

VI. Other CEQA Considerations

A. Significant and Unavoidable Impacts

1. Introduction

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

2. Summary of Significant and Unavoidable Impacts

As evaluated in Section IV, Environmental Impact Analysis, of this Draft EIR, and summarized below, all impacts associated with the Project would be less than significant or reduced with mitigation to less than significant. Neither during construction nor during operation would there be significant and unavoidable impacts with the implementation of the Proposed Project, as explained in the Initial Study and Section IV, Environmental Impact Analysis, of this the Draft EIR.

3. Reasons Why Project is Being Proposed, Notwithstanding Significant Unavoidable Impacts

Section 15126.2(c) of the CEQA Guidelines states that where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the Proposed Project is being proposed, notwithstanding their effect, should be described.

As described above, all impacts associated with the Proposed Project would be less than significant or reduced with mitigation to less than significant. There would be no significant unavoidable impacts with the implementation of the Proposed Project, as explained in the Initial Study and Section IV, Environmental Impact Analysis, of this Draft EIR.

As discussed in Section II, Project Description, of this Draft EIR, the Proposed Project would construct an eight-story mixed-use structure with two levels of subterranean parking, for a maximum height of 100 feet. The residential component of the Proposed Project would include up to 331 multi-family dwelling units and 83,994 square feet of newly developed commercial space for a total new floor area of 426,994 square feet. The western portion of the Project Site would remain and is not proposed to be demolished, altered, or developed as part of the Proposed Project. The Proposed Project would redevelop an aging commercial retail center into an integrated smart-growth, mixed-use development that provides mid-rise residential, retail and restaurant uses in the Wilshire Community Plan area of the City of Los Angeles. Architecturally, the Proposed Project integrates itself within its context through its massing and materials. The Proposed Project provides courtyards on critical facades, including the southern and northern facades facing the elementary school and W. 3rd Street, respectively. Specifically, the building has been designed to be sensitive to the adjacent school property to the south. The 4th level podium deck incorporates a landscaped set-back on the southern façade to maintain privacy and no balconies are located on the residential units on the southern building façade. In addition, the facades jog in an out perpendicular to the street, creating visual breaks that are enhanced with earthy materials, colors, and features.

The Proposed Project would improve the visual appearance and appeal of the neighborhood by replacing older buildings with a modern mid-rise building and promoting a pedestrian-oriented environment with pedestrian and bicycle access to W. 3rd Street and S. Fairfax Avenue, and generally improving the pedestrian realm around the Project Site. In addition, the Proposed Project would include a variety of uses including multi-family residential and commercial space, which would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities and economy of the area.

The Proposed Project would be designed and landscaped in accordance with applicable design guidelines. These guidelines and standards are in place to ensure that projects are designed and developed to achieve a high level of quality, have a distinctive character, and are compatible with existing residential and commercial uses and development. The size and scale of the Proposed Project is consistent with other commercial and residential uses in the vicinity, which include several low- and mid-rise structures. The Proposed Project would be designed to meet the requirements for the U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) "Certified" level or equivalent. The Proposed Project would incorporate eco-friendly building materials, systems, and features wherever feasible, including ENERGY-STAR appliances, water saving and low-flow fixtures, non-VOC paints and adhesives, drought tolerant planting, and high-performance building envelopment.

The Project Site is located in an area that is characterized by a high degree of pedestrian activity, and the Project's location allows convenient access to public transit and encourages alternative modes of transportation. The Project Site is approximately 0.5 mile (walking distance) of bus routes with peak commute service intervals of 15 minutes or less. Public transit service within the Project Site area is currently provided by Metro and LADOT. Bus lines include Metro Rapid 780 and 705, Metro local line 14, 16, 17, 105, 212/312, 217, 218, and LADOT DASH Fairfax. The City's 2035 Mobility Plan designates W. 3rd Street for potential implementation of a Tier 2 Bike Lane and S. Fairfax for potential implementation of a Tier 3 Bike Lane. Additionally, in support of the City's policies to increase access to bicycle facilities, and consistent with bicycle parking requirements specified in the LAMC, the Proposed Project would provide 258 bicycle parking spaces on the Development Site, including 200 long-term spaces and 58 short-term spaces. The Development Site would be developed in a manner that is consistent with the planned roadway and sidewalk widths as specified in the Mobility Plan 2035 for W. 3rd Street and S. Ogden Drive. The Project Site is also located less than 0.5 mile north of the planned Metro Purple Line Wilshire/Fairfax Station, which is currently under construction and anticipated to be operational by 2023.¹ These beneficial features would promote the City's policies to reduce vehicle miles traveled as well as mobile source greenhouse gas emissions.

As discussed in Section II, Project Description, of this Draft EIR, the Project includes the development of new multi-family residential units. As such, the Project would help support the City's housing needs, in particular the localized need in the Wilshire Community Plan Area. The underlying purpose and objectives of the Project are closely tied to the objectives of the Wilshire Community Plan, which support the objectives and policies of applicable larger-scale regional and local land use plans, including Southern California Association of Governments' (SCAG) 2016–2040 Regional Transportation Plan/Sustainability Communities Strategy (2016–2040 RTP/SCS) and the City's General Plan.

The 2016–2040 RTP/SCS identifies mobility, accessibility, sustainability, and high quality of life as the principles most critical to the future of the region. It also balances the region's future mobility and housing needs with economic, environmental, and public health goals. Within the 2016–2040 RTP/SCS, the overarching strategy includes plans for "High Quality Transit Areas," "Livable Corridors," and "Neighborhood Mobility Areas" as key features of a thoughtfully planned, maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life. In support of the vision of SCAG's 2016–2040 RTP/SCS, the Proposed Project would

¹ Metro, *Purple Line Extension Purple Line Fact Sheet*, accessed July 2019.

develop new housing within a High Quality Transit Area, which would promote SCAG's objective to maximize mobility and accessibility for the region.

Additionally, the current land use designation and zoning on the Project Site permit the land uses, density, and design of the Proposed Project. The Proposed Project does not require a zone change or general plan amendment to proceed. The only entitlement required for the Proposed Project is Site Plan Review because the Proposed Project results in an increase of more than 50 dwelling units. Thus, the Proposed Project is consistent with the applicable land use and planning regulations adopted by the City for the Project Site.

Overall, the Proposed Project presents several benefits that override the limited but less than significant with mitigation adverse effects it may have on the environment.

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B. Growth Inducing Impacts

Section 15126.2(e) of the State CEQA Guidelines requires a discussion of the ways in which a proposed project could be growth-inducing. This would include ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(e) requires an EIR to:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is beneficial, detrimental, or of little significance to the environment.”

The Proposed Project would construct and operate a mixed-use project with 331 multi-family dwelling units and 83,994 square feet of newly developed commercial space, with an estimated buildout year of 2023. The 331 multi-family dwelling units are anticipated to create 801 new residents in the Wilshire Community Plan area. The Proposed Project’s population growth represents approximately 0.73 percent of the total population growth anticipated to occur within the City of Los Angeles between 2019 and 2023, as stated in SCAG’s 2016-2040 RTP/SCS. On a regional scale, the Proposed Project represents only 0.64 percent of the growth that is expected to occur in the SCAG region between 2019 and 2023, and approximately 0.12 percent of the Citywide total growth for the period of 2019 to 2040. The 801 new residents anticipated to be generated by the Proposed Project would result in a negligible increase in the City’s population growth forecast and would be within SCAG’s regional population growth projection.

During construction, the Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills

are needed to complete a particular phase of the construction process. Thus, construction workers would not be expected to relocate to the vicinity of the Project Site as a direct consequence of working on the Project. Therefore, the Project would not be considered growth inducing from a short-term employment perspective. Rather, the Project would provide a benefit by providing new employment opportunities during the construction period.

With respect to employment during operation of the Proposed Project, the 83,994 square feet of new commercial uses would generate a need for approximately 319 new employees, with an overall net increase of 5 employees when considering the existing uses on the Development Site. These employment opportunities would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace and surrounding communities, and who generally do not locate their households due to such employment opportunities. As such, the commercial component of the Proposed Project would be unlikely to create an indirect demand for additional dwelling units in the area. Therefore, the potential growth associated with Proposed Project's employees would be less than significant.

The Project Site is located in an infill property and is adequately supported by existing roadways and is already served by existing infrastructure associated with sewer systems, potable water delivery systems, electricity, and natural gas. Additionally, the Project Site is adequately served by public services including fire, police, schools, parks, and libraries and would not generate the need for additional services or service provider infrastructure to serve the Project Site. Based on the analysis presented in Sections IV.H, Public Services, and Section IV.K, Utilities and Service Systems, the Proposed Project would result in less than significant impacts.

Overall, the Project would be consistent with the growth forecast for the City of Los Angeles Subregion and would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled (VMT). In addition, the Project would not require any major roadway improvements nor would the Project open any large undeveloped areas for new use. Any access improvements would be limited to driveways necessary to provide immediate access to the Project Site and to improve safety and walkability. Therefore, direct and indirect growth-inducing impacts would be less than significant.

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C. Significant and Irreversible Environmental Changes

Section 15126.2(d) of the State CEQA Guidelines states:

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The Proposed Project would necessarily consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the Proposed Project and would continue throughout its operational lifetime. The development of the Proposed Project would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and people to and from the Project Site. As demonstrated below, the Project would consume a limited commitment of natural resources and would not result in significant irreversible environmental changes. Furthermore, the existing uses on the Project Site are currently consuming slowly renewable and non-renewable resources, and do not incorporate the conservation features the Project proposes. The Project would comply with all required regulations and standards related to potentially hazardous materials, which would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

(1) Building Materials

Construction of the Proposed Project would require consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and

water. Fossil fuels, such as diesel, gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development could limit the availability of these resources for future generations for other uses during the operation of the Proposed Project. However, the consumption of natural resources associated with the Proposed Project would be of a relatively small scale and would be consistent with regional and local growth forecasts in the City of Los Angeles and the Southern California region as a whole.

Construction and operation of the Proposed Project would result in the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources in the future. However, as discussed in Section IV, Environmental Impact Analysis, of this Draft EIR, while the commitment of such resources could potentially result in both primary and secondary impacts, the Proposed Project's use of non-renewable resources would be on a relatively small scale and consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions. Therefore, although irreversible environmental changes would result from the Proposed Project, such changes would be considered less than significant.

(2) Water Supply

The Proposed Project's consumption of water during construction and operation of the Project is addressed in Section IV.K.1, Utilities and Service Systems—Water Supply, of this Draft EIR. As evaluated in the Draft EIR, construction activities for the Proposed Project would result in a temporary demand for water associated with dust control, equipment and site cleanup, excavation and export, soil compaction and earthwork, and other short-term related activities throughout construction of the Proposed Project. The amount of water used during construction would vary depending on soil conditions, weather, and the specific activities being performed. As shown in the Energy Demand Calculation Worksheets included in Appendix D of this Draft EIR, a conservative estimate of construction-related water use is approximately 7,953 gallons per day. This estimate would be less than the estimated existing water consumption of the uses to be removed of 7,552 gpd. Construction of the Project would be complete by 2023. Therefore, the Proposed Project's temporary and intermittent demand for water during construction would represent a slight decrease in the utilization of water during the construction period.

As discussed in Section IV.K.1, the projected net water demand of the Proposed Project is 70.6 AFY. The Proposed Project would include sustainable design to meet all current LA Green Building Code requirements. As such, the development would incorporate

water saving and low-flow fixtures and drought tolerant planting to promote water conservation methods. As discussed in the water reliability section of the 2015 UWMP, LADWP expects to have a reliable supply of up to 675,700 acre-feet of water in 2040.² As further discussed in the UWMP, LADWP expects to maintain a reliable water supply through conservation, increased recycled water use (including both non-potable and potable reuse), increasing the City sources of water and reducing purchases from the MWD.³ Between 2015 and 2040, the City's locally developed supplies are planned to increase from 14 percent to 49 percent of total water supply usage in dry years, or to 47 percent in average years.⁴ The City's imported supplies will decrease significantly from 86 percent to 51 percent of water supply use in dry years, or to 53 percent in average years. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP has available supplies to meet all demands under all three hydrologic scenarios (normal, dry, and multiple dry years) through the 25-year planning period covered by the 2015 UWMP.

(3) Solid Waste

The Proposed Project's solid waste impacts are discussed in Section IV.K.3, Utilities and Service Systems – Solid Waste of this Draft EIR. As indicated in in Section IV.K.3, the Proposed Project's demolition and construction activities are estimated to generate approximately 13,188 tons of construction and demolition debris. Under the requirements of the City's AB 939 Compliance Permit process and pursuant to LAMC Section 66.32, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility. Implementation of regulatory compliance measures would effectively achieve a 65 percent reduction in the Proposed Project's solid waste disposal needs upon area landfills. Assuming a 65 percent reduction in construction and demolition debris, the total amount of C&D debris to be disposed of at area landfills is estimated to be approximately 4,616 tons.

Operation of the Proposed Project would generate solid waste throughout the lifespan of the Project. The Proposed Project would generate approximately 4,101 pounds (2.05 tons) of solid waste per day, or approximately 748 tons per year. This estimate is conservative, as it does not factor in the amount of solid waste being recycled as a result of implementing on-site recycling areas. The Proposed Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Proposed Project would be required to comply with CALGreen Code and the L.A. Green Building Code waste reduction measures for the operation of the Proposed

² Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, page ES-23.

³ Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, page ES-1.

⁴ Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, page ES-20.

Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins would be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. Thus, the Proposed Project would be compliant with the City's solid waste reduction policies such that the Proposed project would not result in inefficient or wasteful use of the limited landfill capacity in the region.

(4) Energy Consumption

The Proposed Project's consumption of energy resources is discussed in Section IV, B Energy Conservation of the Draft EIR. As discussed in Section II, Project Description, the Proposed Project would be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards would reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure. The Proposed Project would be designed to meet the minimum energy efficiency standards of the Los Angeles Green Building Code and will demonstrate that it meets the City's standard of sustainability by meeting the intent of the criteria for certification at the U.S. Green Building Council's (USGBC) Leadership in Energy Efficiency and Design (LEED) certified level or equivalent.

(a) *Electricity*

(i) *Construction*

The Proposed Project's construction activities would increase the demand for electricity use related to the treatment and conveyance of water for dust suppression activities during the excavation and grading phase. It is estimated that the Proposed Project's use of watering during construction the Development Site would generate a demand of 7,953 kWh of electricity, or approximately 73 kWh per day throughout the building demolition and grading phases when watering activities would occur. Operation of a temporary trailer office during construction would generate a total demand of 36,640 kWh during the entire construction schedule. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and would represent a small fraction of the net annual operational electricity demand of the existing uses. As compared to the existing electricity demand (approximately 2,607,637 kWh/year), the amount of annual electricity use during construction would be approximately 20,943 kWh/year, which represents approximately 0.9 percent of the existing annual electricity use at the Development Site. As such, the energy requirements

and energy use during construction would not cause wasteful, inefficient, and unnecessary use of energy, and impacts would be less than significant.

(ii) Operation

Development of the Proposed Project would increase the existing demand for electricity service in the Project Area. The total electricity demand from the Proposed Project would be approximately 6,512,372 kWh/year. The existing buildings and parking lot use within the Development Site generate a demand for approximately 2,607,637 kWh/year. Therefore, the Proposed Project's estimated net increase in electricity demand is approximately 3,904,735 kWh/year.

As required by the City of Los Angeles Green Building Code and 2019 Title 24 Standards the Proposed Project would be required to incorporate eco-friendly building materials, systems, and features, including Energy Star appliances, water saving and low-flow fixtures, drought tolerant planting, and high performance building envelopment. With these modern energy-efficient fixtures and appliances, the Proposed Project would promote energy conservation in accordance with the policies identified in Title 24, the LA Green Building Code, L.A's Green New Deal - Sustainable City pLAn 2019, LADWP's 2017 SLTRP, and the City of Los Angeles General Plan Framework. As such, the energy requirements and energy use of the Project related to electricity during operation would not cause wasteful, inefficient, and unnecessary use of energy, and impacts would be less than significant.

(b) Natural Gas

(i) Construction

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus, there would be no expected demand generated by construction of the Project.

(ii) Operation

The Proposed Project would increase demand for natural gas service on the Development Site. The total natural gas demand from the Proposed Project is approximately 6,195,726 kBTU/year. The existing buildings and parking lot use approximately 1,689,853 kBTU/year. Therefore, as shown in Table IV.B-6 in Section IV.B, Energy, the Proposed Project's net natural gas demands are estimated to be approximately 4,505,873 kBTU/year, or approximately 367,981 cf/month. The Proposed Project would promote energy conservation in accordance with the policies identified in

2019 Title 24 Standards, the LA Green Building Code, and LA's Green New Deal - Sustainable City pLAn 2019. The Proposed Project would also not include any hearths and/or fireplaces, which require natural gas (see GHG-PDF-1). Similar to electricity use, the increased energy conservation factors resulting from compliance with the 2016 Title 24 Standards are accounted for in the CalEEMod's calculation of the Proposed Project's natural gas use. Implementation of regulatory compliance measures mandated by the LA Green Building Code would further reduce demand for natural gas, which are not included in the Proposed Project's estimated natural gas demand as a conservative estimate. As such, the energy requirements and energy use of the Proposed Project related to natural gas during operation would not cause wasteful, inefficient, and unnecessary use of energy, and impacts would be less than significant.

(c) *Transportation Fuel*

(i) *Construction*

Transportation energy would be consumed during the demolition, excavation, and construction phases of the Proposed Project in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Development Site, construction worker travel to and from the Development Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). As discussed in greater detail in Section IV.B, Energy, construction of the Proposed Project would consume a total of approximately 185,815 gallons of transportation fuel, including 132,033 gallons of diesel and 53,782 gallons of gasoline.

Trucks and equipment used during proposed construction activities would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. In addition to reducing criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy and reduce fuel consumption. In addition, on-road vehicles (i.e., haul trucks, worker vehicles) would be subject to Federal and state fuel efficiency requirements. Therefore, the Proposed Project's construction activities would comply with existing energy standards with regard to transportation fuel consumption. As such, the demand for petroleum-based fuel during construction would not cause wasteful, inefficient, and unnecessary use of energy.

(ii) *Operation*

The Proposed Project would generate a demand on fossil fuels as a result of the vehicle trips traveling to and from the Development Site. The Proposed Project is estimated to generate approximately 17,828,809 vehicle miles traveled (VMT) per year, resulting in a projected consumption of 591,149 gallons of gasoline fuel and 170,611 gallons of diesel

fuel per year. The existing uses on the Development Site are estimated to result in approximately 11,587,264 VMT per year, resulting in an estimated consumption of 468,072 gallons of gasoline fuel and 76,484 gallons of diesel fuel per year. Therefore, as shown in Table IV.B-7 in Section IV.B, Energy, assuming an average fuel efficiency of 26.75 mpg for gasoline and 10.74 mpg for diesel per EMFAC2017(v1.0.2) Emissions Inventory for the 2023 Project buildout year, it is conservatively estimated that the operation of the Proposed Project would generate an increased net demand for approximately 23,118 gallons of diesel and 158,436 gallons of gasoline per year over existing conditions.

As discussed in Section IV.I, Transportation, the Proposed Project would include TDM strategies including unbundled parking, promotions and marketing of alternative transportation options, and providing bicycle parking pursuant to the LAMC. The incorporation of these TDM strategies would reduce average weekday vehicle trips from 6,571 trips to 6,143 trips, and would result in an approximate reduction of 1,154,625 VMTs per year as compared to the Proposed Project without mitigation. As related to the Proposed Project's transportation fuel use, this reduction in VMT would result in a reduction of 6,450 gallons of diesel fuel and 40,574 gallons of gasoline on an annual basis (see Appendix D, Energy Demand Calculations). Therefore, the Proposed Project's operational transportation fuel use would be further reduced with implementation of TDM strategies. As such, the energy requirements and energy use 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.

(5) Environmental Hazards

As discussed in Section IV.D, Hazards and Hazardous Materials of this Draft EIR, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for residential and commercial developments. Specifically, operation of the Project would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. In addition, there are regulations aimed at establishing specific guidelines regarding risk planning and accident prevention, protection from exposure to specific chemicals, and the proper storage of hazardous materials. The Project would be in full compliance with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials. Any associated risk would be reduced

to a less than significant level through compliance with these standards and regulations. Additionally, although the Project Site is located in a Methane Zone, the Project will be designed and constructed in accordance with the recommendations in the Methane Report and to the satisfaction of LADBS. As such, compliance with regulations, standards, and incorporation of PDF-HAZ-1 (Methane) would serve to protect against significant and irreversible environmental change that could result from environmental accidents associated with the project

(6) Conclusion

Based on the above, Project construction and operation would require the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project Site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area and are in part balanced against existing uses. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the Project, such changes are concluded to be less than significant, and the limited use of nonrenewable resources that would be required by Project construction and operation is justified.

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D. Potential Secondary Effects of Mitigation Measures

Section 15126.4(a)(1)(D) of the CEQA Guidelines states that "if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed." With regard to this section of the CEQA Guidelines, the potential impacts that could result with the implementation of each mitigation measure proposed for the Project was reviewed. The following provides a discussion of the potential secondary impacts that could occur as a result of the implementation of the proposed mitigation measures, listed by environmental issue area.

(1) Cultural Resources

Mitigation measures MM Arch-1 through MM Arch-4 identified in Appendix A, Initial Study of this Draft EIR, require retaining a qualified archaeologist, preparing an Archaeological Resources Mitigation Monitoring Program, implementing a Worker Environmental Awareness Program, and conducting archaeological resources monitoring. The measures contain performance standards to ensure that any unknown and discovered resources are not significantly impacted. These measures may be implemented in concert with the measures established for paleontological and/or tribal cultural resources, including, but not limited to, preparation of a monitoring program, work training, monitoring, and reporting. These measures would reduce potential impacts from construction and do not involve physical changes to the environment. As such, implementation of this mitigation measure would not result in any adverse secondary impacts.

(2) Geology and Soils

Mitigation measures MM Paleo-1 through MM Paleo-4, identified in Appendix A, Initial Study of this Draft EIR, require retaining a qualified paleontologist, preparing a paleontological resources monitoring and mitigation program, conducting a work environmental awareness program training, and monitoring for fossil resources. These measures may be implemented in concert with the measures established for cultural resources and/or tribal cultural resources, including, but not limited to, preparation of a

monitoring program, work training, monitoring, and reporting. These measures would reduce potential impacts from construction and do not involve physical changes to the environment. As such, implementation of this mitigation measure would not result in any adverse secondary impacts.

(3) Hazards

Mitigation measure MM-HAZ-1 identified in Section IV.D, Hazardous Materials, of this Draft EIR, requires the preparation of a Soil Management Plan (SMP) that would 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 Development Site during grading and excavation activities. These procedures would 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 undocumented subsurface features of potential environmental concern (e.g., USTs, abandoned oil wells, sumps, hydraulic lifts, clarifiers, buried drums) are encountered during the excavation grading, and/or other earthmoving activities. These procedures would include safety training, testing protocols, decontamination and decommission. In addition, this mitigation measure incorporates regulatory compliance with SCAQMD Rule 1166 and does not involve physical changes to the environment. As such, implementation of this mitigation measure would not result in any adverse secondary impacts.

(4) Noise

As identified in Section IV.F, Noise, in this Draft EIR, on-site construction noise would be significant before mitigation. To reduce the Proposed Project's construction noise levels, MM-NOI-1 would include a temporary sound blanket on top of the existing concrete wall along the southern boundary of the Development Site. In addition, MM-NOI-2 would require the installation of a temporary noise barrier along Ogden Drive, shown in Figure IV.F-4 Proposed Construction Sound Wall Diagram. With these mitigation measures, the Proposed Project's construction noise levels would not exceed the ambient noise levels at sensitive receptor locations by more than 5 dBA, and, therefore, construction noise impacts would be less than significant after mitigation.

On-site construction vibration would have the potential to result in significant vibration impacts, with respect to human annoyance, upon noise receptors located at NVSR-1 while school is in session on a short term and temporary basis before mitigation. With the implementation of MM-NOI-3, heavy machinery excavators, dozers, cranes, and drill rigs

must work at least 70 feet from the exterior wall of the nearest occupied School Bungalow Building while school is in session. This mitigation measure would reduce the vibration annoyance levels to less than significant. Implementation of the temporary sound barriers required by mitigation measures MM-NOI-1 and MM-NOI-2 are required to comply with the LAMC and the City of Los Angeles Noise Ordinance, and would be removed upon completion of the Proposed Project. As such, no secondary adverse impacts would occur.

(5) Transportation

As identified in Section IV.I, Transportation, of this Draft EIR, Mitigation Measure TR-MM-1 requires the preparation of a transportation demand management (TDM) strategies for the Project which will include unbundled parking, promotions and marketing, and bicycle parking. This mitigation measure is administrative in nature and would not result in physical changes to the environment. As such, implementation of this mitigation measure would not result in any adverse secondary impact.

(6) Tribal Cultural Resources

Mitigation measures MM TCR-1 through MM TCR-4, identified in Section IV.J, Tribal Cultural Resources, of this Draft EIR, require retaining a qualified archaeologist, preparing an Tribal Cultural Resources Mitigation Monitoring and Mitigation Program, implementing a Worker Environmental Awareness Program, and conducting tribal cultural resources monitoring. The measures contain performance standards to ensure that any unknown and discovered resources are not significantly impacted. These measures may be implemented in concert with the measures established for paleontological and/or archaeological resources, including, but not limited to, preparation of a monitoring program, work training, monitoring, and reporting. These measures would reduce potential impacts from construction and do not involve physical changes to the environment. As such, implementation of this mitigation measure would not result in any adverse secondary impacts.

VI. General Impact Categories

E. Effects Not Found to be Significant

Section 15128 of the CEQA Guidelines states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.

An Initial Study was prepared for the Project and is included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each environmental area is or is not analyzed further in this Draft EIR. The City of Los Angeles determined through the Initial Study that the Proposed Project would not have the potential to cause significant impacts related to aesthetics; agriculture and forestry resources; air quality – odors; biological resources; cultural resources – archaeological resources, historical resources and human remains; geology and soils; hazards and hazardous materials – hazardous materials sites, airport hazards, and wildland fires; wildfires; hydrology and water quality; land use and planning – division of an established community; mineral resources; noise – airport noise; population and housing – displacement of existing people or housing; transportation – hazardous geometric design features and emergency access; and wildfire. A summary of the analysis for these issue areas is provided below.

(1) Aesthetics

The Initial Study concluded that the Proposed Project qualifies as an infill project within a transit priority area, as defined by SB 743 and confirmed by ZI File No. 2452, and accordingly, any potential aesthetics impacts of the Project are not considered to be significant. Therefore, the Proposed Project is exempt from aesthetic impacts, and aesthetics impacts would be less than significant.

As discussed therein, due to the highly urbanized and built out surroundings, predominantly flat terrain of the vicinity, and the dense intervening development that blocks long-range expansive views, scenic vistas of valued visual resources in the vicinity of the Project Site are not available. The Project would not damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. With respect to regulations governing scenic quality, the Project would be consistent with the urban design chapters of the City's General Plan Framework and Wilshire Community Plan. Lighting and glare associated with Project operation would not

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

(2) Agriculture and Forestry Resources

The Initial Study concluded that the Project Site is located in an urbanized and highly developed area of the Wilshire Community Plan area and zoned for commercial land uses. No farmland or agricultural activity exists on the Project Site, nor are there any farmland, agricultural, or forestland activities in the vicinity of the Project Site. According to the Los Angeles County Important Farmland 2016 map, 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. Therefore, no impact to agricultural lands would occur.

(3) Air Quality

No objectionable odors are anticipated as a result of either construction or operation of the Project. Construction of the Project would use conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people. The Project would not include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, fiberglass molding, or other land uses associated with odor complaints. Onsite trash receptacles which have the potential to create odors, would be contained, located, and maintained in a manner that promotes odor control such that no substantially adverse odor impacts would be anticipated. In addition, the construction and operation of the Project would also comply with South Coast Air Quality Management District (SCAQMD) Rules 401, 402, and 403 regarding visible emissions violations.⁵ In particular, SCAQMD Rule 402 provides that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.⁶ Thus, the Initial Study concluded that the Project's odor impact would be less than significant.

⁵ SCAQMD, *Visible Emissions, Public Nuisance, and Fugitive Dust*, www.aqmd.gov/home/rules-compliance/compliance/inspection-process/visible-emissions-public-nuisance-fugitive-dust, accessed March 25, 2020.

⁶ SCAQMD, *Rule 402, Nuisance*, adopted May 7, 1976.

(4) Biological Resources

The Project Site is located in a highly developed area of the City of Los Angeles and currently improved with an approximately 327,121 square-foot (7.51-acre) retail center, comprised of five commercial/retail buildings and paved surface parking. The Proposed Project would have no impact on any riparian habitat, protected wetlands, and migratory fish or wildlife. The Proposed Project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Based on the Protected Tree Report prepared for the Proposed Project, none of the on-site trees and trees in the public right-of-way are protected tree species pursuant to the City's Native Tree Protection Ordinance (Ord. No 177,404). The removal and replacement of these trees would not be in conflict with the Protected Tree Ordinance or any other local policies protecting biological resources. Nevertheless the existing trees onsite could potentially provide nesting sites for migratory birds and removal of vegetation and disturbances to the potential bird habitat could result in potential impacts to nesting native bird species, if any such species happen to be nesting on site at the time of tree removal. Migratory non-game native bird species are protected by the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Further, 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 under the Federal Migratory Bird Treaty Act (MBTA)). The Applicant will be required to comply with the MBTA as part of the Proposed Project to ensure that no significant impacts to nesting birds would occur due to the removal of the existing trees located on the Project Site. Therefore, the Proposed Project would not 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 by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant.

(5) Cultural Resources

(a) *Historic Resources*

The Historical Resources Technical Report prepared for the Proposed Project concluded that the Proposed Project would have no significant direct impacts on historical resources, provided that there are no historical resources on the Project Site, and no historical resources would be demolished, destroyed, altered, or relocated as a result of the Project. The report also concluded that the Proposed Project would have a less than significant impact on the 10 listed and potential historical resources in the 400-foot radius study area

because, while development on the Project Site would introduce a new visual element to the immediate surroundings of these historical resources, the Proposed Project would not result in a substantial adverse change to the integrity of the historical resources to the degree that they would no longer be eligible for listing as historical resources defined by CEQA. Impacts on historical resources would be less than significant.

(b) *Archaeological Resources*

The Archaeological Resources Assessment prepared for the Proposed Project concluded that there are no known archaeological resources present on the Project Site, but given the Project's proximity to the La Brea Tar Pits and other natural resources, the Project has a moderate sensitivity for containing unknown Historic-period (non-Native American) archaeological resources and Prehistoric-period or Historic-period Native American archaeological resources. Construction activities on the Development Site would comply with applicable regulatory measures to minimize impacts on known and unknown archaeological resources. In addition, considering the location of the Project Site, and the potential for archaeological resources to be present on it, the Archaeological Resources Assessment contains measures designed to reduce potential impacts to less than significant levels. These measures include: retaining a qualified archaeologist, preparing an Archaeological Resources Mitigation Monitoring Program, and conducting archaeological resources monitoring (MM Arch-1 through MM Arch 4). These mitigation measures contain performance standards to ensure that any discovered resources are not significantly impacted. Therefore, regulatory compliance and adherence to these mitigation measures will reduce impacts of the Project to archaeological resources to a less-than-significant level.

(c) *Human Remains*

Unknown human remains could be found on the Project Site during construction activities, particularly during the grading/excavation phase. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. Compliance with regulatory compliance measures would ensure any potential impacts related to the disturbance of unknown human remains, including those interred outside of dedicated cemeteries, would be less than significant.

(6) **Geology and Soils**

The Project Site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone or a city-designated Preliminary Fault Rupture Study Area for surface fault rupture

hazards. The closest surface trace of an active fault is the Hollywood Fault located approximately 1.8 miles north of the Project Site. No active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. The Project Site is not located within an area designated as having a potential for liquefaction, landslides, soil instability, lateral spreading, subsidence, or collapse. The Geotechnical Investigation Report considered the upper five feet of existing soils encountered at the Project Site to have a “very low” expansive potential and are classified as “non-expansive” based on the 2013 California Building Code Section 1803.5.3. The Project would comply with the recommendations contained in the Geotechnical Investigation and Soils Approval Letter issued by the Department of Building and Safety. Therefore, compliance with regulatory measures would reduce geologic impacts relating to soil instability to less than significant levels.

The Geotechnical Investigation concluded that, from a geotechnical engineering standpoint, the Proposed Project can be developed, provided the recommendations in the Geotechnical Investigation Report are followed and implemented during design and construction. The Proposed Project would comply with the recommendations specified in the Geotechnical Investigation Report and to the satisfaction of the Department of Building and Safety. Also, the design and construction of the Proposed Project shall conform to the City of Los Angeles Building Code seismic standards as approved by the Department of Building and Safety. The Proposed Project would be required to comply with the conditions contained within the Department of Building and Safety’s Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified. Thus, with compliance with regulatory measures, construction and operation of the Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking.

Furthermore, pursuant to Chapter IX, Division 70 of the LAMC, all earthwork activities require grading permits from the Department of Building and Safety. LAMC Section 91.7013, Erosion Control and Drainage Devices, discusses appropriate devices to control erosion during construction. LAMC Section 91.3307 further requires construction projects to protect adjoining public and private properties from damage during construction, remodeling and demolition work. Further, the Proposed Project would be required to incorporate a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system under the National Pollution Discharge Elimination System (NPDES). Compliance with regulatory measures would ensure that impacts are less than significant with respect to erosion or loss of topsoil during the construction and operation of the Proposed Project.

The Project Site is located in an urban area served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur.

The Paleontological Resources Report prepared for the Proposed Project concluded that there are no known paleontological resources present on the Project Site. The subsurface soil of the Project Site consists primarily of older alluvium, which has a high paleontological sensitivity. Construction activities on the Development Site would comply with applicable regulatory measures to minimize impacts on unknown paleontological resources. In addition, considering the location of the Project Site near the La Brea Tar Pits, and the potential for paleontological resources to be present on it, the Paleontological Resources Report contains measures designed to reduce potential impacts to less than significant levels. These measures include: retaining a qualified paleontologist, preparing a Paleontological Resources Mitigation Monitoring Program, conducting a worker environmental awareness program (MM Paleo-1 through MM Paleo-4). These mitigation measures contain performance standards to ensure that any discovered resources are not significantly impacted. Therefore, regulatory compliance and adherence to these mitigation measures will reduce impacts of the Project to paleontological resources to a less-than-significant level.

(7) Hazards and Hazardous Materials

(a) *Hazardous Materials Sites Compiled Pursuant To Government Code Section 65962.5*

Based on the Phase I Environmental Site Report (Arcadis, 2017), the Project Site address 6310 West Third Street is listed under the name Kmart in the California Department of Toxic Substances Control's (DTSC) HAZNET database. Kmart is listed as generating hazardous waste under manifest from 1995 through 2015. Typical waste streams included waste oil and mixed oil, unspecified solvent mixture, off-specification, aged or surplus organics, asbestos-containing waste, alkaline solution without metals, latex waste, and acidic liquids. The listing in the HAZNET database indicates proper offsite disposal of hazardous waste activities was recorded under manifest and does not in itself indicate an environmental concern for the Project Site. The Proposed Project would demolish and remove the Kmart use from the site. The Project Site address 6360 West Third Street is also listed under the name CVS Pharmacy No. 9661 in the Resource Conservation and Recovery Large Quantity Generator (RCRALQG) and Enforcement and Compliance History Online (ECHO) databases. The RCRA database provides a variety of waste codes for wastes generated at the site and indicates there were no violations. The same information is provided in the Environmental Protection Agency's

(EPA) ECHO database. The remaining site addresses were not listed in any of the databases searched. Therefore, the Proposed Project is not 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 not create a significant hazard to the public or the environment caused in whole or in part from exacerbation of existing environmental conditions. Impacts would be less than significant.

(b) Airport Land Use Plan

The nearest public airport to the Project Site is the Santa Monica Airport, located approximately six miles southwest of the Project Site. As such, the Project Site is not within the vicinity of an airport land use plan, and no impacts involving airport-related safety hazards would occur.

(c) Wildland Fires

The Project Site is located in an urbanized area within the City of Los Angeles and is not located in a Very High Fire Hazard Severity Zone. As such, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, no impact would occur.

(8) Hydrology and Water Quality

(a) Water Quality Standards

The Proposed Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Water produced during temporary dewatering will be treated to remove contaminants and discharged under applicable permits to the storm or sanitary sewer system. Thus, through compliance with all NPDES General Construction Permit requirements, including preparation of a SWPPP, implementation of BMPs, compliance with applicable City grading regulations, and treatment of dewatering water prior to discharge, the Proposed Project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality during construction.

After completion of the Proposed Project construction, appropriate Low Impact Development (LID) Stormwater Quality Control Measures will be implemented on the newly constructed, mixed-use building, and therefore impacts during operation would be less than significant.

(b) *Groundwater Supplies*

While the Proposed Project will not rely on groundwater for any water supply needs after it is constructed, temporary dewatering may be required for excavation of the foundation and underground parking levels if the water levels in the shallow perched groundwater zone are within the depth of excavation during construction. The Hydrology and Water Quality Report determined that the regional aquifers are at least 120 feet below ground surface in the area of the Project Site, which is much deeper than the maximum depth of excavation during construction.

The Project Site is currently developed with commercial buildings and a paved parking lot. As part of the Proposed Project, the total area of impervious cover would not materially change as a result of the Proposed Project. Thus, there will be no material change in the amount of rainfall that might percolate through the Project Site to recharge groundwater (i.e. Project conditions are effectively equal to baseline conditions). Therefore, the Proposed Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that it would impede sustainable groundwater management of the basin. Impacts would be less than significant.

(c) *Drainage Patterns*

Regarding capacity of existing and planned drainage systems, the Proposed Project would not contribute substantial runoff water that could adversely impact the system. Currently, surface water runoff is directed to the storm drains in the adjacent streets. The Proposed Project would reduce the rate and volume of stormwater runoff from the Project Site. As such, the Proposed Project would not create or contribute runoff water which would exceed the capacity of the existing storm drain system.

Stormwater retention, or treatment BMPs, would be required as part of the LID requirements of the City. Also, potential pollutants from the parking areas associated with the Proposed Project would be subject to applicable NPDES and LID standards. Additionally, the Proposed Project would comply with LAMC Chapter VI, Article 4.4 and all applicable laws and regulations pertaining to stormwater runoff and water quality. Thus, the Proposed Project would not create additional sources of polluted runoff.

(d) *Flood Flows / Flood Hazards*

Regarding flood flows, the Proposed Project would not impede or redirect any such flows for the following reasons. The Project Site is not located in an area designated as a flood hazard area. In addition, the Project Site is located in an urbanized area, would improve drainage flows, and decrease the rate and volume of stormwater runoff. Thus, the

Proposed Project would not impede or redirect floodwater flows, and impacts would be less than significant.

Additionally, the Project Site is not located in a flood hazard, tsunami or seiche zone. There are no enclosed water bodies where a seiche could form near the Project Site. Thus, there would be no risk of release of pollutants due to inundation of the Project Site. Impacts would be less than significant.

(e) *Water Quality Control Plan / Sustainable Groundwater Management Plan Consistency*

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 Best Management Practices 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 LID standards for infill development. It follows that neither construction nor operations on the Project Site are relevant to a water quality control or sustainable groundwater management plan. After completion of the Proposed Project construction, appropriate LID Stormwater Quality Control Measures will be implemented on the newly-constructed mixed-use building. These include the requirement for flow-through planters and flow through tree rings to filter runoff in excess of the Storm Water Quality Design volume (SWQDv) and harvested rainwater used for landscape irrigation. The total volume of runoff will also be reduced by harvesting the SWQDv. Since there are currently no stormwater quality control measures present at the site, the Proposed Project will improve the quality and reduce the volume of stormwater runoff compared to existing conditions. Therefore, the Proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

(9) Land Use and Planning

(a) *Division of an Established Community*

The Project Site is currently developed with surface parking and five commercial buildings. The properties surrounding the Project Site include commercial/retail uses, multi-family residential uses, a school, offices, and surface parking lots. There are no vacant or undeveloped areas around the Project Site such that development of the Proposed Project could possibly divide an established community, and there are no separation of uses or disruption of access between land uses around the Project Site that would occur as a result of the Proposed Project. The Project Site is zoned C2-1-O with a

General Plan land use designation of Community Commercial. The Proposed Project's land uses are permitted uses in the C2 zone and would, therefore, remain compatible with the surrounding land uses. Thus, the Proposed Project would not have the potential to physically divide an established community, and no impact would occur.

(10) Mineral Resources

The Project Site is not located within a Mineral Resource Zone Area (MRZ-2) and is not used for mineral extraction. No mineral resources or mineral extraction activities currently exist on the Project Site. The development of the Proposed Project would not 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; nor would it 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. Therefore, no impact would occur.

(11) Noise

Airport Noise

As discussed previously, the nearest airport is the Santa Monica Airport, which is located over six miles from the Project Site. Therefore, the Proposed project would not expose people residing or working in the project area to excessive noise levels associated with a public airport or public use airport. No impact would occur with respect to noise levels from airports and private airstrips.

(12) Population and Housing

(a) *Displacement of Existing People or Housing*

The Proposed Project would develop a mixed-use residential and commercial building on a site that is currently occupied by five commercial/retail buildings and paved surface parking. As such, the Proposed Project would not displace any existing housing or people. Therefore, the Proposed Project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

(13) Traffic/Transportation

The Proposed Project's design does not include hazardous design features. The roadways adjacent to the Project Site are part of the existing urban roadway network and do not contain any sharp curves or dangerous design features. Development of the Proposed Project would not result in any roadway improvements such that safety hazards would be introduced adjacent to the Project Site. Furthermore, the design and

implementation of new driveways would comply with the City's applicable emergency access requirements as set forth by LADOT and the LAFD. The Proposed Project design would also be reviewed by the Department of City Planning, LADBS and the LAFD during the City's plan review process to ensure all applicable requirements are met. Therefore, no impacts would occur associated with hazardous design features or incompatible uses.

(14) Wildfire

The Project Site is located in an urbanized area with no natural vegetation. The Project Site is improved with commercial structures and parking lots. There are no state responsibility areas or lands classified as Very High Fire Hazard Severity Zones on or near the Project Site. Therefore, the Proposed Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildfires. No impact would occur with respect to wildfire hazards.