices to reduce operational noise levels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. ***Adherence to LAMC Section***

[154] *City of Los Angeles, Bureau of Engineering, NavigateLA Webpage, LADOT Manual Traffic Count Summary for La Cienega Boulevard / San Vicente Boulevard, most recently taken on Thursday, May 17, 2018, https://navigatela.lacity.org/dot/traffic_data/manual_counts/47125_LACSAN180517.pdf, accessed May 2023.*

112.02 would ensure the Proposed Project's noise impacts from HVAC equipment to be less than significant.

Outdoor Amenity Noise

The Proposed Project includes a total of 2,000 square feet of outdoor amenity spaces, which include a second-floor west terrace, east terraces, and an eighth-floor west terrace and pool deck. These outdoor amenity spaces would either front the alleyway that borders the Project Site to the east or front South San Vicente Boulevard and West 4th Street to the north. Based on an average occupancy load of 50 square feet per person, in total these spaces are anticipated to accommodate up to 56 people (8 people on the second-floor west terrace; 16 people on the eighth floor west and east terraces; and 32 people on the roof deck), assuming full occupancy on all outdoor amenity spaces on each level. The intended use of these outdoor amenity spaces would be to have residents and guests lounge outside and utilize the areas.

Since the Proposed Project's open space would be provided to the future residents and guests, it is anticipated that the outdoor open space would emit low-level passive noise. There is no objective criterion for analyzing unamplified human voices within the LAMC. The only applicable criteria the LAMC provides is that the Proposed Project shall adhere to LAMC Section 116.01, which states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. It is not expected that the intended use (i.e., only up to a few people having a conversation, relaxing, or enjoying the outdoors) would violate the prohibition of "loud, unnecessary and unusual noise" criteria. Additionally, due to the nature of the use, it is unlikely that the Proposed Project would operate at such full capacity often or for a prolonged period of time that would result in excessive crowd noise. Further, the open space would be surrounded with planters and either glass or concrete railings that would help to further attenuate noise in the surrounding area. ***As such, noise from the common open space would be less than significant.***

Loading Dock / Trash Collection Noise

The loading entrance for refuse trucks to enter the Project Site would be located along the alley that borders the Project Site perimeter to the east, which is similar to existing conditions. The Proposed Project includes an enclosed area within the ground floor for refuse and recycling collection that would block the line of site to surrounding sensitive receptors, therefore providing a sound-attenuating buffer between the noise source and the sensitive receptors. Noise from loading and trash collection would be temporary and occur only a few times a week. As such, noise from trash and recycling collection would not contribute to a substantial increase in exterior ambient noise levels in the Project vicinity.

Parking Noise

Operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels.

Primary access to/from the parking garage would be from South San Vicente Boulevard, where one entry-only driveway along South San Vicente Boulevard and one exit-only driveway along South San Vicente Boulevard) would be constructed. Access to an on-site loading area would be provided from the alleyway as an exit-only driveway. As discussed in Section 2, Project Description, the Proposed Project would provide 153 on-site parking spaces. Above-grade parking structures generate noise from vehicle engines, tires squealing, doors closing, car alarms, and people talking. Since vehicle parking would be provided in three subterranean levels underground, operational noise violations are not anticipated to occur that would substantially affect the existing environment. Since parking noise would be completely enclosed underground, noise levels generated by on-site parking would not be audible to the off-site sensitive receptors. Nevertheless, operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. ***As such, noise impacts from the Proposed Project's parking areas would be less than significant.***

Off-Site Traffic Noise

The Proposed Project would increase traffic volumes on the surrounding roadways, which in turn, has the potential to increase roadway noise. Based on the principles of roadway noise, it would take a doubling of the roadway's traffic to generate a perceptible increase (3 dBA) in the ambient roadway noise volume. Thus, if a project would result in traffic that is less than double the existing traffic, then the Proposed Project's mobile noise impacts can be assumed to be less than significant. According to the VMT Summary provided by Gibson Transportation Consulting, Inc., the Proposed Project would generate approximately 1,431 daily vehicle trips. In contrast, the nearest traffic count data shows that at the intersection of La Cienega Boulevard and San Vicente Boulevard, a total of 14,386 northbound-southbound vehicles and 19,486 eastbound-westbound vehicles drove through the intersection.[155] As such, the Proposed Project's generation of 1,431 daily vehicle trips would not double the amount of traffic volumes along nearby roadway segments and intersections. **Therefore, increased mobile source noise from the Proposed Project's**

[155] *City of Los Angeles, Bureau of Engineering, NavigateLA Webpage, LADOT Manual Traffic Count Summary for La Cienega Boulevard and San Vicente Boulevard on Thursday, May 17, 2018, https://navigatela.lacity.org/dot/traffic_data/manual_counts/47125_LACSAN180517.pdf, accessed May 2023.*

generated daily vehicle trips would be less than the 3 dBA CNEL threshold of significance, and operational noise impacts due to off-site traffic noise would be less than significant.

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

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

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.[156]

Construction Vibration

On-Site Vibration

Excavation and earthwork activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibration that propagates through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on sensitive structures (i.e., building damage).

For purposes of addressing construction-related vibration impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. Consequently, as the City of Los Angeles does not have an adopted significance threshold to

[156] *Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, September 2018, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed May 2023.*

assess vibration impacts during construction, the FTA and Caltrans adopted vibration standards for buildings which are referenced to evaluate potential impacts related to project construction. This analysis uses the FTA adopted vibration standards for buildings. Based on FTA criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following thresholds were to occur as shown in Table 6.20, below:

Table 6.20
Construction Vibration Damage Criteria

Threshold Criteria	PPV (in/sec)	Approximate RMS velocity in decibels (VdB) (re 1 micro-inch/second)
Building Category		
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes: PPV = peak particle velocity; RMS = root mean square; VdB = velocity in decibels
Source: Federal Transit Administration, Office of Planning and Environment, Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 7-5, page 186, September 2018.

Table 6.21, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As mentioned above, each of the five construction phases would occur individually, with no overlap of the construction equipment between phases. As shown in the table below, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 6.21
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)	Approximate RMS (VdB)
	25 Feet	25 Feet
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Notes: PPV = peak particle velocity; RMS = root mean square; VdB = velocity in decibels
Source: Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment (Table 7-4, Vibration Source Levels for Construction Equipment), September 2018.

Structural Vibration Impacts

For purposes of addressing construction-related vibration impacts on buildings, the City has not adopted any policies or guidelines relative to groundborne vibration impacts. Consequently, the FTA adopted vibration standards for buildings which were used to evaluate potential impacts related to Proposed Project construction. Based on FTA criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if exceeding the following thresholds were to occur as shown in Table 6.20, above, under the Approximate PPV (in/sec) for equipment 25 feet away.

There is a medical office building immediately adjacent to the Project Site to the southeast. The remaining perimeter of the Project Site is bordered by streets and an alleyway. As such, the Proposed Project's construction activities would have the potential to generate groundborne vibration to an adjacent structure.

As shown above in Table 6.22, using the FTA's Transit Noise and Vibration Impact Assessment criteria, operation of heavy duty construction equipment operating within 3 feet of the property line would have the potential to exceed structural groundborne vibration thresholds at the adjacent medical office building.[157] As stated above, LAMC Section 91.3307.1 requires adjacent properties to protected from damage during construction and demolition activities. As such, mitigation measure N-4 (below) is recommended to ensure proper procedures are followed to protect the structural integrity of adjacent structures during construction. As such, construction vibration impacts would be mitigated to less than significant levels after mitigation.

Table 6.22
Estimated Structural Vibration Damage Levels at Nearest Structures

No.	Sensitive Land Use	Distance from Project Site (ft)	Maximum Estimated Vibration Levels (PPV in/sec) [a]	Threshold of Significance [b]	Exceed Threshold?
1	Medical office building immediately bordering Project Site to southeast	3	0.92	0.3	Yes
2	Single-family homes to the east, across the alleyway	20	0.11	0.2	No

Notes: PPV = peak particle velocity

a Estimated Vibration Levels (PPV in/sec) for "Large Bulldozer" as the most conservative estimate were taken from Table 7-4, Vibration Source Levels for Construction Equipment, of the FTA Transit Noise and Vibration Impact Assessment, September 2018. See Table 6.20, above.

b Threshold of significance taken from Table 7-5, Construction Vibration Damage Criteria, of the FTA Transit Noise and Vibration Impact Assessment, September 2018.

Source: Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment (Table 7-4, Construction Vibration Damage Criteria) September 2018. Parker Environmental Consultants.

[157] As the adjacent property has a zero foot setback from the Project Site it is anticipated that heavy construction equipment would be operated as close as 3 feet from the property line.

Off-Site Vibration

During the course of the excavation and other construction activities, it is estimated that a total of approximately 46,000 cubic yards (cy) of soil material would be transported to and from the Project Site. Heavy-duty construction trucks would generate ground-borne vibration as they travel along the anticipated truck route(s). The highest intensity of hauling during the grading and excavation phase would result in 50 haul trips per day (100 one-way trips) over an approximate 66-day (3 month) period. Based on FTA data, the vibration generated by a typical heavy truck would be approximately 0.076 PPV (86 vdB) at a distance of 50 feet from the truck.[158] According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads."[159] Therefore, vibration impacts (pursuant to the significance criteria for building damage) from off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant.

Mitigation Measures

MM-N-4 **Temporary Groundborne Vibration Impacts.** All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent building, and provide a plan to protect it from potential damage. The performance standards of the structure monitoring plan shall include the following:

a) Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the building. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage.

b) The monitoring program shall survey for vertical and horizontal movement, as well as monitor vibration levels during construction. If the thresholds are met, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage.

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158 *Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment (Table 7-4, Vibration Source Levels for Construction Equipment), September 2018.*

159 *Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment (at page 112), September 2018.*

c) The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction.

Operational Vibration

The Proposed Project is a mixed-use development and would not involve the use of stationary equipment that would result in high vibration levels. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) along South San Vicente Boulevard and the alleyway, the proposed land uses would not result in a substantial increase in the use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, the collection of refuse is temporary and would occur within the enclosed loading and trash area, which would effectively attenuate groundborne vibration and noise impacts. ***As such, vibration impacts associated with operation of the Proposed Project would be less than significant.***

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

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

Cumulative Impacts

Less Than Significant Impact with Mitigation. Development of the Proposed Project in conjunction with the related projects identified in Section 2, Project Description, would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. The Proposed Project Applicant has no control over the timing or sequencing of the related project that have been identified within the Proposed Project study area, and it is impossible to predict with any degree of certainty the occurrence of concurrent construction activities. However, none of the related projects are located within 500 feet of the Project Site, and none of them are within a direct line of sight of the sensitive receptors such that on-site construction noise levels would result in cumulatively significant noise impacts. Construction noise for the Proposed Project and the related projects would be localized and mitigated on a project-by-project basis. In addition, all of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be

prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced with feasible mitigation. As demonstrated above, Project construction noise impacts, with the implementation of Mitigation Measures MM-N-1 through MM-N-3, would result in less than significant impacts. With respect to on-site groundborne vibration impacts, the Proposed Project's groundborne vibration impacts were determined to be less than significant after implementation of Mitigation Measure MM-N-4. None of the related projects are located within 500 feet of the Project Site. Therefore, impacts associated with cumulative on-site vibration would be less than significant.

With respect to off-site construction noise and vibration, the concurrent construction activities, especially the number of haul trucks and heavy-duty trucks from the related projects and the Project can increase noise and vibration along the surrounding roadways and impact the nearby residential neighborhoods. In instances where the construction timelines for the related projects could overlap with the Project, it would be expected that the related projects would use similar types of trucks for hauling and construction activities. Construction activity (for both the related projects and the Project) is temporary, and the source of potential off-site vibration (delivery/haul trucks on the haul routes) would not be materially different than the type and volume of vehicles currently on the local roadways. The haul routes for major projects are heavily traveled vehicular routes that provide access to regional freeways. Under existing conditions, there is a high volume of vehicular traffic, including heavy trucks and numerous buses that travel on the proposed haul routes. According to the FTA, it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads; and buses and trucks rarely generate vibration that exceeds 0.076 PPV (86 VdB) at a distance of 25 feet, which would be less than the significance threshold for building damage. The addition of new haul trucks (from the Project and related projects) to the roadways during temporary construction activities would not generate excessive vibrations levels compared to the existing conditions, or in comparison the FTA criteria. Therefore, to the extent that other related projects use the same truck routes as the Project, potential cumulative vibration impacts would be less than significant. ***As such, because the related project would be required to comply with the City's noise ordinance and any feasible mitigation measures pursuant to CEQA, cumulative impacts associated with construction noise, traffic noise, off-site noise, and off-site vibration would be mitigated to less than significant levels.***

XIV. Population and Housing

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

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

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

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

The Southern California Association of Governments (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. With regard to future growth, SCAG's 2020–2045 RTP/SCS provides population, housing, and employment projections for cities under its jurisdiction through 2045. The growth projections in the 2020–2045 RTP/SCS reflects the 2017 American Community Survey, employment data from the California Employment Development Department, population, and household data from the California Department of Finance, and extensive input from local

jurisdictions in SCAG's planning area. The Project Site is located in SCAG's City of Los Angeles Subregion.

Based on the regional growth projections in Connect SoCal, the City had an estimated permanent population of approximately 3,933,800 persons and approximately 1,367,000 residences in 2016. By the year 2045, SCAG forecasts that the City will increase to 4,771,300 persons (or a 21% increase since the year 2016) and approximately 1,793,000 residences (or a 31% increase since the year 2016). Employment within the City is expected to grow by 287,600 jobs, which is an approximate 16 percent increase in employment between 2016 and 2045. SCAG's population, housing, and employment projections for the City, Los Angeles County, and the SCAG region as a whole for 2016 and 2045 are further summarized in Table 6.23, below.

Table 6.23
SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	3,933,800	4,771,300	21%
Los Angeles County	10,110,000	11,674,000	15%
SCAG Region	18,832,000	22,504,000	19%
Households			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	1,367,000	1,793,000	31%
Los Angeles County	3,319,000	4,119,000	24%
SCAG Region	6,012,000	7,633,000	27%
Employment			
Region	**2016**	**2045**	**%Growth (2016-2045)**
Los Angeles City	1,848,300	2,135,900	16%
Los Angeles County	4,743,000	5,382,000	13%
SCAG Region	8,389,000	10,049,000	20%

Source: SCAG, Connect SoCal, Demographics and Growth Forecast Appendix, Table 13 – County Forecast of Population, Households, and Employment and Table 14 – Jurisdiction-Level Growth Forecast, adopted September 3, 2020.

The Proposed Project is an infill development project within the Wilshire Community Plan area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.77 million persons by 2045. As shown above, SCAG population and housing projections from 2016 through 2045 envisions a population growth of 837,500 additional persons (an approximate 21% growth rate) in the City of Los Angeles and 3,672,000 additional persons (an approximate 19% growth rate) in the entire SCAG Region. The number of households within the City of Los Angeles is anticipated to increase

by 426,000 households, or approximately 31% between 2016 and 2045. The number of households within the SCAG Region is anticipated to increase by 1,621,000 households, or approximately 27% between 2016 and 2045. The number of employment opportunities is anticipated to increase by 287,600 jobs (approximately 16%) in the City of Los Angeles between 2016 and 2045, and the SCAG Region is anticipated to increase by 1,660,000 jobs (approximately 20%) between 2016 and 2045.

Construction Impacts

Construction job opportunities created as a result of the Proposed Project are not expected to result in any substantial population growth in the Project area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process.

Additionally, the construction workers would likely be supplied from the region's labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the Proposed Project, and as such, significant housing or population impacts would not result from construction of the Proposed Project. Therefore, construction-related population growth impacts would be less than significant.

Operational Impacts

The Project Site is currently developed with the Beverly Plaza Shopping Center (17,094 square feet) and one adjacent commercial building (5,400 square feet) to the southeast, comprising a total of 22,494 square feet of floor area and associated surface parking. The Proposed Project would include the demolition of the existing buildings on-site and their associated surface parking for the construction of an eight-story mixed-use residential and commercial building with 126 dwelling units and 11,615 square feet of ground floor commercial retail/restaurant uses.

Population generation is shown in Table 6.24, and employee generation is shown in Table 6.25. It is estimated that the Proposed Project would generate approximately 284 residents and roughly 46 employees. Based on the City's current household demographics (e.g., an average of 2.25 persons per household for the Study Area), the construction of 126 additional dwelling units would therefore result in an increase in up to approximately 284 net permanent residents in the City of Los Angeles.[160] The proposed increase in housing units and population would be consistent with the SCAG forecast of additional households and persons in the City of Los Angeles between 2016 and 2045.

[160] *Based on the LADOT's City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

Table 6.24
Project Estimated Population Generation

Land Use	Quantity	Population Generation Rates	Total Population
Proposed Project			
Apartments	126 DU	2.25 persons / DU [a]	284
		Total Increase in Population	**284**

Note: DU = dwelling unit
[a] Residential population generation rates based on LADOT's City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.
Parker Environmental Consultants.

With respect to employment growth, it can be assumed that most of the jobs and employees generated by the Proposed Project would already reside within the City of Los Angeles. The additional employees generated by the Proposed Project would contribute to a fraction of one percent of SCAG's employment growth forecast for the City of Los Angeles. Thus, the increase in employment opportunities as a result of the Proposed Project is within SCAG's employment growth forecast. It can be assumed that most of the employees generated by the Proposed Project would already reside within the City of Los Angeles or County of Los Angeles. Thus, any population growth generated by the Proposed Project would be well within SCAG's population growth projections.

Table 6.25
Project Estimated Employment Generation

Land Use	Size	Employee Generation Rates	Total Employees
Existing Uses			
Commercial/Retail	22,494 sf	2 emp / 1,000 sf [a]	45
		Total Existing Employees:	**45**
Proposed Project			
Restaurant	11,615 sf	4 emp / 1,000 sf [b]	46
		Net Total Project Employees	**1**

Note: emp = employee; sf = square feet
[a] General retail uses were estimated based on the LADOT City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.
[b] Commercial restaurant uses were estimated based on the LADOT City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020. Employment for the proposed retail/restaurant component was based on restaurant land uses as the employment generation rate for restaurant land uses is higher than retail land uses.
Parker Environmental Consultants.

Localized Growth Forecasts

Table 6.23 shows the Southern California Association of Government's (SCAG) population and housing growth for the City of Los Angeles to the year 2045. The Proposed Project's 126 new units and estimated 284 future residents and 46 employees would be well within SCAG estimates of growth for the City between 2016 and 2045. Therefore, the Proposed Project would result in a less than significant impact with respect to population, housing, and employment growth.

Additionally, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout, and that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. ***Therefore, impacts related to infrastructure would be less than significant.***

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

No Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of the development of a mixed-use residential and commercial building on a site that is currently occupied by commercial buildings and paved surface parking. Therefore, no displacement of existing housing or residents would occur with the development of the Proposed Project. ***Thus, the Proposed Project would not displace substantial numbers of people or housing and no impact would occur.***

Cumulative Impacts

Less Than Significant Impact. The related projects would introduce additional residential related uses to the Project Site area. Any residential related project would result in direct population growth in the Project Site area.

As discussed in Question XIV(a), the Proposed Project would not exceed the growth projections of SCAG's Connect SoCal plan for the City of Los Angeles subregion. Because the Proposed Project would not displace any residents, and population growth potentially associated with the Proposed Project has already been anticipated per SCAG projections, the Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's cumulative impacts to population and housing would be less than significant.

With respect to population growth from permanent employment, jobs in commercial land uses typically do not generate substantial population growth within the region. As such, jobs are generally filled by residents that already reside within close proximity to those jobs. Further, residential neighborhoods would be supportive and complementary to the proposed commercial land uses. ***As such, the related project would not generate substantial indirect population growth or demand for new housing, and a less than significant impact would occur.***

XV. Public Services

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

PROJECT-SPECIFIC IMPACTS

The location of public services (including fire services, police protection services, parks, and libraries) in the Proposed Project vicinity and that service the Project Site shown in Figure 6.3, below.

a) Fire protection?

Less Than Significant Impact. A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service would only be considered significant if such activities result in a physical adverse impact upon the environment.[161] Moreover, in *City of Hayward v. Board of Trustee of California State University*

[161] *City of Hayward et al. v. Board of Trustees of the California State University (2015).*

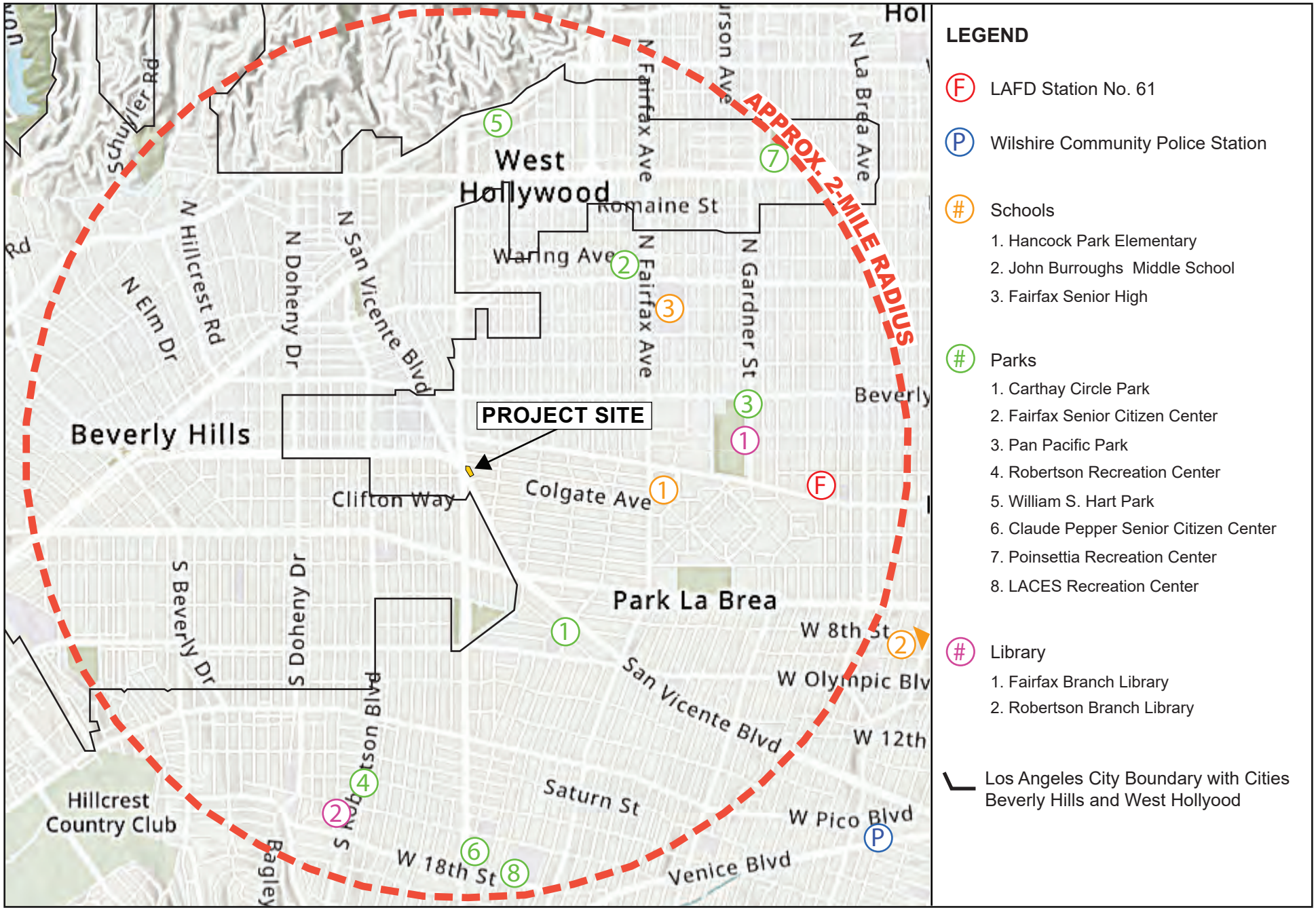
(2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and it is reasonable to conclude that the City will comply with that provision to ensure that public safety services are provided.

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance and has the minimum fire flow required for the land use proposed. Pursuant to Section 57.507.3.3, Table 57.507.3.3, of the 2020 City of Los Angeles Fire Code, the maximum response distance between high density residential and commercial land uses and a LAFD fire station that houses an engine company or truck company is 1.5 miles or 2 miles, respectively. If either of these distances were exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project were located beyond the maximum response distance.

Construction

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

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site and surrounding vicinity during construction through marked emergency access points approved by the LAFD. Construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flagmen would be used to facilitate the traffic flow until construction is complete. Additionally, the Applicant will prepare a construction work site traffic control plan to address construction-related traffic impacts as required through PDF-TRANS-1, below. ***Construction activities of the Proposed Project would result in a less than significant impact to fire services.***



Source: ArcGIS, 2022.

Figure 6.3
Public Services in the Project Site Vicinity

Operation

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 that would result in a physical adverse impact upon the environment.

The LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between commercial land uses and a LAFD fire station that houses an engine company or a truck company is 1.5 or 2 miles, respectively. If the distance is exceeded, all structures located in the applicable commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the Proposed Project is located beyond the maximum response distance.

The Proposed Project would include up to 126 dwelling units and 11,615 square feet of ground floor commercial retail/restaurant space and would generate approximately 284 new residents and 46 employees.[162] The Proposed Project would increase the utilization of the Project Site, which is currently occupied by commercial buildings and surface parking and would potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 61, located at 5821 W. 3rd Street, approximately 1.6 miles southwest (driving distance) of the Project Site. Based on the response distance criteria specified in LAMC 57.507.3.3, fire protection response would be considered adequate.

The Proposed Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans. As part of the normal building permit process, the Project Applicant would submit a plot plan for review and approval by the LAFD prior to the approval of a building permit. The plot plan would include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; and all structures must be within 300 feet of an approved fire hydrant. There is one fire hydrant on the southeast corner of La Cienega Boulevard and South San Vicente Boulevard along the northwestern border of the Project Site, in addition to fire hydrants located on the southern corner of South San Vicente Boulevard and Colgate Avenue, south of the Project Site; the southwest corner of La Cienega Boulevard and Colgate Avenue across the street from the Project Site; and adjacent to the parking structure between La Cienega Boulevard and South San Vicente Boulevard, northwest of the Project Site. In addition, the Proposed Project would comply with applicable fire protection design standards in the California Building Code, California Fire Code, LAMC, and the Los Angeles Fire Department (LAFD), to ensure adequate fire protection. Further, the City requires that plans for building construction, fire flow requirements, fire protection devices (e.g. sprinklers and alarms), fire hydrants and spacing, and fire access (including ingress/egress), turning radii, driveway width, and grading would be prepared for review and approval by the LAFD.

[162] *See Section XIV, Population and Housing.*

Emergency vehicle access to the Project Site would continue to be provided from local and major roadways (i.e. La Cienega Boulevard and South San Vicente Boulevard). All circulation improvements proposed would be in compliance with the Fire Code, including any additional access requirements of the LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation. Therefore, impacts related to emergency access would be less than significant.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing.

A Service Advisory Request/Fire Service Pressure Flow Report (SAR) would be prepared and approved for the Proposed Project by the Department of Water and Power (LADWP) to ensure that fire flow requirements are considered adequate for the Project Site. With approval from LADWP, development of the Proposed Project would result in a less than significant impact to fire flow requirements. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process.

Thus, compliance with regulatory compliance measures regarding fire protection and safety would ensure that that fire protection services are adequate within the Proposed Project and around the Project Site. ***Operation of the Proposed Project would not result in the increased demand for additional LAFD facilities; therefore, the Proposed Project would result in a less than significant impact to fire protection services.***

b) Police protection?

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station that would result in a physical adverse impact upon the environment. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new police station or police substation, if warranted, would only be considered significant if

such activities result in a physical adverse impact upon the environment.[163] Moreover, in *City of Hayward v. Board of Trustee 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 services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.

The Project Site is currently served by LAPD West Bureau, which oversees LAPD operations in the Hollywood, Olympic, Pacific, West Los Angeles, and Wilshire Community areas. The Wilshire Community Police Station, located at 4861 Venice Boulevard, is approximately 2.5 miles southeast (3.8 miles driving distance) from the Project Site. The Wilshire Community Police Station service area is approximately 13.97 square miles. The service boundaries are as follows: Willoughby Avenue, Los Angeles City Boundary to the north, Santa Monica Freeway to the south, Arlington Avenue, Plymouth Boulevard, Gower Street, and the La Cienega Boulevard to the west.

The Wilshire Community Police Station has approximately 233 sworn personnel and 28 civilian support staff assigned. It is a culturally diverse community with a population of approximately 251,000 people. The officer to resident ratio is 1 officer to 1,076 residents in the Wilshire Area. Additionally, there are special service teams available within the LAPD to service the Wilshire Area. Wilshire Police Station's emergency response system is directly linked to the LAPD's Communications Division's Dispatch Centers. The Communications Division has the responsibility to staff and answer, on a 24-hour basis, the telephones upon which calls for service are received. This includes 911 emergency calls (police, fire, and paramedic). Table 6.26, Wilshire Area Crime Statistics, provides crime statistics for Wilshire area in the City of Los Angeles.

Table 6.26
Wilshire Area Crime Statistics

Crime and Arrests	2023 [a]	2022	2021
Violent Crimes			
Homicide	1	6	6
Rape	19	30	20
Robbery	110	152	142
Aggravated Assault	203	201	215
Subtotal Violent Crimes	***333***	***389***	***383***
Property Crimes			
Burglary	280	267	270
Motor Vehicle Theft	368	305	292
Burglary Theft from Vehicle	514	562	477
Personal / Other Theft	970	710	466
Subtotal Property Crimes	***2,132***	***1,844***	***1,505***
Child/Spousal Abuse	133	146	139
Total Crimes	**2,598**	**2,379**	**2,027**

[a] Note the year 2023 statistics cited are from January 1 to May 6, 2023.
Source: COMPSTAT Unit, Wilshire Area Profile, dated May 9, 2023. See Appendix G.4, LAPD Correspondence.

[163] *City of Hayward et al. v. Board of Trustees of the California State University (2015).*

Construction

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. Additionally, the Applicant will prepare a construction work site traffic control plan to address construction-related traffic impacts as required through PDF-TRANS-1, below. ***As such, with adherence to regulations and project conditions, Proposed Project impacts would be less than significant during the construction period.***

Operation

Development of the Proposed Project would result in a net increase of residents, visitors, patrons, and employees to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site over the current conditions. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. Upon completion of the Proposed Project, the Applicant would provide the Wilshire Area Commanding Officer with a diagram of each portion of the Proposed Project. The diagram should include access routes and any additional information that might facilitate police response.

As required through PDF-PS-2, below, the Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of people at all times of the day would provide a sense of security during evening and early morning hours. As such, the Proposed Project residents and employees would be able to monitor suspicious activity at the building entry points. ***These preventative and proactive security measures would decrease the amount of service calls to the LAPD. With incorporation of the security design features, which will be confirmed through the Site Plan Review process, construction of the Proposed Project would not result in the increased demand for additional LAPD facilities, therefore, the Proposed Project would result in a less than significant impact upon police services.***

Project Design Features

PDF-PS-1 **Public Services (Police – Demolition / Construction Sites).** Temporary fencing shall be constructed around the site during construction to minimize trespassing, vandalism, short-cut attractions and attractive nuisances and a security guard patrol throughout the Project Site, if needed.

PDF-PS-2 **Public Services (Police – Operation).** The plans will incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to: surveillance cameras, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed.

c) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The Project Site is located in LAUSD Board District 1.[164] The Project Site is currently served by one elementary school, one middle school, and one high school. Table 6.27, Resident Schools Serving the Project Site, details the names, grades served, and location of each school.

Table 6.27
Resident Schools Serving the Project Site

School Name	Grades	Address
Hancock Park Elementary	K-5	600 S. McCadden Place
John Burrows Middle School	6-8	408 S. Fairfax Ave
Fairfax Senior High School	9-12	7850 Melrose Ave

Source: Los Angeles Unified School District, Resident School Identifier, http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed May 2023.

As shown in Table 6.28, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately 33 elementary students, 9 middle school students, 18 high school students, and 3 special day class (SDC) students for a total of approximately 63 students. Based on correspondence with LAUSD, dated September 19, 2022 (see Appendix G to this SCEA), the only LAUSD school serving the Project Site experiencing overcrowding is Hancock Park Elementary School, which has a current seating overage of two seats. Pursuant to Government Code Section 65995, the mandatory payment of developer fees to the LAUSD is deemed to provide full and complete mitigation of school facilities impacts. Payment of applicable development school fees to the LAUSD would offset additional student enrollment at schools serving the Project Site.

[164] *Los Angeles Unified School District, Maps by District, https://achieve.lausd.net/Page/8686, accessed August 2022.*

Table 6.28
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	SDC Students	Total Students
Proposed Project						
Multi-Family [a]	126 du	29	8	16	3	56
Restaurant [b]	11,615 sf	4	1	2	0	7
Total Project Student Generation:		**33**	**9**	**18**	**3**	**63**

Notes: SDC = special day class, sf = square feet; du = dwelling units; emp = employees.

[a] *Student generation rates are as follows for multi-family residential uses: 0.2269 elementary, 0.0611 middle and 0.1296 high school students, and 0.0194 SDC students per unit.*

[b] *Per Table 15 of the 2020 LAUSD Developer Fee Justification Study, the number of students generated by the Proposed Project's commercial restaurant uses is based on the "Neighborhood Shopping Center" generation factor of 2.71 employees per thousand square feet and 0.2354 students per employee. Since the LAUSD Developer Fee Justification Study does not specify the grade levels of students that are generated from non-residential land uses, the total number of students for the elementary, middle, high school, and SDCs was estimated based on the same ratio as the residential generation (51% elementary school, 15% middle school, 30% high school, and 5% SDC).*

Source: Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020, https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202020_Final.pdf, accessed May 2023.

Currently, LAUSD's records for the 2020-2021 school year indicate Burroughs Middle School and Fairfax High School are operating within capacity, while Hancock Park Elementary is currently operating above student capacity. However, LAUSD's projections for future years indicate all schools are projected to operate within planned capacity.[165] Furthermore, LAUSD confirmed that no new school construction is planned in the project service area.[166] The Project Applicant would be required to pay all applicable developer fees to the LAUSD. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. ***With the payment of School Development Fee, the Proposed Project's potential impact upon public school services would be less than significant.***

[165] *See LAUSD Schools Enrollments and Capacities Report for the 400 San Vicente Project, dated September 19, 2022 (see Appendix G.2 to this SCEA).*

[166] *Ibid.*

d) Parks?

Less Than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if a project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment.

The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards.[167] The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. These standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Plan of the City's General Plan Service Systems Element also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state, and private funds to implement acquisition and development of parks and recreational facilities."

The Project Site is located within an urbanized area of the Wilshire community and, as shown in Table 6.29, Recreation and Park Facilities within the Project Area, has access to approximately 54.16 acres of parkland and public recreation facilities within a two-mile radius. As summarized in Table 6.29 below, these facilities range in size from a 0.10-acre pocket park to the 30.87-acre Pan Pacific Park. The Proposed Project would provide approximately 3,100 square feet of total common open space and amenities on-site available exclusively to serve Proposed Project residents and guests, The Proposed Project includes a variety of on-site amenities including, but not limited to, a second floor west terrace and eighth floor, east terrace, pool deck, recreation room, lounge, and fitness and spa center. In addition to the private balcony and patio open space, this totals to 6,200 square feet of total open space provided on-site. In addition, the Project Applicant would be required to pay all applicable fees pursuant to the Parks Dedication and Fee Update Ordinance (Ordinance No. 184,505), which would be used to provide additional park facilities in the Project area. ***With the inclusion of onsite open space and the payment of the mandatory developer fees, the Proposed Project's increased demands upon public parkland and recreation facilities would be reduced to less than significant.***

[167] *City of Los Angeles, Department of City Planning, Public Facilities and Services Element, Public Recreation Plan, https://planning.lacity.org/odocument/43319adf-80e9-4080-8d1d-ed7b3d3e2607/Public%20Facilities.pdf, accessed May 2023.*

Table 6.29
Recreation and Park Facilities within the Project Area

Park Name [a]	Size (acres) [b]	Park Amenities	Approx. Distance from Project Site (miles)
1. Carthay Circle Park	0.10	Small pocket park, landscaped area; paved walkway	1.1
2. Fairfax Senior Citizen Center	0.37	Auditorium, classroom(s), kitchen, community room, stage, computer lab, sharps	1.6
3. Pan Pacific Park	30.87	Barbecue pits, baseball diamond, basketball court, children's play area, picnic tables, restroom(s), amphitheater, jogging path, kitchen, multipurpose sports field, outdoor fitness equipment, stage	1.6
4. Robertson Recreation Center	1.06	Basketball courts, children's play area, community room	2
5. William S. Hart Park	1.08	Picnic tables, sand box	1.9
6. Claude Pepper Senior Citizen Center	0.39	Fitness exercise, arts and crafts, performing arts, educational tutor, hobbies and games, clubs, special events, lunch nutrition	2
7. Poinsettia Recreation Center	6.29	Baseball diamond, basketball courts, children's play area, handball courts, tennis courts, kitchen, outdoor fitness equipment, stage	2
8. LACES Recreation Center	14	Volleyball courts, baseball diamond, basketball courts, tennis courts, dance room, multipurpose sports field, indoor gym (with weights)	2
Total Parkland (Approximate):	**54.16**		

Sources: Park distances, size, and amenities were determined using:
[a] City of Los Angeles Department of Recreation and Parks, Facility Locator, http://www.laparks.org/, accessed August 2022; and
[b] ZIMAS, http://zimas.lacity.org/, accessed May 2023.
Parker Environmental Consultants.

e) Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. The determination of whether the project results in a significant impact on libraries is made considering the following factors: (a) the net population increase resulting from a project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition, or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units,

consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include:

- Fairfax Branch Library, located at 161 S. Gardner Street, approximately 1.6 miles (driving distance) east of the Project Site;

- Robertson Branch Library, located at 1719 South Robertson Boulevard, approximately 2.1 miles (driving distance) southwest of the Project Site.

Construction

Construction workers of the Proposed Project would not typically frequent libraries during work hours but are more likely to use libraries near their homes during non-work hours. ***Therefore, potential impacts to library service and facilities would be less than significant during construction of the Proposed Project.***

Operation

The Proposed Project would generate approximately 284 residents. The additional 284 residents represent a negligible amount of the current service population of the Fairfax Branch Library and Robertson Branch Library and would be accommodated in the future service population. The LAPL has indicated that there are no current plans to build new libraries that would serve the Project area.[168] ***Therefore, potential impacts to library service and facilities by residents would be less than significant.***

Cumulative Impacts

Less Than Significant Impact. Development of the related projects is projected to generate additional employment within the Project Site area, which would likely generate additional demands upon fire protection services, police protection services, schools, parks, and libraries. As part of the City's annual budget review process, the City assesses the needs for public services and allocates funds via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. The cumulative impacts upon each of the service providers is addressed below.

Fire

With respect to fire services, the Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the LAFD service area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. 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,

[168] *Ibid.*

ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would generally be exempt from CEQA as a Class 32 infill project and is not likely to cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. ***However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, cumulative impacts upon LAFD services would be less than significant.***

Police

With respect to police services, the Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Proposed Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. ***On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.***

Schools

With respect to cumulative impacts upon schools, the Proposed Project, in combination with the related projects would result in an intensification of existing prevailing land uses in an already urbanized area of Los Angeles. As such, development of the Proposed Project and related projects is expected to result in a cumulative increase in the demand for school services. As noted in the LAUSD's correspondence provided in Appendix G, Hancock Part Elementary serving the Project Site is impacted and is projected to be operating at or above capacity by the Proposed Project's buildout year. However, like the Proposed Project, each related project would also be required to pay school developer fees, pursuant to Government Code 65995, which would mitigate any cumulative impacts. ***As the Proposed Project would pay all applicable developer***

fees pertaining to Government Code Section 65995, which states that mandatory payment of developer fees to the LAUSD is deemed to provide full and complete mitigation of school facilities impacts cumulative impacts on schools would be less than significant.

Parks

With respect to cumulative impacts upon parks, development of the Proposed Project in conjunction with the related projects would result in an increase in permanent residents residing in the vicinity. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the long-term goal standards. However, like the Proposed Project, each related project with residential uses in the City would be required to pay the applicable City Parks Fee. Each related project with residential uses would also be required to comply with the on-site open space requirements of the LAMC. ***Since the Proposed Project would pay all applicable developer fees pertaining to recreation and include onsite open space , and since the related projects with residential uses would as well, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.***

Libraries

Development of the related projects would result in an increase in permanent residents residing in the vicinity, which could generate additional demands upon library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. The LAPL offers more than 6.5 million items, including books, magazines, photos, movies, e-books, podcasts, audiobooks, and streaming video; 1,000 online courses; and more than 18,000 public programs.[169] The LAPL is committed to increase the number of people who use the library services, to increase the number of library cardholders and actively promote the robustly market programs and services to increase residents' overall engagement with the libraries.[170] ***The Proposed Project would not make a cumulatively considerable impact upon the City's library system, and cumulative impacts would be less than significant.***

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[169] *Los Angeles Public Library Strategic Plan 2015–2020, June 2015, https://www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf, accessed May 2023.*

[170] *Ibid.*

XVI. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

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

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

The Proposed Project would generate approximately 284 residents[171] and would provide a minimum of 6,200 square feet of open space areas, including a second floor west terrace and eighth floor east terrace, pool deck, recreation room, lounge, and fitness and spa center. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services. Notwithstanding the availability of on-site recreational amenities

[171] *Based on the LADOT's City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

and open space areas, it is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area.

As noted above, there are eight existing, new, and recently improved parks within the Project Area totaling approximately 54.16 acres that are available to serve the future residents, guests, and visitors to the Project Site. In addition, the Proposed Project would provide approximately 6,200 square feet of open space and recreational facilities on-site that would be available exclusively to serve Proposed Project residents and their guests. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services, and accordingly, the Proposed Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. In addition, the Project Applicant would be required to pay all applicable fees pursuant to the Parks Dedication and Fee Update Ordinance (Ordinance No. 184,505), which would be used to provide additional park facilities in the Project area. which would be used to provide additional park facilities in the Project area. Therefore, the Proposed Project's impact upon parks and recreational facilities would be reduced to a less-than-significant level. ***Accordingly, the Proposed Project's impact upon parks and recreational facilities would be less than significant.***

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

Less Than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and where such construction would have a significant adverse effect on the environment. As noted above, there are eight existing, new, or recently improved parks within the Project Area totaling approximately 54.16 acres that are available to serve the future residents, guests, and visitors to the Project Site. The Proposed Project would also provide approximately 6,200 square feet of open space and recreational facilities on-site. Citywide park standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities." The Proposed Project's increased demands upon recreational facilities would not in and of itself require or result in the construction of a new park which might have an adverse physical effect on the environment. ***Thus, impacts to park and recreational facilities would be less than significant.***

Cumulative Impacts

Less Than Significant Impact. The Proposed Project in combination with the related projects would not be expected to increase the cumulative demand for parks and recreational facilities in the City. Similar to the Proposed Project, the related projects within the City that include residential units would be required to pay applicable park fees to mitigate impacts on parks and recreational facilities and to provide additional funds to meet Citywide park goals. Additionally, each related

project would be subject to the requirements of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. ***Because the Proposed Project would include onsite open space and pay all applicable recreation fees and thus have a less than significant incremental contribution to the potential cumulative impact on recreational resources, as would the related projects with residential uses, the Proposed Project would have a less than significant cumulative impact on such resources.***

XVII. Transportation

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a.	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
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?	☐	☐	☒	☐

The following section is based on the Transportation Assessment for Beverly Plaza prepared by Gibson Transportation, dated May 2023. The Transportation Assessment is provided in Appendix I to this SCEA.

Project Design Features

PDF-TRANS-1 **Worksite Traffic Control Requirements.** The Applicant will prepare and submit a construction work site traffic control plan to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-wedo/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan shall identify the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related truck traffic shall be restricted to off-peak hours to the extent feasible.

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

Less Than Significant Impact. A significant impact may occur if a project would conflict with a program, plan, ordinance, or policy designed to maintain adequate effectiveness of an overall circulation system, including transit, roadway, bicycle, and pedestrian facilities. In accordance with the City's TAG, a project that generally conforms with, and does not obstruct, the City's development policies and standards will generally be considered to be consistent. Table 6.30, below, provides responses to the list of policy related questions, as recommended by LADOT, in order to help determine whether the Proposed Project conflicts with the City's circulation system policies. As indicated in Table 6.30, with incorporation of the PDF referenced above, the Proposed Project is in conformance with the applicable policies and programs corresponding to the Proposed Project and Project Site and would not preclude the City's implementation of any adopted policy and/or program. ***Therefore, the Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.***

Table 6.30
Questions to Determine Project Applicability to Plans, Policies and Programs

#	Guiding Questions	Response
	Existing Plan Applicability	
1	Does the Project include additions or a new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned R3 or less restrictive zone? (screening question)	**No Conflict.** The Proposed Project would conform to the standard street, sidewalk, and alleyway dimensions pursuant to the Mobility Plan 2035 standards. South San Vicente Boulevard, a designated Boulevard II, would require a 110-foot right-of-way and 80-foot roadway width. South San Vicente Boulevard is currently improved to these standards with a 10- to 19-foot-wide sidewalk along the Project Site's frontage, an approximate 125-foot right-of-way, and a 100-foot roadway width. The Proposed Project would maintain these dimensions, and no further dedications or widenings would be required. West 4th Street, a designated Local Street, would require a 60-foot right-of-way and a 36-foot roadway width. West 4th Street is currently improved to these standards, with a 10-foot sidewalk along the Project Site's frontage, an approximate 60-foot right-of-way, and a 36-foot roadway width. The Proposed Project would maintain these dimensions, and no further dedications or widenings would be required. The Mobility Plan 2035 states that alleys shall have a standard width of 20 feet with a 10-foot half width. The adjacent alley is currently 20 feet wide with a 10-foot half width. The Proposed Project would maintain these dimensions, and no further dedications or widenings would be required. As such, the Proposed Project would be consistent with the alley standards as specified in the Mobility Plan 2035.

		Thus, as the Proposed Project would accommodate the required street, sidewalk, and alleyway standards, there would be no conflict with the Mobility Plan 2035 street designations.
2	Is the Project Site along any network identified in the City's Mobility Plan?	**No Conflict.** The Mobility Plan identifies South San Vicente Boulevard as part of the Bicycle Enhanced Network as a Tier 1 Protected Bicycle Lane, part of a Neighborhood Enhanced Network, and a Pedestrian Enhanced District. La Cienega Boulevard is classified as part of the Transit Enhanced Network as a Moderate Plus Transit Enhanced Street and part of a Pedestrian Enhanced District. At the time of preparing this SCEA, a Tier 1 bicycle lane on South San Vicente Boulevard fronting the Proposed Project has not been programed for completion before the Proposed Project build out year of 2027. As such, there are no definitive details on roadway layouts to accommodate the protected bicycle lane improvements, and so they are not included in the Proposed Project analysis. Nevertheless, when these improvements are implemented, the Proposed Project's design would not preclude or conflict with the improvement standards for South San Vicente Boulevard. Likewise, the Proposed Project's infill mixed-use development, location within a TPA, and design compliance with applicable design guidelines would help accommodate and complement proximate roadway segment improvements designated as part of a Neighborhood Enhanced Network and Pedestrian Enhanced District. As such, the Proposed Project would not conflict with the network programs or policies of the Mobility Plan 2035. Furthermore, the Proposed Project is not located in the High Injury Network (HIN).[172] As such the Proposed Project would not conflict with any of the network programs or policies of the Mobility Plan 2035.
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	**No Conflict.** As noted above, the Proposed Project would maintain the existing street dedications along S. San Vicente Boulevard and the alleyway, both of which are compliant with the Mobility Plan 2035. Therefore, the Proposed Project would not be in conflict with long-term mobility needs identified in the Mobility Plan 2035.
4	Does the Project require placement of transit furniture in accordance with the City's Coordinated Street Furniture and Bus Bench Program?	**No Conflict.** The Proposed Project does not require placement of transit furniture in accordance with the City's Coordinated Street Furniture and Bus Bench Program. As such, no conflict would occur.

[172] *City of Los Angeles, Department of Transportation, High Injury Network, https://ladotlivablestreets.org/programs/vision-zero/maps, accessed May 2023.*

5	Is the Project Site in an Identified Transit Oriented Community?	**No Conflict.** The Project is located in a Tier 3 Transit Oriented Community (TOC); however, the Proposed Project would not be utilizing TOC incentives. As discussed in Section II, Project Description, the Project Site is designated as a "Transit Priority Area" per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA. The Proposed Project is consistent with the Connect SoCal policies to develop high density housing in proximity to high quality transit areas and employment centers. Therefore, the Proposed Project would not conflict with policies associated with TOC areas.
6	Is the Project Site on a roadway identified in the City's High Injury Network?	**No Conflict.** The Project Site is not identified in the City's High Injury Network. As such, no conflict would occur.
7	Does the Project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	**No Conflict**. The Proposed Project does not propose to repurpose existing curb space. Thus, the Proposed Project would not be in conflict with long-term mobility needs identified in the Mobility Plan 2035.
8	Does the Project propose narrowing or shifting existing sidewalk placement?	**No Conflict**. The Proposed Project does not propose narrowing or shifting existing sidewalk placement. As such, no conflict would occur. See also responses to questions 2 and 7 above.
9	Does the Project propose paving, narrowing, shifting or removing an existing parkway?	**No Conflict**. The Project does not propose any modifications to an existing parkway. As such, no conflict would occur.
10	Does the Project propose modifying, removing, or otherwise affect existing bicycle infrastructure (ex: driveway proposed along street with bicycle facility)	**No Conflict**. The Project will not modify, remove, or otherwise affect existing bicycle infrastructure. As discussed above, South San Vicente Boulevard is a designated Tier 1 Protected Bicycle Lane on the Bicycle Lane Network Map. However, at the time of preparing this SCEA, a Tier 1 bicycle lane on South San Vicente Boulevard fronting the Proposed Project has not yet been programed for completion before the Proposed Project build out year of 2027. As such, there are no definitive details on roadway layouts to accommodate the protected bicycle lane improvements, and so they are not included in the Proposed Project analysis. Nevertheless, when these improvements are implemented, the Proposed Project's design would not preclude or conflict with the improvement standards for South San Vicente Boulevard. Primary access would be provided via one entry-only driveway along South San Vicente Boulevard and one exit-only driveway along South San Vicente Boulevard in similar configuration/location to the existing layout at the Beverly Plaza Shopping Center. As the Proposed Project would not increase the number of curb cuts or turning movements on South San Vicente Boulevard, nor propose any additional curb cuts, there would be no conflict with existing bicycle infrastructure.

11	Is the Project Site adjacent to an alley? If yes, will the Project make use of, modify, or restrict alley access?	**No Conflict**. The Project Site is adjacent to an alleyway which borders the Project Site to the east. This alley is currently a standard width of 20 feet and half width of 10 feet. No alterations are proposed or required, as it already conforms to Mobility Plan standards and would continue to do so with implementation of the Proposed Project. As such, no conflict would occur.
12	Does the Project create a cul-de-sac or is the Project Site adjacent to an existing cul-de-sac? If yes, is the cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	**No Conflict**. The Project Site is not located adjacent to a cul-de-sac and does not propose one. As such there would be no conflict with the Mobility Plan 2035.
Access: Driveways and Loading		
13	Does the Project Site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	**No Conflict**. As noted above, the Proposed Project would propose one entry-only driveway along South San Vicente Boulevard and one exit-only driveway along South San Vicente Boulevard to provide access to the Project Site, in similar configuration to existing conditions. Access to an onsite loading space would be provided from the alleyway as an exit-only driveway. This improvement would be implemented in coordination with LADOT and thus would not be in conflict with long-term mobility needs identified in the Mobility Plan 2035.
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	**No Conflict.** There is an alleyway that borders the Project Site to the east. However, to ensure spillover traffic does not occur along West 4th Street, or Colgate Avenue further south, driveway access would be provided along South San Vicente Boulevard in similar configuration to existing conditions on-site. A loading zone would be accessed from the alleyway. As such, driveway and loading needs would be appropriately placed, and the Proposed Project would not conflict with the Mobility Plan 2035.
15	Does the Project Site include a corner lot? (avoid driveways too close to intersections)	**No Conflict**. The Project Site includes a corner lot at the southeast corner of the intersection of La Cienega Boulevard / South San Vicente Boulevard / West 4th Street. The two proposed driveways would be constructed in a similar configuration/location to existing driveways at the Beverly Plaza Shopping Center, which would avoid constructing new driveways too close to intersections. Furthermore, site access and driveway design would be developed in consultation with the LADOT, LADBS, and the LAFD, and would not be in conflict with long-term mobility needs identified in the Mobility Plan 2035.
16	Does the Project propose driveway width in excess of City standard?	**No Conflict**. The Proposed Project would provide one entry-only and one exit-only driveway. Their widths would be designed and constructed per LADOT and LADBS standards and would therefore not introduce driveways in excess of a City standard.

17	Does the Project propose more driveways than required by City maximum standard?	**No Conflict**. The Proposed Project proposes one entry-only driveway along South San Vicente Boulevard and one exit-only driveway along South San Vicente Boulevard, which is compliant with LADOT's Manual of Policies and Procedures, Section 321. Additionally, access to an onsite loading space would be provided from the alleyway as an exit-only driveway.
18	Are loading zones proposed as part of the Project?	**Not Applicable**. One loading zone would be provided from the alleyway. Its design and construction would be subject to and in consultation with LADOT and LADBS standards.
19	Does the Project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	**No Conflict**. The Proposed Project does not propose a drop off zone, but it does provide a valet access point from the entry-only driveway along South San Vicente Boulevard. This valet zone is located internally within the building envelope and does not back onto the side or rear of the building. As such, the Proposed Project would not conflict with Mobility Plan 2035 policies regarding potential drop off areas.
20	Does the Project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way)?	**No Conflict.** The Project does not propose to modify, limit, or remove public access to the public right-of-way. Thus, no conflict would occur.
Source: Los Angeles Department of Transportation.		

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3(b)(1) states for land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

On July 30, 2019, the City adopted LADOT's CEQA Transportation Assessment Guidelines (TAG), which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts in conformance with SB 743. The City adopted an updated TAG in August 2022. The TAG establishes VMT as the City's formal method of evaluating a project's transportation impacts. As part of the preparation of this version of the City's TAG, the City updated its travel demand simulation model and transportation impact thresholds to be consistent with the VMT impact methodology.

The following section summarizes and incorporates by reference the information provided in the VMT Summary, prepared by Gibson Transportation Consulting, dated May 2023.[173]

VMT Screening

To determine whether the Proposed Project requires further VMT analysis, the Project Site's existing and proposed land uses were inputted into the Los Angeles VMT Calculator Version 1.3 (July 2020), which was used to estimate the net daily vehicle trips and net daily VMT for the Proposed Project prior to any VMT reductions associated with the implementation of TDM strategies as part of the Proposed Project, such as reducing the Project parking supply from the standard amount required per City Municipal Code and providing short- and long-term bicycle parking supplies. As shown in Appendix I, VMT Summary, the Housing (Multi-Family) and Retail (High-Turnover Sit-Down Restaurant) land use rates were applied to the corresponding Proposed Project uses. For screening purposes, the Retail (General Retail) land use rates were applied to the existing general retail land uses currently on-site, as no specialty retail land use code is available within the VMT Calculator. Based on the VMT Calculator, the Project would generate 795 net daily trips and 4,864 net daily VMT (proposed minus existing). As the Project would generate more than 250 net daily trips and would result in a net increase in daily VMT, the Proposed Project would meet both screening criteria and further VMT analysis is required.[174]

VMT Thresholds

LADOT has identified thresholds for significant VMT impacts by sub-area of the City, by Area Planning Commission (APC) area. The State of California Office of Planning and Research (OPR) has found that a VMT per capita (or per employee) that is 15% or more below that of existing development is a reasonable and achievable threshold in determining significant transportation impacts under CEQA. CEQA allows lead agencies to set or apply their own significance thresholds. LADOT set its significance thresholds as follows: a residential project would result in a significant VMT impact if it would generate household VMT per capita more than 15% below the existing average household VMT per capita for the APC area in which it is located. Similarly, an office project would result in a significant VMT impact if it would generate work VMT per employee more than 15% below the existing average work VMT per employee for the APC area in which it is located.[175]

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[173] *See Appendix I of this SCEA.*

[174] *See Appendix I of this SCEA.*

[175] *City of Los Angeles, Department of Transportation, Transportation Assessment Guidelines, page 2-7, https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf, accessed May 2023.*

The Project is located in the Central APC.[176] For this area of the City the following specific thresholds have been identified:

- Household VMT Per Capita: 6.0
- VMT Per Employee: 7.6

VMT Analysis

In accordance with the City's TAG methodology, the VMT Calculator was utilized to determine household VMT per capita and work VMT per employee. To be conservative, although the Proposed Project would incorporate Transportation Demand Measurement (TDM) strategies (such as reducing the Project parking supply from the standard amount set forth in the City Municipal Code and providing short- and long-term bicycle parking supplies), implementation of these strategies was not considered for the Proposed Project's VMT calculation. The VMT Calculator determined that the residential portion of the Proposed Project would generate a household VMT per capita of 5.0. Since the Proposed Project is located within the Central Area Planning Commission area, the appropriate threshold of significance with which to compare the Project's household VMT estimate is 6.0 daily household VMT per capita, as shown in Table 6.31 below. Therefore, the Project is expected to have a less-than-significant VMT impact based on the residential component. Since the Proposed Project's commercial retail (which comprises restaurant uses)[177] component would not exceed 50,000 square feet, the retail component was determined not to have a significant VMT impact, and the work VMT per employee was not calculated for the Proposed Project. Thus, the residential and retail components of the Proposed Project would result in less-than-significant VMT impacts under the updated TAG.

[176] *City of Los Angeles, ArcGIS, Area Planning Commission Interactive Maps, last updated January 2022, https://ladcp.maps.arcgis.com/apps/View/index.html?appid=d014186a1fa64ea8b9258411375fd7ef, accessed May 2023.*

[177] *City of Los Angeles, Department of Transportation, Transportation Assessment Guidelines, Page 2-6, Footnote 14: "The definition of retail for this purpose includes restaurant," https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27.pdf, accessed May 2023.*

Table 6.31
VMT Analysis

Category	Household			Work		
Scenario	Household VMT Threshold	Household VMT Per Capita	Significant Impact?	Work VMT Threshold	Work VMT per Employee	Significant Impact?
Proposed Project	6.0	5.0	No	7.6	0 [a,b]	No

[a] *As the Proposed Project's commercial retail/ restaurant component would be less than 50,000 square feet, this component was determined not to have a significant VMT impact on the environment, and VMT per employee was not calculated for the Proposed Project. It should be noted that the Traffic Assessment evaluated 12,900 square feet of ground floor restaurant uses, whereas the Project is proposing only 11,615 square feet of retail/restaurant uses. As such, the reduction in square footage does not alter the conclusion of the Traffic Study because the Proposed Project is still well below the 50,000 square foot threshold to analyze the local-serving commercial retail/restaurant component of the Project.*

[b] *Per the LADOT TAG, Page 2-6, Footnote 14: "The definition of retail for this purpose includes restaurant."*

Source: Gibson Transportation Consulting, Inc. (see Appendix I to this SCEA).

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features.

Current vehicular access is provided by one full-access driveway and one exit-only driveway along South San Vicente Boulevard, in addition to two rear-facing surface lots associated with the one commercial building immediately southeast, all of which provide access to the Project Site. The Proposed Project would provide one entry-only driveway along South San Vicente Boulevard and one exit-only driveway along South San Vicente Boulevard. Additionally, access to an onsite loading space would be provided from the alleyway as an exit-only driveway. The width of the driveways would conform to LADOT minimum standards for a commercial driveway. The circulation aisle widths of the parking areas are designed to allow adequate and safe circulation of vehicles without significant conflicts and would conform to LADOT parking aisle width standards. The entry-only driveway would open into a valet lane that would also provide access to the parking garage. As such, potential impacts associated with geometric design features would be less than significant. Additionally, the Worksite Traffic Control Requirements (PDF-TRANS-1) would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. ***The implementation of these Project Design Features would ensure any traffic impacts from construction are less than significant.***

d) Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threaten the ability of emergency vehicles to access and serve the Project Site or adjacent uses. As previously discussed in Section IX(f), the Project Site is located adjacent to a disaster route according to the Los Angeles West Area Disaster Route Map of Los Angeles County.[178] La Cienega Boulevard, located adjacent to the Project Site, is classified as a disaster route. Additionally, based on the City of Los Angeles Safety Element, the Project Site is located on an identified disaster route or an adopted emergency response or evacuation plan (South San Vicente Boulevard).[179]

Development of the Project Site may require temporary and intermittent partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns or impede public access or travel upon public rights-of-way. Further, the Proposed Project would be developed in a manner that satisfies the emergency response requirements of the LAFD, which would be confirmed during site plan review. There are no design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. ***Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and impacts would be less than significant.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Wilshire Community Plan Area. In accordance with the City's Traffic Assessment Guidelines, cumulative VMT impacts are determined through a consistency check with SCAG's Connect SoCal. The Connect SoCal plan is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas emissions reduction targets. As such, projects that are consistent with Connect SoCal 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. As

[178] *Los Angeles County, Department of Public Works, Los Angeles West Area Disaster Route Map, 2008, https://pw.lacounty.gov/dsg/DisasterRoutes/map/Los%20Angeles%20West%20Area.pdf, accessed May 2023.*

[179] *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995, https://files.ceqanet.opr.ca.gov/221458-6/attachment/ZCwECAZaE2n8EukiyVA0ANYfdy6TZY8k6JQNLxSmnjBhlmW-G9JkfkJTM4_HdFlaZwOJr5iKxv6c4B9x0, accessed May 2023.*

noted in Question XVII(b), above, the Proposed Project's increase in VMT would be less than the threshold for a significant impact to occur, and the Proposed Project's contribution to cumulative impacts is less than significant and would not be cumulative considerable. Additionally, the access design and site plan for each individual related project would be reviewed and approved by LADOT. Each related project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. ***Therefore, the Proposed Project's cumulative impact is considered less than significant.***

XVIII. Tribal Cultural Resources

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

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

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

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

The following section is based on the technical memorandum, which provides a review of available evidence for known tribal cultural resources within the Project Site and analyzes the likelihood for as-yet unknown tribal cultural resources that could be present on the Project Site as buried archaeological deposits:

SWCA Environmental Consultants, Technical Memorandum, Tribal Cultural Resources Review for a Proposed Mixed-Use Development at 400 San Vicente Boulevard, Los Angeles California, November 11, 2022.

Responses to a and b: Less Than Significant Impact. AB 52 tribal consultation is not required for a SCEA. For purposes of this analysis, SWCA was retained to prepare a Technical Memorandum on a Tribal Cultural Resources Report to assess the Proposed Project's potential to have a significant impact on tribal cultural resources. SWCA conducted research that included a summary of resources identified in the California Historical Resources Information System (CHRIS) through the South Central Coastal Information Center (SCCIC); the results of a Sacred Lands Files (SLF) search through the Native American Heritage Commission (NAHC); and background research used to assess the potential for buried resources that have not been previously identified.

Summary of Results

The CHRIS and SLF searches did not identify any known tribal cultural resources on the Project Site, nor any tribal cultural resources within a ½-mile radius. Native American settlements and sites in the vicinity were identified through supplemental background research, such as the La Brea Tar Pits located 1.2 miles southeast of the Project Site and the Kuruvunga Springs, located 5 miles west of the Project Site, and other sites farther away. None is considered close enough to the Project Site to suggest a corresponding increase in sensitivity for material remains associated with the intensive use of those sites.

Cultural activities by Native Americans occurred throughout the Los Angeles Basin during prehistoric and historic periods. Some of these activities could have produced material remains, some of which could be preserved as buried deposits, which forms a baseline level of sensitivity effectively across the entire Los Angeles Basin and which may have been concentrated along specific trails or travel routes, some of which are approximated by contemporary thoroughfares. But SWCA finds the correlation difficult to substantiate such that there should be a corresponding increase in the sensitivity for tribal cultural resources near any major street that would vary from baseline levels.

It has been demonstrated that at various sites throughout the Los Angeles Basin that buried Native American objects can be preserved below historically modified surfaces and may even be recovered from within those modified surficial sediments. Accordingly, the effects of development within the Project Site do not fully eliminate the potential for deposits, but is considered to have a net decrease in the potential sensitivity. In addition, no evidence was identified to suggest that

the Project Site was the focus of intensive use by Native Americans such that any substantial deposits would be likely to have once been present. Given the lack of evidence to suggest that the Project Site was the focus on intensive use by Native Americans and based on the above considerations, SWCA finds that the sensitivity for tribal cultural resources on the Project Site is low.

NAHC Correspondence

As part of the process of identifying cultural resources within or near the Project Site, SWCA contacted the NAHC to request a review of the Sacred Lands File (SLF) on September 19, 2022. Their response letter indicated that the SLF search was completed with negative results. Documents related to the NAHC SLF search are included in Appendix J to this SCEA. Based on the fact that the Project Site has been subject to ground disturbance activities in the past and is not known to be associated with any cultural or sacred sites, and no substantial evidence has been provided to support a conclusion that the Proposed Project would have a significant impact upon tribal cultural resources, the probability for the discovery of a known site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. Thus, in the absence of any known cultural resources no mitigation measures are required. ***Nonetheless, adherence to the regulatory compliance measures and adherence to MM-CULT-1 would ensure impacts associated with the accidental discovery of any archaeological resources or human remains, including Native American resources would be less than significant.***

Cumulative Impacts

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

XIX. Utilities and Service Systems

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

PROJECT-SPECIFIC IMPACTS

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

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. The determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the

amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The LADWP ensures the reliability and quality of water supply through an extensive distribution system that includes more than 7,200 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).[180] The average plant flow is approximately 450 mgd during non-summer months and 550 mgd during the summer months and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.

Based on information provided by the LADWP, the Project Site is currently served by an eight-inch water main below South San Vicente Boulevard and a six-inch water main below West 4th Street.[181] As noted in the services response letter, LADWP has indicated that it should be able to provide the domestic needs of the Proposed Project from the existing water system and that there are no known deficiencies in the water system serving the Project Site.[182] A final determination on the Proposed Project's water system will be made in consultation with the Project Engineer and the LAFD after the residual fire pressure requirements are established in consultation with the LAFD.

As shown in Table 6.32, the Proposed Project would generate a net increase in water demand of approximately 25,701 gallons per day (gpd) of water, which is significantly below available capacity. Because the Project's population and employment growth is within SCAG's forecast, the Proposed Project's increased water demand would not significantly reduce the LAAFP's capacity. Therefore, no new or expanded water treatment facilities would be required. ***With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.***

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[180] *U.S. Department of Energy, website: https://betterbuildingssolutioncenter.energy.gov/showcase-projects/los-angeles-aqueduct-filtration-plant-modernization—-oxygen-plant-replacement, accessed May 2023.*

[181] *Los Angeles Department of Water and Power, Water and Electricity Connection Services Request Response letter, November 8, 2022 (see Appendix G.3).*

[182] *Ibid.*

Table 6.32
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Existing Uses (to be removed)			
Commercial/Retail	22,494 sf	300 gpd/1,000 sf	6,748
		Total Existing Water Demand:	**6,748**
Proposed Project			
Residential Units (126 total)			
1-Bedroom	49 du	110 gpd/du	5,390
2-Bedroom	75 du	150 gpd/du	11,250
3-Bedroom	2 du	190 gpd/du	380
Restaurant [b]	11,615 sf (511 seats)[c]	30/seat	15,330
Parking (enclosed)	95,289 sf	20 /1,000 sf [d]	63
Landscaping	775 sf	MAWA [e]	36
		Total Project Site Water Demand:	**32,449**
		(Less Existing Water Demand:)	*(-6,748)*
		Net Water Demand:	**25,701 gpd**

Notes: gpd = gallons per day; sf =square feet; du = dwelling units

[a] *Water demand rates were based on City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer Generation Factor for Residential and Commercial Categories table, effective April 6, 2012. It is assumed that all water usage would convert to wastewater.*

[b] *The water demand for the commercial component was based on restaurant space as restaurant uses generate a higher demand for water than retail uses.*

[c] *The maximum seating for 11,615 sf of restaurant space was estimated based on a dining area occupying two-thirds of the total restaurant space with an average of 15 square feet per seat. (11,615 sf x 0.66 = 7,666 sf / 15 sf per seat = 511 seats).*

[d] *Auto parking water use was based on City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, and 12 times/year cleaning assumption.*

[e] *Landscaping water use is estimated based on the California Code of Regulations Title 23, Division 2, Chapter 2.7 Model Water Efficient Landscape Ordinance. For a conservative estimate the estimated water use is assumed to be equal to the Maximum Applied Water Allowance. (See Appendix G.5 for outdoor water use calculation worksheets)*

Source: Parker Environmental Consultants.

Although no further upgrades are anticipated at this time, in the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project Site area. Any such improvements would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate project vicinity. ***Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.***

Wastewater Treatment Facilities and Existing Infrastructure

A project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation (BOS or LASAN) provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant (HWRP). The Hyperion Water Reclamation Plant treats an average daily flow of 275 million gallons per day (mgd) on a dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.[183] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. As shown in Table 6.33 below, the Proposed Project would generate a net increase of approximately 25,665 gpd of wastewater, representing a fraction of one percent of the available treatment capacity at the HWRP.

The Project Site area is presently served by a network of sewer lines that are located beneath most of the major streets that convey sewage from the Project Site to the HWRP. The sewer infrastructure in the vicinity of the Project includes an existing 21-inch line on San Vicente Blvd. which feeds into a 33-inch line on Sweetzer Avenue before discharging into a 42-inch sewer line on La Cienega Blvd. Based on the current approximate flow level and design capacities for these sewer lines provided by the Los Angeles Department of Sanitation, the remaining discharge capacity in these sewer lines include 1.425 mgd (under San Vicente Blvd.), 3.14 mgd (under Sweetzer Ave), and 1.708 mgd (under La Cienega Blvd.).[184] As such, the Proposed Project's sewer flows would represent 1.8 percent of the remaining available capacity in the sewer line under San Vicente Blvd., and less than one percent of the remaining available capacity in the sewer lines under Sweetzer Ave. and La Cienega Blvd. As part of the pre-construction process,

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[183] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion 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-hwrp/s-lsh-wwd-cw-p-hwrp-tp?_afrLoop=12866334042978218&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=1c55x600cw_239#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D12866334042978218%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1c55x600cw_243, accessed May 2023.*

[184] *See City of Los Angeles Department of Sanitation (LASAN), 400 San Vicente Project – Request for Wastewater Services Information, September 7, 2022 (See Appendix G.1 to this SCEA). LASAN's estimate of the Project's wastewater discharge is based on a prior version of the Project description. However, based on the revised wastewater calculations shown in Table 6.30, above, the Project's anticipated wastewater flows are still well under the available capacity in the sewer lines serving the Project Site. As such, the revised wastewater flows would not change LASAN's determination that the existing sewer infrastructure can accommodate the Project.*

Table 6.33
Proposed Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Generation Rate (gpd/unit)	Total Wastewater Generation (gpd) [a]
Existing Uses (to be removed)			
Commercial	22,494 sf	300 gpd/ 1,000 sf	6,748
Total Existing Wastewater Generation:			**6,748**
Proposed Project			
Residential Units (126 total)			
1-Bedroom	49 du	110 gpd/du	5,390
2-Bedroom	75 du	150 gpd/du	11,250
3-Bedroom	2 du	190 gpd/du	380
Restaurant [b]	11,615 sf (511 seats) [c]	30/seat	15,330
Parking (enclosed)	95,289 sf	20 /1,000 sf [c]	63
Total Project Site Wastewater Generation:			**32,413**
Less Existing Wastewater Generation:			*(-6,748)*
Net Wastewater Generation:			**25,665 gpd**

Notes: gpd = gallons per day; sf = square-foot; du = dwelling unit

[a] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewage Generation Factor for Residential and Commercial Categories, effective April 6, 2012.*

[b] *The wastewater generation rate for the commercial component was based on restaurant space as restaurant uses generate a higher demand for water than retail uses.*

[c] *The maximum seating for 11,615 sf of restaurant space was estimated based on a dining area occupying two-thirds of the total restaurant space with an average of 15 square feet per seat. (11,615 sf x 0.66 = 7,666 sf / 15 sf per seat = 511 seats).*

Parker Environmental Consultants.

detailed gauging and evaluation would be needed as part of the permit process to identify a specific sewer connection point for the Project Site at the time of construction. Through the rules and regulations established in the City of Los Angeles Sewer Permit Allocation Ordinance (No. 166,060), LASAN (formerly BOS) does not make a determination of sewer capacity until LADBS has established that the Proposed Project's plans and specifications are acceptable for plan check. This process ensures that the system can accept the anticipated wastewater flows from the Proposed Project at the time of connection, as opposed to prematurely committing to projects that are in the environmental review or entitlement process. At the time of connection, LASAN will verify the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project. Connections to existing sewer lines would involve trenching, excavating, and backfilling soil beneath the public right-of-way and would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few

weeks. ***Therefore, impacts to sewer capacity and infrastructure would be less than significant.***

Stormwater Drainage Facilities

As described in Question X(c), the Proposed Project would not result in a significant increase in site runoff, or any significant changes in the local drainage patterns. The Proposed Project would be required to demonstrate compliance with Low Impact Development (LID) standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. The Proposed Project Site is currently developed with commercial buildings and associated surface parking. Runoff from the Project Site currently is, and would continue to be, directed toward existing storm drains in the Project Site vicinity. As stated previously in response to Checklist Question X(a), the Proposed Project shall comply with NPDES requirements and the LID regulations and implement Best Management Practices (BMPs) during construction and operation of the Proposed Project.

The appropriate design and application of BMPs devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works. Thus, development of the Proposed Project would not create or contribute to runoff water, which may exceed the capacity of existing or planned stormwater drainage systems. ***Therefore, Proposed Project impacts on stormwater drainage infrastructure would be considered less than significant.***

Electricity

The Project Site is currently served by one overhead 4.8kV circuit adjacent to the Project Site along the alley behind, and two underground 34.5kV circuits in proximity to the Project Site along South San Vicente Boulevard.[185] In consultation with the Los Angeles Department of Water and Power, the Proposed Project will include an underground conversion of overhead utility circuit as part of the Proposed Project. As shown in Table 6.8 of Section VI. Energy, the estimated net increase in electricity consumption by the Proposed Project would be approximately 812,649 kWh per year. As such, electric service is available and would be provided to the Project Site. The LADWP has confirmed that there are no known deficiencies in the electricity service serving the Project Site, but the LADWP would require the Proposed Project to have an on-site transformation facility for electrical equipment.[186] The estimated power requirements for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the panned growth of the City's power system.

The Project Site is located in a highly urbanized area in the Wilshire area. The surrounding area is served by overhead electrical systems. The Proposed Project would require on-site transformation and may require line extensions on public streets. In the event infrastructure

[185] *Los Angeles Department of Water and Power, Water and Electricity Connection Services Request Response letter, November 8, 2022 (see Appendix G.3).*

[186] *Ibid.*

upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) upgrades would be conducted within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project Site vicinity. Any such infrastructure improvement would generally be exempt from CEQA as a Class 1 Categorical Exemption project. ***Therefore, potential impacts resulting from electricity infrastructure improvements would be less than significant.***

Natural Gas

Natural gas is provided by Southern California Gas. Adequate natural gas service and supplies are available in the immediate Project vicinity and would be provided to the Project Site. The availability of natural gas is dependent upon adequate fuel supplies and a reliable distribution system. As discussed in response to Checklist Question VI(a), above, SoCalGas' natural gas storage fields have a combined theoretical storage working inventory capacity of approximately 137 billion cubic feet. As shown in Table 6.9 of Section VI. Energy, the Proposed Project's net natural gas demand is estimated to be approximately 2,195,313 cf per year, which represents a very small fraction of one percent of the SCG's existing natural gas storage capacity.[187] Therefore, the proposed Project's natural gas demand would be within the SCG's existing natural gas storage capacity of 137 billion cubic feet as of 2022.[188] Natural gas is already supplied to the Project Site and establishing new service connections would be localized in nature and would involve minimal trenching and backfilling of soil within the Project Site. ***As such, the Proposed Project would not result in the relocation or construction of new or expanded natural gas facilities with the potential to cause significant environmental effects.***

Telecommunications

Adequate telecommunications services exist in the immediate Project Site vicinity and would be provided to the Project Site based on demand. Construction and operation of the Proposed Project would not necessitate the construction of off-site telecommunication facilities that would have the potential to cause significant environmental impacts**.** ***As such, Proposed Project impacts to telecommunication facilities would be less than significant.***

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[187] *The Project's natural gas demand was estimated using the CalEEMod program. See Appendix A. Air Quality and Greenhouse Gas Emissions Worksheets, at page 60 or 64.*

[188] *California Gas and Electric Utilities, 2022 California Gas Report, Table 1 – California Natural Gas Storage Capacities, Recorded Year 2021, page 17, https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed May 2023.*

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project and related projects is expected to increase the demand for potable water, wastewater services, electricity, natural gas, and telecommunications.

Water

Development of the Proposed Project and related projects is expected to increase the demand for potable water within the City. The most recent 2020 Urban Water Management Plan from the LADWP has demonstrated that water supplies for the City of Los Angeles will be provided through the year 2045, with the implementation of conservation strategies and proper supply management.[189] This potable water supply estimate is based in part on demographic projections obtained from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. MWD's demographics projections use data reported in SCAG's RTP/SCS. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Citywide General Plan Framework and the Wilshire Community Plan provide growth projections and community plan area capacity, respectively, to the year 2010. As shown in Checklist Question XIV(a), Population and Housing, the Proposed Project's contribution to population and housing growth is well below what was projected for 2010 and would be consistent with SCAG's growth projections for the City of Los Angeles. In addition, similar to the Proposed Project, the related projects would each be evaluated to determine whether their water demands were accounted for in the growth projections provided in the 2020 UWMP. Likewise, each related project would be required to also obtain approval from LADWP certifying that the LADWP has sufficient potable water supplies to serve each related project. The additional water demand from the Proposed Project, as shown above, is accounted for within the 2020 UWMP capacity and projections to the year 2045. As such, the Proposed Project would not generate a cumulatively considerable increase in potable water demand that would require or result in the relocation or construction of new or expanded water facilities. ***Impacts associated with increased water demand on water supply would be less than significant.***

Wastewater

Development of the Proposed Project and related projects is expected to increase regional demands on the Hyperion Water Reclamation Plant (HWRP) capacity. Similar to the Proposed Project, each related project would be required to obtain approval by the Department of Public Works LASAN to ensure adequate sewer capacity for each related project. Single the Proposed Project would require approval of LASAN signifying that the sewer lines serving the Project Site

[189] *City of Los Angeles, Department of Water and Power, 2020 City of Los Angeles Urban Water Management Plan, page ES-28.*

have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable.

Regionally, the impact of continued growth would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and the surrounding area. Future wastewater flows are expected to increase due to growth in population as well as commercial and industrial activity. The 2020 UWMP, in conjunction with SCAG data, projects a growth of an additional 765,112 people within the City by 2045. The population is expected to continue to grow over the next 25 years at a rate of 0.5 percent annually. This represents a reduction in the historical 1 percent annual growth rate that occurred between 1980 and 2010. In general, the UWMP states that dry weather wastewater influent flow projections for the WRPs are expected to increase by 20 percent over the next 25 years. As shown One Water LA 2040 – Volume 2 at page ES-8, the combined flow of all four wastewater reclamation plants is projected to increase from roughly 328 mgd in 2016 to 376 mgd in 2040, representing an approximate increase of 13 percent by 2040. As such, it is anticipated that this projection of 376 mgd would still be well below the 800 mgd flow capacity in the HWRP and would not be significantly reduced with the cumulative wastewater generation from the related projects and Proposed Project. As such, cumulative impacts would not require or result in the relocation of construction of new or expanded wastewater facilities that would cause significant environmental impacts. ***Cumulative impacts would be less than significant.***

Electricity

As previously stated in Section VI, Energy, the Proposed Project and related projects would further increase demand for electricity service provided by LADWP. Based on the projections in LADWP's 2017 Strategic Long-Term Resource Plan, energy efficiency and solar savings are expected to increase in the future and significantly reduce electricity demands for its service area. As such, LADWP anticipates that it can meet the future demands of cumulative growth within its service area, with the implementation of regulatory and strategic initiatives. LADWP will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030. Furthermore, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code and the City of Los Angeles Green Building Code (LAMC Chapter IX, Article 9). Compliance with applicable Title 24 energy conservation standards, City of Los Angeles Green Building Code, and other energy conservation programs on the local level will further reduce cumulative impacts on energy demands. As such, cumulative impacts would not require or result in the relocation or construction of new or expanded electricity facilities that would cause significant environmental impacts. ***Cumulative impacts would be less than significant.***

Natural Gas

As previously stated in Section VI, Energy, Development of the Proposed Project and related projects would further increase regional demands for natural gas resources. As a public utility

provider, SoCalGas continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area, and it is anticipated that it would be able to meet the needs of future development within the region. SoCalGas's natural gas storage fields have a combined theoretical working inventory capacity of approximately 137 billion cubic feet. Additionally, mandatory compliance with energy conservation standards pursuant to the applicable Title 24 standards, L.A. Green Building Code standards, and the City's All-Electric Ordinance (for projects with construction plans filed after January 1, 2023) would reduce cumulative demands for natural gas resources. Each of the related projects would be reviewed on a case-by-case basis to determine SoCalGas's ability to serve each related project. As such, it is anticipated that the related projects and the Proposed Project would be accommodated by SoCalGas. Cumulative impacts upon natural gas resources would not require or result in the relocation or construction of new or expanded natural gas facilities that would cause significant environmental impacts. ***Cumulative impacts would be less than significant.***

Telecommunications

Telecommunication services for the related projects within the City of Los Angeles would be provided by several commercial service providers, including AT&T, Charter/Spectrum, Cox Communications, T-Mobile, Xfinity, and Frontier. Establishing service to each of the related projects would involve disconnecting existing connections and establishing new connections to each of the proposed structures. Such improvements would be analyzed on a case-by-case basis. Connection improvements would be localized in nature and would utilize existing conduit and service lines and would not require or result in the relocation or construction of new or expanded telecommunications facilities, the construction or relocation of which would cause significant environmental effects. ***Thus, cumulative impacts would be less than significant.***

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?

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. The determination of whether the Proposed Project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service

areas for each of MWD's member agencies. The 2020 Urban Water Management Plan (UWMP), which estimates future demand based on population and growth reported in SCAG's RTP/SCS, projects a total water demand and supply of 1,564,000 AFY by 2045, with an expected supply of 2,939,000 AFY and an additional 675,000 AFY expected as a potential surplus.[190] With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2020 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table 6.32, above, the Proposed Project's net increase for water demand would be 25,701 gallons per day. As set forth in Section 6.XIV, Population and Housing, the Proposed Project's population, housing, and employment growths are within SCAG's forecast. Accordingly, the Proposed Project's anticipated water demand has been accounted for and thus would not exceed the water demand estimates of the City's 2020 UWMP. Therefore, the Proposed Project would have a less-than-significant impact on water demand.

In addition, high efficiency water closets, high efficiency urinals, water saving showerheads, and low flow faucets must be installed in new construction. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 184,248, Los Angeles Ordinance No. 184,692, the Los Angeles Plumbing Code, the California Green Building Standards Code (CAL Green) and the Los Angeles Green Building Code. With respect to landscaping, the Proposed Project would be required to comply with Los Angeles City Ordinance No. 170,978 and the City of Los Angeles Irrigation Guidelines, which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and use water less in the cooler months and during the rainy season).

The City enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181,288 (Emergency Water Conservation Plan) imposes phased water rationing during drought conditions and imposes penalties for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. ***Compliance with the regulatory compliance measures identified above would reduce the Proposed Project's demands for potable water resources to a less than significant level****.*

[190] *Metropolitan Water District of Southern California, 2020 Urban Water Management Plan, June 2021, Table 2-5, Page 2-19, https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf, accessed May 2023.*

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, related projects, and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City of Los Angeles. Through the 2020 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City of Los Angeles through the year 2045, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS.

As discussed previously in Section 6.XIV, Population and Housing, the Proposed Project's population and employment growth is consistent with SCAG's growth projections for the City of Los Angeles subregion. Similar to the Proposed Project, the related projects would be evaluated to determine whether the water demand was accounted for in the UWMP or would otherwise be required to obtain approval from the LADWP, certifying that the LADWP has sufficient water supplies available to serve the related projects. ***As such, the additional water demand generated by the Proposed Project are accounted for in the 2020 Urban Water Management Plan, and impacts associated with increased water demand would not be cumulatively considerable, and cumulative impacts on water supply would be less than significant.***

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

Less Than Significant Impact. A project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. A significant impact would also occur if a project exceeded wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements.

The LARWQCB enforces wastewater treatment and discharge requirements for properties in the Proposed Project area. Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Water Reclamation Plant (HWRP). The HWRP is a public facility and, therefore, is subject to the State's

wastewater treatment requirements. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. As demonstrated above, HWRP has sufficient capacity for the Proposed Project. ***Therefore, a less than significant impact would occur.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would further increase regional demands on the HWRP's capacity.

Local Wastewater Generation

Similar to the Proposed Project, the related projects would be required to submit a Request for Wastewater Services and obtain approval by the Department of Public Works LASAN to ensure adequate sewer capacity. Since the Proposed Project would require approval from LASAN, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable.

Regional Wastewater Generation

The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HWRP's service to the City of Los Angeles and surrounding area. However, it is anticipated that the 175 mgd of available capacity in the HWRP would not be significantly reduced with the cumulative wastewater generation from the related projects and Proposed Project. ***As such, cumulative impacts with respect to wastewater demand would be less than significant.***

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

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill.

Under the City's RENEW LA Plan, adopted in February 2006, the City committed to reaching Zero Waste. The goal of Zero Waste as defined by the RENEW LA Plan is to reduce, reuse, recycle, or convert the resources currently going to disposal so as to achieve an overall diversion rate of 90 percent or more by the year 2025 and becoming a Zero Waste city by 2030.[191] State law (AB 341) currently requires at least 50% solid waste diversion and establishes a state-wide goal of not less than 75 percent of solid waste generated to be source reduced, recycled, or composted by the year 2020 and every year thereafter. As of 2012, the City of Los Angeles achieved a landfill diversion rate of 76.4 percent, based upon the calculation methodology adopted by the State of California.[192]

Moreover, state law requires mandatory commercial recycling in all businesses and multi-family complexes and imposes additional reporting requirements on local agencies, including the City of Los Angeles. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multi-family solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multi-family recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards.

In 2017, the City of Los Angeles entered into exclusive franchise agreements with waste haulers to provide solid waste, commingled recyclables, and organics collection, transfer, disposal and processing services to commercial and multifamily establishments in the City. The companies that were awarded the contract for each franchise secured a dedicated waste stream, increasing the financial viability to develop new organic waste processing and conversion technology facilities in the vicinity of the City of Los Angeles.

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[191] *City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013, Final Adoption, April 2015, https://www.lacitysan.org/san/sandocview?docname=cnt012522, accessed May 2023.*

[192] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013, https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.04_Zero%20Waste%20Progress%20Report_March%202013.pdf, accessed May 2023.*

The Project Site is located within the West Los Angeles Franchise Zone, which is serviced under contract to Athens Services, Inc.[193] Under the existing contract, the service provider is required to deliver all solid waste resources collected to the following certified facilities:

- Mid-Valley Sanitary Landfill, located at 2390 North Alder Avenue;
- Chiquita Canyon Landfill, located at 29201 Henry Mayo Drive;
- San Timoteo Sanitary Landfill, located at San Timoteo Canyon Road;
- Victorville Sanitary Landfill, located at 18600 Stoddard Wells Road;
- Savage Canyon Landfill, located at 13919 East Penn Street;
- Athens Sun Valley MRF & Transfer Station, located at 11121 Pendleton Street;
- Athens Industry MRF, located at 14048 East Valley Boulevard; and
- Central Los Angeles Recycling and Transfer Station (CLARTS), located at 2201 E. Washington Boulevard.[194]

All solid waste is disposed onto the listed recycling and transfer facilities. Then all trash and non-recyclables materials are transferred to a listed landfill that accepts non-recyclable waste. It is assumed that the Proposed Project's solid waste would be disposed of at the Sunshine Canyon Landfill, which accepts non-recyclable waste. The Sunshine Canyon Landfill is operated by the County and has a remaining capacity of 55 million tons, with an estimated remaining life of 18 years.[195] The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility.[196] Debris from

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[193] *City of Los Angeles, Department of Public Works, LA Sanitation, Personal Services Contract Between the City of Los Angeles and Arakelian Enterprises, Inc. DBA Athens Services for Exclusive Franchise to Provide Collection, Transfer, Processing, and Disposal Services for Solid Resources to Commercial Establishments and Applicable Multifamily Establishments in the West Los Angeles, North Central, and Harbor Zones, https://www.lacitysan.org/cs/groups/public/documents/document/y250/mde0/~edisp/cnt014118.pdf, accessed May 2023.*

[194] *Ibid, at Appendix B: Facility Utilization Plan.*

[195] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2019 Annual Report, September 2020, https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed May 2023.*

[196] *County of Los Angeles, Department of Public Works, Construction and Demolition Debris Recycling Facilities in the Los Angeles County, updated November 7, 2018, https://pw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed May 2023.*

demolition of the asphalt surface parking located on the Project Site would be recycled/recovered and would not be deposited in area landfills.

Based on the calculations provided in Table 6.34, Estimated Construction and Demolition Debris, it is estimated that the proposed construction activities would generate approximately 2,527 tons of debris during the demolition and construction process that would be exported to a landfill located within the City. In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. Pursuant to Section 66.32 of the LAMC, the Proposed Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the Bureau of Sanitation.

Table 6.34
Estimated Construction and Demolition Debris

Construction Activity	Size	Rate	Generated Waste (tons)
Demolition			
Commercial	22,494 sf	155 lbs/sf [a]	1,743
Surface Asphalt	11,182 sf [b]	1,380 lbs/cy [c]	143
Construction			
Residential	197,286 sf [d]	4.39 lbs/sf [e]	433
Commercial	11,615 sf	3.89 lbs/sf [e]	23
Parking Levels	95,289 sf [f]	3.89 lbs/sf [e]	185
		Total Debris:	**2,527**

Notes: sf= square feet, cy = cubic yards, lbs = pounds

[a] *USEPA, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, 2003, https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts, accessed May 2023.*

[b] *It is estimated that approximately 11,182 square feet of paved asphalt encompasses the Project Site at approximately ½-inch deep.*

[c] *California Integrated Waste Management Board Appendix I: Weight Conversion Sources and Table, https://www.contracosta.ca.gov/depart/cd/recycle/c-n-d/volume-to-weight-conversion.pdf, accessed May 2023.*

[d] *Based on 208,901 total proposed floor area, subtracting 11,615 square feet of floor area for proposed commercial restaurant uses.*

[e] *USEPA Report No EPA530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, https://www.epa.gov/sites/default/files/2016-03/documents/charact_bulding_related_cd.pdf, accessed May 2023.*

[f] *Based on California Building Code (CBC) floor area as shown on page 12 of the 400 S. San Vicente – Beverly Plaza Entitlement Submittal dated July 13, 2023.*

Source: Parker Environmental Consultants.

As shown below in Table 6.35, Estimated Operational Solid Waste Generation, the Proposed Project's generation during operation of the Proposed Project would be 2,025 pounds per day, with a net solid waste generation of 1,551 pounds per day, as compared to existing uses on the Project Site. However, this estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills. Therefore, impacts to regional landfill capacity would be less than significant. In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341. ***The amount of solid waste generated by the Proposed Project is within the available capacities of area landfills, and the Proposed Project's impacts to regional landfill capacity would be less than significant.***

Table 6.35
Estimated Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Existing Uses (to be removed)			
Commercial (22,494 sf)	45 emp [b]	10.53 lbs/emp/day	474
		Total Existing Solid Waste Generation:	**474**
Proposed Project			
Residential	126 du	12.23 lbs/du/day	1,541
Restaurant (11,615 sf) [c]	46 emp [d]	10.53 lbs/emp/day	484
		Total Project Solid Waste Generation:	**2,025**
		Less Existing:	*(-474)*
		NET TOTAL Solid Waste Generation:	**1,551**

Notes: sf = square feet, emp = employee, lbs = pounds, du = dwelling unit
[a] *L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
[b] *Existing employees were calculated using the same methodology as proposed employees, utilizing a generation factor of 2 employees / 1,000 sf, as shown in the Los Angeles Department of Transportation VMT Calculator, Version 1.3, May 2020.*
[c] *Employment generation for the proposed commercial component was conservatively based on the restaurant land use as restaurant land uses generate more employees than retail uses.*
[d] *See Section XIV, Population and Housing, Table 6.25, Project Estimated Employment Generation.*
Source: Parker Environmental Consultants.

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

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste management in the state is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and

reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal.

In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects.

Furthermore, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California.

In addition, in March 2006, the Los Angeles City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" by 2030. The "blueprint" of the plan builds on key elements of existing reduction and recycling programs and infrastructure and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

More recently, in October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services. Mandatory recycling of organic waste is the next step toward achieving California's recycling and greenhouse gas emission goals. Organic waste, such as green materials and food materials, are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the amount of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan.

The Proposed Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Proposed Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size. The Proposed Project would also comply with AB 939, AB 1327, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. ***Since the Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste, impacts would be less than significant, and no mitigation measures are required.***

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles.

Based on the 2020 Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the countywide cumulative need for Class III landfill disposal capacity of approximately 154.3 million tons in the year 2032 will not exceed the 2019 remaining permitted Class III landfill capacity of 148.4 million tons.[197] However, solutions to resolve the regional solid waste disposal needs beyond 2030 are continuously being investigated at the state, regional, and local levels. The regional scenario analyses presented in the CoIWMP demonstrate that the County could meet its disposal capacity needs by promoting extended producer responsibility, continuing to enhance diversion programs and increasing the Countywide diversion rate, and developing conversion and other alternative technologies. Additionally, by successfully permitting and developing all proposed in-County landfill expansions, utilizing available or planned out-of-County disposal facilities, and developing infrastructure to facilitate exportation of waste to out-of-County landfills, the County may further ensure adequate disposal capacity is available throughout the planning period. Thus, cumulative impacts with respect to regional solid waste impacts would be less than significant.

Furthermore, it should be noted that the City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections and is thus already accounted for. Furthermore, projects within the City of Los Angeles must comply with the City's Source Reduction and Recycling Element.

As of 2012, the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.[198] Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling and composting programs have been implemented. These programs include Green Mulching and Composting workshops, back yard trimming recycling cans, the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) and Residential Special Material and Electronics Recycling or

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[197] *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan, 2019 Annual Report, September 2020, at page 39, https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed May 2023.*

[198] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013, https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.04_Zero%20Waste%20Progress%20Report_March%202013.pdf, accessed May 2023.*

S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals. Moreover, as with the Proposed Project, the related projects would participate in regional source reduction and recycling programs, significantly reducing the amount of solid waste deposited in area landfills. ***Therefore, the Proposed Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.***

XX. Wildfire

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Responses a through d: No Impact. A potential significant impact upon wildfire hazards could occur if the Project Site were to be located on state responsibility areas or lands classified as very high fire hazard severity zones. Lands subject to this provision have been designated by the City of Los Angeles Fire Department pursuant to Government Code 51178 that were identified and recommended to local agencies by the Director of Forestry and Fire Protection based on criteria that includes fuel loading, slope, fire weather, and other relevant factors.[199] These areas must comply with the Brush Clearance Requirements of the Fire Code. The Very High Fire Hazard Severity Zone (VHFHSZ) was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone." The Proposed Project Site is not located within a state responsibility area or land classified as a very high fire hazard severity zone.[200]

[199] *California Government Code, Section 51178, Moderate, High, and Very High Fire Hazard Severity Zones, https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=51178., accessed May 2023.*

[200] *California Office of the State Fire Marshal, Fire Hazard Severity Zones Maps, FHSZ Viewer, https://egis.fire.ca.gov/FHSZ/, accessed May 2023.*

Therefore, this checklist question is not applicable to the Proposed Project, and no impact would occur.

XXI. Mandatory Findings of Significance

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

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. A significant impact would occur only if the Proposed Project results in potentially significant impacts for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources or California's history or pre-history. As noted in the analysis above, the Project Site is developed with commercial/retail buildings and surface parking lot and does not support any substantial habitat of a fish or wildlife species. Vegetation on the Project Site is limited to 16 trees on-site and two street trees in the public right-of-way along 4th Street. Compliance with standard regulatory compliance measures would reduce

potential impacts upon migratory bird species associated with the proposed tree removals, should construction commence during the breeding season.

Additionally, although no known direct impacts to historic resources are anticipated, compliance with existing regulations and implementation of MM-CULT-1 would ensure any impacts upon cultural resources are less than significant level in the unlikely event any such historic, or archaeological materials are accidentally discovered during the construction process.

With respect to paleontological resources, excavations that extend down below five feet may encounter significant fossil vertebrate specimens. Any substantial excavations below the uppermost layers in the Proposed Project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. With adherence to regulatory compliance and MM-GEO-1, any impacts to paleontological resources would be less than significant. ***Therefore, with adherence to regulatory compliance measures and mitigation, the Proposed Project would not have the potential to degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history.***

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with the related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities, and wildland fire hazards would be less than significant. ***As such, the Proposed Project's contribution to cumulative impacts would be less than significant.***

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

Less Than Significant with Mitigation Incorporated. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly after mitigation where applicable.

With respect to construction noise and vibration, compliance with existing regulations and implementation of MM-N-1, MM-N-2, MM-N-3, MM-N-4, and MM-N-5 would ensure any impacts upon noise are less than significant. ***Thus, with mitigation, any potentially significant impacts to humans would be less than significant.***

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2. Acronyms and Abbreviations

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHRIS	California Historical Resources Information Systems
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
CIWMA	California Integrated Waste Management Act
CLARTS	Central Los Angeles Refuse Transfer Station
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area

CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CUP	conditional use permit
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources (now CalGEM)
CalGEM	California Department of Conservation, Geological Energy Management Division
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HQTA	High-Quality Transit Areas
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LAAFP	Los Angeles Aqueduct Filtration Plant
LABC	City of Los Angeles Building Code
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation

LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LID	Low Impact Development
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
MERV	Minimum Efficiency Reporting Value
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commission
NFRAP	No Further Remedial Action Planned Sites
NO_2	nitrogen dioxide
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PEC	Potential environmental concern
PFC	perfluorocarbons

PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLF	Sacred Lands File
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	Stormwater Management Plan
SWMPP	Solid Waste Management Policy Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants

TCM	transportation control measures
TDM	Transportation Demand Management Plan
TFAR	Transfer of Floor Area Rights
TIA	Traffic Impact Assessment
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
U.S.EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VRF	Variable Refrigerant Flow Air-conditioning
WE	Water Efficiency
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System

MITIGATION AND MONITORING PROGRAM

1.1 INTRODUCTION

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Proposed Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Sustainable Communities Environmental Assessment (SCEA) has been prepared to address the potential environmental impacts of the 400 San Vicente Project (Proposed Project). The evaluation of the Proposed Project's impacts in the SCEA takes into consideration the mitigation measures (MM) as necessary to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the mitigation measures identified for the Proposed Project.

1.2 PURPOSE

It is the intent of this MMP to:

1. Verify compliance with the mitigation measures identified in the SCEA;
2. Provide a framework to document implementation of each identified project design feature and mitigation measure;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and

7. Utilize the existing agency review processes wherever feasible.

1.3 ORGANIZATION

As shown on the following pages, each identified project design feature, regulatory compliance measure, and mitigation measure for the Proposed Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency: the agency with the power to enforce the PDF or MM.
- Monitoring Agency: the agency to which reports involving feasibility, compliance, implementation, and development are made.
- Monitoring Phase: the phase of the Proposed Project during which the PDF or MM shall be monitored.
- Monitoring Frequency: the frequency at which the PDF or MM shall be monitored.
- Action Indicating Compliance: the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

1.4 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Proposed Project. The Applicant shall be responsible for implementing each MM, and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each MM has been implemented. The Applicant shall maintain records demonstrating compliance with each MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the MMP during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to report to the Enforcement Agency of any non-compliance with the MMP within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

1.5 PROGRAM MODIFICATION

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Proposed Project shall be in substantial conformance with the MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with each MM in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the MM. Any addendum or subsequent CEQA clearance shall explain why the MM is no longer needed, not feasible, or the other basis for modifying or deleting the MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a MM shall not, in and of itself, require a modification to any Proposed Project discretionary approval unless the Director of Planning also finds that the change to the MM results in a substantial change to the Proposed Project or the non-environmental conditions of approval.

1.6 MITIGATION MONITORING PROGRAM

I. Aesthetics

No mitigation measures are required for the Proposed Project.

II. Agricultural and Forestry Resources

No mitigation measures are required for the Proposed Project.

III. Air Quality

No mitigation measures are required for the Proposed Project.

IV. Biological Resources

No mitigation measures are required for the Proposed Project.

V. Cultural Resources

MM-CULT-1: Inadvertent Discovery of Archaeological Resources

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt (activities may continue on the remainder of the site) and:
    - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;
    - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
    - The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.

- Project development activities in the vicinity of the discovery sit may resume once copies of the archaeological survey, study or report are submitted to:

    SCCIC Department of Anthropology
    McCarthy Hall 477
    CSU Fullerton
    800 North State College Boulevard
    Fullerton, CA 92834

- Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

Enforcement Agency: Department of City Planning, Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

Action Indicating Compliance: Field inspection sign-off

VI. Energy

No mitigation measures were required for the Proposed Project.

VII. Geology and Soils

MM-GEO-1: Paleontological Resources

If paleontological resources are encountered, the Applicant shall notify the Building Safety Division immediately, and all work within 50 feet of the potential discovery shall stop until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. (Work may continue outside the 50-foot buffer area.) The paleontologist shall determine the location, the time frame and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5.

Enforcement Agency: Department of City Planning, Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

Action Indicating Compliance: Field inspection sign-off

VIII. Greenhouse Gas Emissions

No mitigation measures were required for the Proposed Project.

IX. Hazards and Hazardous Materials

No project design features are identified for the Proposed Project.

X. Hydrology and Water Quality

No mitigation measures were required for the Proposed Project.

XI. Land Use and Planning

No mitigation measures were required for the Proposed Project.

XII. Mineral Resources

No mitigation measures were required for the Proposed Project.

XIII. Noise

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

MM-N-1 Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections

- **Action Indicating Compliance:** Field inspection sign-off

MM-N-2 The Proposed Project contractor shall use power construction equipment with noise shielding and muffling devices.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

MM-N-3 The Proposed Project contractor shall erect a minimum 8-foot high temporary noise-attenuating sound barrier along the northern and eastern perimeter of the Project Site during construction. The sound barrier shall be designed to provide a minimum sound attenuation of -15 dBA. Products such as Echo Barrier Outdoor noise barrier/absorbers can provide a 10-20 dBA noise reduction or more if the barrier is doubled up.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

MM-N-4 **Temporary Groundborne Vibration Impacts.** All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent building, and provide a plan to protect it from potential damage. The performance standards of the structure monitoring plan shall include the following:

a) Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the building. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage.

b) The monitoring program shall survey for vertical and horizontal movement, as well as monitor vibration levels during construction. If the thresholds are met, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage.

c) The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction.

- **Enforcement Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Agency:** Department of Building and Safety, Department of City Planning
- **Monitoring Phase:** Pre Construction, Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

XIV. Population and Housing

No mitigation measures were required for the Proposed Project.

XV. Public Services

No mitigation measures are required for the Proposed Project.

XVI. Recreation

No mitigation measures were required for the Proposed Project.

XVII. Transportation

No mitigation measures are required fort the Proposed Project.

XVIII. Tribal Cultural Resources

No mitigation measures were required for the Proposed Project.

XIX. Utilities and Service Systems

No mitigation measures are required for the Proposed Project.

XX. Wildfire

No mitigation measures were required for the Proposed Project.

XXI. Mandatory Findings of Significance

See above mitigation measures and project design features.