

I. Executive Summary

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of this Draft Environmental Impact Report (Draft EIR) contains a brief summary of the 3rd and Fairfax Mixed-Use Project (Proposed Project) and its potential environmental effects, along with a listing of the Proposed Project Design Features (PDFs) and mitigation measures for each of the environmental topics addressed in Section IV, Environmental Impact Analysis of this Draft EIR. Also included herein is a brief discussion of areas of controversy; a description of the public review process to date for the proposed Project; and a summary of the alternatives to the proposed Project evaluated in this Draft EIR.

A. Purpose of this Draft EIR

The purpose of this Draft EIR is to inform decision makers and the general public of the potential environmental impacts resulting from the Proposed Project.

The Proposed Project will require approval of certain discretionary actions by the City of Los Angeles, and therefore, is subject to environmental review requirements under CEQA. For purposes of complying with CEQA, the City of Los Angeles Department of City Planning is identified as the Lead Agency for the Proposed Project.

As described in Section 15121(a) and 15362 of the CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to mitigate any significant environmental effects, and identify and evaluate a reasonable range of alternatives to the project that have the potential to mitigate or avoid the project's potential significant environmental effects while feasibly accomplishing most of the project's basic purposes. Therefore, the intent of this Draft EIR is to focus the discussion on the Proposed Project's potential physical effects on the environment, which may be significant under the methodology and thresholds of significance identified in CEQA Guidelines Section 15064. Where applicable, the Draft EIR recommends feasible mitigation measures that could potentially reduce or avoid significant environmental impacts.

This Draft EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for adequacy of an environmental impact report as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

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

1. Notice of Preparation/Scoping Meeting

In compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on February 20, 2019. The NOP and Notice of a Public Scoping Meeting was circulated for public review and comments for a 30-day period beginning on February 20, 2019 and ending on March 22, 2019. Appendix A to this Draft EIR contains a copy of the NOP and the CEQA Initial Study Environmental Checklist, respectively.

The public scoping meeting was held on March 6, 2019, to obtain the public's initial views about environmental issues that should be evaluated in the Draft EIR in connection with the Proposed Project. Agency and public response letters to the NOP and Initial Study Checklist are contained in Appendix B to this Draft EIR.

2. Issues Analyzed in the Draft EIR

Based on a review of environmental issues covered in the Initial Study (IS), the public and agency comments on the IS/NOP, and the input received at the public scoping meeting held on March 6, 2019, this Draft EIR addresses the potential for significant impacts and analyzes the following environmental issues:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Population and Housing
- Public Services
- Recreation

- Hazardous Materials and Risk of Upset
- Land Use and Planning
- Noise
- Traffic/Transportation
- Tribal Cultural Resources; and
- Public Utilities

The City determined through the Initial Study that the proposed Project would not have the potential to cause significant impacts related to some environmental issues. Therefore, the following environmental issues are not analyzed in this Draft EIR.

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources
- Wildfire

C. Organization of the Draft EIR

The Draft EIR is organized into eight sections as follows:

- **Section I (Executive Summary):** This section describes the purpose of the Draft EIR, Draft EIR focus and effects found not to be significant, Draft EIR organization, areas of controversy and issues to be resolved, public review process, a summary of the Proposed Project description, alternatives, environmental impacts, proposed PDFs, and mitigation measures.
- **Section II (Project Description):** This section provides a complete description of the proposed action including the Project's location, existing Project Site uses and environmental setting, Proposed Project characteristics, a statement of the Proposed Project's objectives, and required discretionary actions.
- **Section III (Environmental Setting):** This section provides an overview of the environmental setting of the Proposed Project is provided including a description of existing and surrounding land uses, and a list of related projects.
- **Section IV (Environmental Impact Analysis):** This section is the primary focus of the Draft EIR. Each environmental issue addressed within this chapter contains a discussion of the regulatory setting, existing baseline conditions, an analysis of the environmental impacts that are anticipated to occur as a result of the Proposed Project, mitigation measures capable of avoiding or reducing the Project's

significant environmental impacts, an analysis of cumulative impacts, and the level of impact significance after mitigation.

- **Section V (Alternatives to the Project):** This section includes an analysis of a range of reasonable alternatives to the Proposed Project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the Proposed Project and alternatives that would avoid or substantially lessen any of the significant effects of the Proposed Project. The Alternative Analysis includes the following development scenarios:
 - 1) No Project Alternative
 - 2) Mixed-Use Office Alternative
 - 3) Reduced Density Alternative
 - 4) Retail/Office Alternative
- **Section VI (Other CEQA Considerations):** This section provides a summary of significant and unavoidable impacts of the Proposed Project, a summary of the impacts scoped out by the Initial Study, a discussion of potential growth inducing effects, and an explanation of the significant irreversible environmental changes.
- **Section VII (Preparers and Persons Consulted):** This section presents a list of City staff and consultant team members that contributed to the preparation of the Draft EIR.
- **Section VIII (References and Acronyms):** This section lists the references and sources, as well as the acronyms and abbreviations used in this Draft EIR.

Additionally, the Draft EIR includes technical appendices that includes the NOP, public and governmental agency comment letters on the NOP, and various detailed analyses, reports, calculation worksheets and correspondences from various City Departments and service providers involved in reviewing aspects of the Proposed Project. For a detailed list of the technical appendices included within the Draft EIR, see Section i, Table of Contents.

D. Thresholds of Significance

In 2006, the City published the *L.A. CEQA Thresholds Guide* (Thresholds Guide) as a guidance document for preparing CEQA analyses for projects within the City. The Thresholds Guide includes two sets of criteria to evaluate project impacts: screening criteria, which provide direction in determining the appropriate environmental document

required for a project; and significance thresholds, which assist in determining whether a project's impacts generally would be significant under normal circumstances and would therefore require mitigation. Although intended as a voluntary tool, the Thresholds Guide offers a consistent set of evaluation criteria applicable to most discretionary projects in the City, and the Los Angeles Department of City Planning (DCP) has typically used both the screening criteria and significance thresholds as a basis for project analyses in its CEQA documents. However, the Thresholds Guide clearly indicates the Lead Agency – in this case, the DCP – retains the authority to determine significance thresholds on a case-by-case basis, dependent upon unique environments, evolving regulatory requirements, and the nature of each project. The Thresholds Guide also states it is not intended as substitute for the use of independent judgment to determine significance or the evaluation of the evidence in the record. Moreover, it states “because evaluation practices continue to evolve due to changing regulations, scientific methods, and court decisions, the project evaluator and lead City agency should always use the best information and evaluation methods available, including those from sources other than the Thresholds Guide.

In January 2018, OPR published comprehensive updates to the CEQA Guidelines which revised thresholds for aesthetics, air quality, cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, population and housing, transportation, and utilities and service systems. The update also added energy and wildfire questions to Appendix G. The updated CEQA Guidelines became effective on December 28, 2018 and are reflected throughout this Draft EIR. In light of an evolving regulatory environment, recent case, law, new topics such as greenhouse gas emissions and tribal cultural resources that are now addressed in Appendix G of the State CEQA Guidelines (Appendix G), and the age of the Thresholds Guide, the DCP has begun to update its CEQA guidance. At this point in time, The DCP has chosen to rely on the Appendix G questions as thresholds of significance. As noted above, the City has discretion in choosing appropriate significance thresholds. Therefore, throughout this Draft EIR, the thresholds contained in Appendix G are used. The factors and considerations set forth in the Thresholds Guide are utilized where appropriate to assist in answering the Appendix G threshold questions.

With respect to traffic/transportation impacts, recent changes have been implemented to Section 15064.3 of the State CEQA Guidelines, in which vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA, compared to the previous Level of Service (LOS) methodology. CEQA Guidelines Section 15064.3(c) state the provisions of Section 15064.3 shall apply statewide beginning on January 1, 2020 but that a lead agency may elect to be governed by its provisions immediately upon adoption. On July 30, 2019, the City adopted the VMT threshold and methodology. Therefore, in response to this action, the Traffic/Transportation EIR Section is based on the current

Appendix G CEQA Thresholds and appropriately incorporates the VMT analysis for the proposed Project.

E. Description of the Proposed Project

The Project Site is within the existing Town & Country Shopping Center property (Center) located at 300-370 S. Fairfax Avenue; 6300-6370 W. 3rd Street; and 347 S. Ogden Drive in the City of Los Angeles, California. The Center is comprised of one legal lot, which includes seven Assessor's Parcel Numbers (APN) 5509-018-003, 5509-018-004, 5509-018-005, 5509-018-009, 5509-018-010, 5509-018-012, and 5509-018-013, and is legally described as Lot PT 12 of Tract TR 215. The Project Site includes approximately 327,121 square feet of area (7.51 acres) and is generally bounded by W. 3rd Street to the north, S. Ogden Drive to the east, the Hancock Park Elementary School to the south, and S. Fairfax Avenue to the west.

The Project Site is currently developed with five (5) commercial and retail buildings with an associated surface parking lot. The existing structures within the Project Site have a combined floor area of approximately 214,736 square feet. The westerly portion of the Project Site is currently developed with 63,688 square feet of commercial retail uses. These uses would remain and would not be demolished, altered, or developed as part of the Proposed Project. The easterly portion of the Project Site (the Development Site) is currently developed with 151,048 square feet of commercial retail uses. These uses would be demolished and replaced as part of the Proposed Project.

The Proposed Project would include the demolition of the two existing buildings, comprised of approximately 151,048 square feet of commercial space, and the partial demolition of an existing surface parking lot located on the Development Site. The Proposed Project would then construct an eight-story mixed-use building containing up to 83,994 square feet of new commercial space and 331 residential dwelling units (comprised of 70 studio units, 162 one-bedroom units, 66 two-bedroom units, and 33 three-bedroom units) for a total new floor area of 426,994 square feet within the Development Site. The Proposed Project would provide 996 new parking spaces on the Development Site within three levels of above-grade parking and two levels of subterranean parking.

In total, the Project Site would include up to 490,682 square feet of floor area with the Proposed Project on the Development Site and the existing uses to remain on the western portion of the Project Site for a total FAR of 1.5 to 1. More detailed descriptions of the Proposed Project's architectural design, open space, landscaping, access/circulation, sustainability features, and construction schedule are provided in Section II, Project Description, of this Draft EIR.

F. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Proposed Project. Approvals required for development of the Proposed Project may include, but not limited to, the following:

- Pursuant to Los Angeles Municipal Code (LAMC) Section 16.05, the Applicant requests Site Plan Review for a Project that will result in an increase of more than 50 dwelling units.

Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project, including certificates, permits to remove on-site and off-site trees, demolition permits, haul route approval, grading and associated building permits.

G. Areas of Controversy

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for a significant and unavoidable impact has been identified. During the NOP comment period, public comments were received regarding general concerns regarding the Proposed Project and environmental impacts to be addressed in the EIR. The predominant areas of concern raised during the NOP comment period include construction impacts upon the adjacent Hancock Park Elementary School, specifically with regard to air quality, exposure to hazardous materials used during construction, and noise impacts.

H. Environmental Review Process

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for a period of 45 days. After completion of the 45 day review period, a Final EIR will be prepared that responds to written comments on the Draft EIR submitted during the review period and modifies the Draft EIR as may be required. Public hearings on the Proposed Project will be held after completion of the Final EIR. The City will make the Final EIR available to agencies and the public prior to considering certification of the Final EIR. Notice of the time and location will be published prior to the public hearing date.

I. Summary of Environmental Impacts

Table I-1 on the following pages summarizes the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are proposed for potentially significant environmental impacts, and the level of impact significance after mitigation is also identified.

**Table I-1
Summary of Project Impacts**

Environmental Issue	Project Design Features	Mitigation Measures	Project Impact after Mitigation
<p>A. Air Quality</p> <p>Threshold (a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?</p> <p>Consistency with 2016 Air Quality Management Plan (AQMP)</p> <p>The determination of AQMP consistency is primarily concerned with the long-term influence of the Proposed Project on air quality in the Air Basin. The Proposed Project is an infill development near transit within an existing urbanized area that would concentrate new residential uses within an High Quality Transit Area (HQTA), thus reducing VMT. The Proposed Project would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The Proposed Project would be consistent with the growth assumptions, goals and policies of the AQMP and, therefore, would not conflict with or obstruct implementation of the South Coast Air Quality Management District's (SCAQMD) AQMP. As such, the Proposed Project would support the SCAQMD and Southern California Association of Government's (SCAG) objectives of reducing Vehicle Miles Traveled (VMT), would be consistent with AQMP land use strategies, and would be consistent with the growth projections in the 2016 AQMP. Therefore, the Project would be consistent with, and would not conflict with the implementation of the 2016 AQMP.</p>	<p>AQ-PDF-1: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators will be used during construction.</p>	<p>None</p>	<p>Less Than Significant</p>

<p>Consistency with General Plan Air Quality Element</p> <p>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 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.</p>			
<p>Threshold (b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p> <p>Regional Construction Impacts</p> <p>The peak daily regional emissions generated for reactive organic gases (ROG), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter greater than 10 microns in diameter (PM₁₀) and particulate matter greater than 2.5 microns in diameter (PM_{2.5}) during the construction phases of the Proposed Project would not exceed the regional emission thresholds. Accordingly, the emissions generated by construction activities are well within the margin of safety established to protect human health. Furthermore, it is anticipated that 5,500 cubic yards of potentially impacted soil from the on-site oil well would be excavated during construction and would be disposed of at a licensed soil recycling or disposal facility permitted to accept such soil. The excavation of volatile organic compounds (VOC)-impacted soil and disposal activities would be subject to SCAQMD Rule 1166, which would reduce potential impacts associated with handling and</p>	None	None	Less Than Significant

<p>export of contaminated soils. Therefore, regional air quality impacts associated with construction emissions would be less than significant.</p> <p>Regional Operational Impacts</p> <p>The Proposed Project would meet the energy efficiency requirements of the L.A. Green Building Code. Specifically, the Proposed Project would be designed to meet Title 24 2019 Standards, reduce potable water consumption through the use of low-flow water fixtures, and provide ENERGY STAR labeled residential grade equipment and appliances in all new residential units. New on-site facility NOX emissions will be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by SCAQMD Rule 1146.2, Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters. Accordingly, the operational emissions are well within the margin of safety established to protect human health. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant. The Proposed Project's regional construction and operational emissions would not exceed the established SCAQMD thresholds. 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.</p>			
<p>Threshold (c) Would the project expose sensitive receptors to substantial pollutant concentrations?</p> <p>Localized Construction Air Quality Impacts</p> <p>The closest receptor distance provided in the SCAQMD's Mass Rate Localized Significance Threshold (LST) Look-up Tables is within 82 feet (25 meters). The project would involve a grading area of approximately 3.15 acres. Therefore, the localized significance threshold for sensitive receptors within</p>	None	None	Less Than Significant

<p>25 meters for a 3.15-acre site was applied for the Proposed Project. As shown in Table IV.A-9, Localized On-Site Peak Daily Construction Emissions, on-site emissions generated by the Proposed Project would not exceed the established SCAQMD localized significance thresholds. Accordingly, the emissions generated by construction activities are below the thresholds of significance for localized emissions and thus are well within the margin of safety established to protect human health. Therefore, the localized air quality impacts resulting from construction emissions associated with the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.</p> <p>Localized Operational Air Quality Impacts</p> <p>On-site localized emissions from the Proposed Project's construction and operation would not exceed the established SCAQMD localized thresholds. Therefore, localized construction and operational related air quality impacts would be considered less than significant without mitigation. Additionally, potential air toxic impacts to sensitive receptors from Project Toxic Air Contaminant (TAC) emissions would also be less than significant. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.</p>			
<p>Threshold (d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</p> <p>The Proposed Project's adherence to SCAQMD Rules 1108, 1113, and 1138, as well as the SCAQMD Best Available Control Technology (BACT) Guidelines would limit potential objectionable odor impacts during the Proposed Project's short-term construction and long-term operations phases. Therefore, construction and operation of the Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.</p>	None	None	Less Than Significant

B. Energy			
<p>Threshold (a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</p>	<p>AQ-PDF-1: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators will be used during construction.</p>	<p>None</p>	<p>Less Than Significant</p>
<p>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 and 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 Proposed 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.</p>	<p>GHG-PDF- 1: The Proposed Project will not include any hearths and/or fireplaces within any of the residential units.</p>		
<p>Threshold (b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>			
<p>The Proposed Project would be required to comply with the CALGreen Code, Title 24 standards, and the LA Green Building Code standards. Compliance with state and local energy efficiency standards would ensure the Proposed Project meets all applicable energy conservation policies and regulations. The Proposed Project would be designed to meet the minimum energy efficiency standards of the LA Green Building Code and the City's standard of sustainability by meeting the intent of the criteria for certification at the US Green Building Council (USGBC) LEED "Certified" level or</p>			

<p>equivalent. Furthermore, the Proposed Project would be designed to exceed the Title 24 energy requirements by 20 percent, through the installation of energy-efficient electricity lighting/appliances and natural gas fixtures, as required by LA Green Building Code. Additionally, the Proposed Project would further reduce natural gas usage as the Proposed Project would prohibit the installation of hearths and/or fireplaces within any of the residential units (See PDF-GHG-1 in Section IV.C, Greenhouse Gas Emissions). In addition, vehicle trips generated during Proposed Project operation would comply with Corporate Average Fuel Economy standards. During construction activities, the Proposed Project would be required to comply with California Air Resources Board (CARB) anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations. As such, 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.</p>			
<p>C. Greenhouse Gas Emissions</p>			
<p>Threshold (a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p> <p>Threshold (b) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p> <p>Consistency with the Climate Change Scoping Plan</p> <p>The Proposed Project would be consistent with applicable Greenhouse Gas (GHG) reduction strategies in the 2017 Climate Change Scoping Plan. The 2017 Scoping Plan also outlines strategies to reduce GHG emissions to achieve the 2030 target from sectors that are not directly controlled or influenced by the Proposed Project, but nonetheless contribute to Proposed Project-related GHG emissions. For instance, the Proposed Project itself is not subject to the Cap-and-Trade regulation; however, Proposed Project-related emissions would decline pursuant to the regulation as utility providers and transportation fuel producers are subject to renewable energy standards, Cap-and-Trade, and the Low Carbon Fuel Standard (LCFS). While CARB is in the process</p>	<p>PDF-GHG-1: The Proposed Project will not include any hearths and/or fireplaces within any of the residential units.</p> <p>PDF-GHG-2: The Proposed Project will provide a pedestrian portal through the parking level on the ground floor to facilitate a safe pedestrian access from S. Ogden Drive to the Center parking lot.</p>	<p>None</p>	<p>Less Than Significant</p>

<p>of expanding the regulatory framework to meet the 2030 reduction target based on the existing laws and strategies in the 2017 Scoping Plan, the Proposed Project would support or would not impede implementation of these potential GHG reduction strategies identified by CARB. Additionally, Pavley 1, the Advanced Clean Cars Program, CALGreen and SB-X7-7 outline strategies, as discussed above, to reduce GHG emissions to achieve the 2030 target from sectors that are not directly controlled or influenced by the Proposed Project, but nonetheless contribute to Proposed Project-related GHG emissions.</p> <p>Consistency with SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</p> <p>The Project Site is located in a HQTAs and promotes the connectivity of the Project Site to the surrounding neighborhood area by providing safe, clean, improved, and easy-to-use pedestrian and bicycle access. The Proposed Project would also provide on-site bicycle storage areas for Project residents and guests to facilitate and encourage alternative modes of transit. Additionally, consistent with 2016-2040 RTP/SCS Goals 6 and 8, the Project Site will be served by a total of thirteen local and inter-city transit operators including two Metro Rapid bus lines (705 and 780), nine Metro Local Bus lines (14, 16, 17, 316, 105, 212, 312, 217, and 218), one Los Angeles Department of Transportation (LADOT) DASH line (DASH Fairfax), and the future Purple Line Extension, with the nearest bus stop located adjacent to the Project Site along W. 3rd Street, which would serve to improve transportation options. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in VMT and related vehicular GHG emissions. Further, the vertical integration of land uses on the Project Site will produce reductions in auto mode share to and from the Project Site that will help the region accommodate growth and promote public transit ridership that minimizes GHG emission increases and reduces per capita emissions, consistent with</p>			
--	--	--	--

<p>the 2016-2040 RTP/SCS. As the goals and policies of the 2020–2045 RTP/SCS are similar to, and consistent with, those of the 2016–2040 RTP/SCS as it pertains to increasing urban density within High Quality Transit Areas, the Proposed Project would be consistent with both the 2016–2040 RTP/SCS and the 2020–2045 RTP/SCS. Additionally, the inclusion of electric vehicle charging infrastructure (per LA Green Building Code) will support the use of electric zero-emission vehicles by Project residents, patrons, and visitors</p> <p>Consistency with the Sustainable City pLAn and the L.A. New Green Deal</p> <p>The Proposed Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has committed to diversify its portfolio of energy sources to achieve 50 percent renewability by 2030. The Proposed Project would be designed and constructed to meet LA Green Building Code standards, where applicable, by including several measures designed to reduce energy consumption. The Proposed Project includes ENERGY STAR-rated appliances within the dwelling units and would be a modern development with energy efficient boilers, heaters, and air conditioning systems. As such, the Proposed Project would be consistent with the goals and initiatives in the Sustainable City pLAn/L.A.'s Green New Deal.</p> <p>As such, the Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant.</p> <p>Construction Emissions</p> <p>Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. Emissions of GHGs were calculated using California Emissions Estimator Model (CalEEMod) for each phase and each year of construction of the Proposed</p>			
--	--	--	--

<p>Project. Construction-related GHG emissions from Project construction are estimated to be approximately 2,670 MTCO_{2e}. The total construction emissions are amortized over 30 years and are incorporated into the proposed Project's annualized operational emissions. Thus the 2,670 MTCO_{2e} of construction emissions equates to 89 MTCO_{2e} per year during the life of the Project.</p> <p>Operational Emissions</p> <p>The Proposed Project is a mixed-use high-density redevelopment project with residential and commercial uses located in an urbanized portion of the Wilshire Community Plan near mass transit and a broad mix of land uses. As noted in Section IV.I, Transportation, the Proposed Project's estimated annual VMTs are based on LADOT's VMT Calculator's mixed-use methodology which reflects a reduction in the total daily trips based on several project defining factors including: the density of development, the relative numbers of residents and jobs, connectivity for walking and proximity to transit. Further, the average trip length used to calculate VMTs is based on the specific traffic analysis zone (TAZ) that reflects the attributes associated with the project's location and surrounding land uses (i.e., intersections per square mile, population and employment within one mile, employment within 30 minutes by transit, vehicles per household, and travel demand). These features are inherently accounted for in the Project's VMT calculation and reflect a reduction in total VMT (and thus decrease in fuel consumption) as compared to a standard project that does not provide a complementary mix of land uses and is not located within a transit oriented community or high quality transit area. This VMT calculation does not account for mitigation measures that are discussed in Section IV.J –Transportation. Based on these factors, the Proposed Project would be consistent with the intent of both AB 32 and SB 375 with respect to reducing mobile source emissions associated with VMT. The Proposed Project would incorporate components that are compliant with existing regulations such as the pre-installation of energy efficient ENERGY STAR-rated appliances, meeting applicable water conservation</p>			
---	--	--	--

<p>requirements of the L.A.Green Building Code, meeting the applicable provisions of the California Energy Code, and complying with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC, that would further reduce the carbon footprint of the development. In addition to the GHG emission reductions described above, it is important to note that a fundamental difficulty in the analysis of GHG emissions is the global nature of the existing and cumulative future conditions. Changes in GHG emissions can be difficult to attribute to a particular planning program or project because the planning effort or project may cause a shift in the locale for some type of GHG emissions, rather than causing new GHG emissions. As a result, there is frequently an inability to conclude whether a project's GHG emissions represent a net global increase, reduction, or no change in GHGs compared to those that would exist if the project were not implemented. The analysis of the Proposed Project's GHG emissions is conservative in that it assumes all of the estimated GHG emissions are new additions to the atmosphere.</p> <p><i>Post 2030 Considerations</i></p> <p>The Proposed Project is the type of land use development that is encouraged by the 2016–2040 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. The Proposed Project would be consistent with the reduction in transportation emissions per capita provided in the 2016 RTP/SCS and the updated SB 375 targets. The 2016 RTP/SCS establishes a regulatory framework for achieving GHG levels per capita relative to 2005 emissions would be reduced by 8 percent in 2020, 18 percent in 2035, and 21 percent in 2040 in the SCAG region, which would exceed CARB's required reduction targets. By furthering implementation of SB 375, the Proposed Project supports regional land use and transportation GHG reductions consistent with State climate targets for 2020 and beyond. For the reasons described above, the Proposed</p>			
---	--	--	--

<p>Project's post-2030 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Orders S-3-05 and B-30-15.</p>			
<p>D. Hazards and Hazardous Materials</p>			
<p>Threshold (a) Would the Project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?</p> <p>Construction Impacts</p> <p>Construction of the Proposed Project would involve the use of common construction materials, which could be potentially hazardous materials, including vehicle fuels, oils, and transmission fluids, if not handled properly. Such materials would be used only in quantities typically associated with the construction of a commercial and residential development and would be transported, handled, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Thus, there would not be a significant hazard to the public through the use of these materials.</p> <p>Demolition Debris</p> <p>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. Adherence to all applicable rules and regulations pertaining to the use, storage, and transport of potentially hazardous materials would reduce potentially significant impacts to less-than-significant levels.</p>	<p>None</p>	<p>MM-HAZ-1: A Soil Management Plan (SMP) shall be prepared 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 with TPH concentrations that exceed the RWQCB soil screening level for protection of groundwater of 100 mg/kg and the U.S. EPA residential screening of 110 mg/kg 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</p>	<p>Less Than Significant with mitigation</p>

<p>Soils</p> <p>It is important to note that the excavation of impacted soil and disposal activities associated with the Proposed Project would be subject to SCAQMD Rule 1166. This means that the excavation or grading of soil at the Development Site containing VOC material including gasoline, diesel, crude oil, lubricant, waste oil, adhesive, paint, stain, solvent, resin, monomer, and/or any other material containing VOCs would require a mitigation plan. Such a plan (typically considered Rule 1166 Permit) would require segregation of the soil during excavation based on the soil analytical data, and field vapor readings generated by a properly calibrated photo ionization detector conducted during excavation, compliance with SCAQMD VOC emissions mitigation requirements, and soil management and health and safety plans to ensure worker health and safety. Compliance with these strict Rule 1166 requirements would reduce potential impacts associated with excavation and export of contaminated soils to less than significant levels.</p> <p>In addition, out of an abundance of caution, the Proposed Project would include Mitigation Measure MM-HAZ-1 to further minimize potential hazardous materials impacts. This measure would require a Soil Management Plan (SMP) be prepared to guide contractors regarding appropriate handling, screening, and management of potentially impacted or impacted soils from historical operations on the Development Site that may be encountered during grading and excavation activities.</p> <p>Groundwater</p> <p>As part of the regulatory compliance process, and standard protocol for grading and excavating activities, existing soil testing data would be used to develop an excavation plan and a worker health and safety plan, and to conduct waste profiling to identify the appropriate disposition and disposal facility for the affected soils. These documents would be provided to the Los Angeles Regional Water Quality Control Board (LARWQCB) for review and approval prior to beginning</p>		<p>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. The SMP would 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:</p> <ul style="list-style-type: none"> ○ 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 	
---	--	---	--

<p>excavation. Shallow groundwater, if encountered, would be pumped from the excavation and is proposed to be treated with a granular activated carbon treatment system consisting of a settling tank, two carbon vessels and potentially a particulate filter. The treated water would then be discharged to either a local storm drain outfall under a National Pollutant Discharge Elimination System (NPDES) permit or to a sanitary sewer tie-in, depending on discharge volume. Therefore, regulatory compliance with the applicable NPDES permit and Waste Discharge Requirements would ensure that no significant hazard to the public or the environment occurs.</p> <p>Additionally, prior to beginning any construction activity for the Proposed Project, including site clearing and demolition work, a construction Stormwater Pollution Prevention Plan (SWPPP) would be prepared and would implement applicable best management practices (BMPs) identified in the SWPPP. The SWPPP, any amendments, and monitoring reports are to be posted to the State Water Resources Control Board's (SWRCB) Stormwater Multiple Application and Report Tracking System (SMARTS) website. BMPs will be designed and maintained as part of the implementation of the SWPPP in compliance with the Construction General Stormwater Permit.</p> <p>Operational Impacts</p> <p>Operations of the Proposed Project would consist of typical and common activities associated with operation of mixed-use residential commercial development and associated amenities such as recreational pool and viewing decks, fitness facilities, open spaces, and retail and restaurants. No hazardous materials would be utilized during day-to-day operation of the Proposed Project other than typical housekeeping, restaurant, vehicle, pool, and landscape maintenance materials such as cleaning supplies, paints, oil, grease, pesticides, herbicides, water disinfectants, fertilizers. The use of these materials would be in small quantities and in accordance with Health and Safety Code and the manufacturers' instructions for transport, use, storage, and disposal. Compliance with these standard</p>		<p>inhibitors. • The trucks or trailers shall be completely covered/tarped prior to leaving the Project Site to prevent particulate emissions to the atmosphere.</p> <ul style="list-style-type: none"> ○ The exterior of the trucks (including the tires) shall be cleaned off prior to the trucks leaving the excavation location. 	
--	--	---	--

<p>practices avoids substantial exposure hazards. There would be low frequency and minimal severity of consequences on people or property from exposure to the limited and commonplace materials used to operate the Project. Accordingly, there is limited potential of the Project to create health hazards from these non-hazardous sources. 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 during operation, and would have a less than significant impact.</p>			
<p>Threshold (b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p> <p>Construction Impacts</p> <p>The Proposed Project would be built with a methane system that would incorporate all components listed for a Design Level V passive system from Table 71 of LAMC Section 91.7109, including: an impervious membrane, dewatering system, perforated horizontal vent pipe system, 4-inch gravel thickness beneath the membrane, vent risers, and mechanical gas extraction (blowers), and a gas detection/alarm system and mechanical ventilation system shall in the lowest occupied level of the building. Based on site conditions, a “V-Bottom” foundation with a minimum one percent slope towards the building perimeter designed to withstand hydrostatic pressures would be acceptable. The “V-Bottom” foundation and Methane Zone Level V system will be in compliance with Los Angeles Department of Building and Safety (LADBS) requirements. These design requirements which exceed the minimum regulatory requirements are also included as PDF-HAZ-1 to ensure impacts related to reasonably foreseeable upset and accident conditions involving methane are less than significant.</p> <p>Therefore, with implementation of MM-HAZ-1, in conjunction with Project Design Feature PDF-HAZ-1, the construction of</p>	<p>PDF-HAZ-1 Methane: The Proposed Project shall be designed and constructed in accordance with the following conditions or as otherwise authorized by the LADBS:</p> <ul style="list-style-type: none"> o Areas with a Mat Foundation shall be fitted with an impermeable methane barrier membrane. o The bottom side of the foundation slab shall have a one percent “V” Bottom slope to serve as the pressure relief venting system. o A minimum four-inch thick aggregate layer shall be placed beneath the slab to assist in conveying methane gas from beneath the structure. o An impermeable methane gas/waterproofing/tar barrier shall be installed at all below grade walls. o If an Oil Well is located on the property beneath a new building, it shall be fitted with a 	<p>MM-HAZ-1: A Soil Management Plan (SMP) shall be prepared 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 with TPH concentrations that exceed the RWQCB soil screening level for protection of groundwater of 100 mg/kg and the U.S. EPA residential screening of 110 mg/kg for</p>	<p>Less Than Significant with mitigation</p>

<p>the Proposed Project will not 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, and impacts would be less than significant.</p> <p>Operational Impacts</p> <p>The use of hazardous materials would be in small quantities and in accordance with the manufacturers' instructions for transport, use, storage, and disposal of such products. Compliance with these standard practices avoids substantial exposure hazards. There would be low frequency and minimal severity of consequences on people or property from exposure to the limited and commonplace materials used to operate the Proposed Project. Accordingly, there is limited potential of the Proposed Project to create health hazards from these non-hazardous sources. Therefore, operation of the Proposed Project would not 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.</p>	<p>Vent Cone and Venting System as required by the State of California Division of Oil and Gas.</p> <ul style="list-style-type: none"> o Electrical & communications conduit seals that prevent methane gas intrusion shall be installed at all dry utility conduits. o Utility trench dams that prevent methane gas intrusion shall be installed at the exterior sides of the building. <p>o Gas Detection Systems will be installed throughout the lowest level parking garage in the buildings which will continuously monitor the interior space for methane gas and will be capable of activating the building's ventilation system and contacting a central alarm service if methane is detected.</p>	<p>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 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.</p> <p>The SMP would 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</p>	
---	---	--	--

		<p>with the following:</p> <ul style="list-style-type: none"> ○ 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. 	
--	--	---	--

<p>Threshold (c) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?</p> <p>The Hancock Park Elementary School, a Los Angeles Unified School District school, is located immediately south of the Project Site at 408 S. Fairfax Avenue. There have been numerous technical reports prepared to analyze hazardous materials that are present in the existing structures and the soil conditions on the Development Site. In addition, there are strict regulatory compliance measures, which apply to construction and operational activities that mandate careful handling of any known or discovered hazardous materials. Also, the Proposed Project includes PDFs, mitigation measures, and strict regulatory compliance (including but not limited to a soil management plan and specific project design to minimize methane risks) that reduces potential impacts to adjacent land uses, including the school. The Proposed Project would demolish structures that contain Asbestos Containing Materials (ACM) and Lead-Based Paints (LBP). The demolition is subject to strict regulatory controls that ensure construction activities do not emit hazardous materials in a manner that could impact the school. The Proposed Project does not contain land uses that would emit hazardous emissions or handle hazardous materials. New structures that do not contain LBPs or ACM would be developed. Excavation of the Development Site would remove existing contaminated soils. The new buildings constructed on the Development Site would comply with current (and more stringent) building and safety codes. The new structures would be specifically designed to reduce methane upset risks. Therefore, as discussed further below, impacts would be less than significant with the required regulatory compliance and the implementation of mitigation measures and project design features.</p>	<p>PDF-HAZ-1 Methane: The Proposed Project shall be designed and constructed in accordance with the following conditions or as otherwise authorized by the LADBS:</p> <ul style="list-style-type: none"> o Areas with a Mat Foundation shall be fitted with an impermeable methane barrier membrane. o The bottom side of the foundation slab shall have a one percent “V” Bottom slope to serve as the pressure relief venting system. o A minimum four-inch thick aggregate layer shall be placed beneath the slab to assist in conveying methane gas from beneath the structure. o An impermeable methane gas/waterproofing/tar barrier shall be installed at all below grade walls. o If an Oil Well is located on the property beneath a new building, it shall be fitted with a Vent Cone and Venting System as required by the State of California Division of Oil and Gas. o Electrical & communications conduit seals that prevent methane gas intrusion shall be installed at all dry utility conduits. o Utility trench dams that prevent methane gas intrusion shall be 	<p>MM-HAZ-1: A Soil Management Plan (SMP) shall be prepared 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 with TPH concentrations that exceed the RWQCB soil screening level for protection of groundwater of 100 mg/kg and the U.S. EPA residential screening level of 110 mg/kg 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 undocumented subsurface features of potential environmental concern (e.g., USTs, abandoned oil wells, sumps,</p>	<p>Less Than Significant with mitigation</p>
--	---	---	--

<p>Construction Impacts</p> <p>Construction may involve dewatering of potential contaminated groundwater during the excavation of the two-level subterranean parking garage. Thus, if petroleum impacted groundwater is encountered during construction, it must be properly disposed of in accordance with the LARWQCB regulations, prior to discharge to the storm drain or the sanitary sewer. As part of the regulatory process and standard protocol for grading and excavating activities under NPDES permits, existing soil testing data will be used to develop an excavation plan and a worker health and safety plan, and to conduct waste profiling to identify the appropriate disposition and disposal facility for the affected soils. These documents will be provided to the LAWQCB for review and approval prior to beginning excavation. Shallow groundwater, if encountered, will be pumped from the excavation and is proposed to be treated with a granular activated carbon treatment system consisting of a settling tank, two carbon vessels and potentially a particulate filter. The treated water would then be discharged to either a local storm drain outfall under an NPDES permit or to a sanitary sewer tie-in, depending on discharge volume. Thus, compliance with the applicable NPDES permit and waste discharge requirements would ensure that no significant hazard to the nearby school occurs.</p> <p>Adherence to all applicable rules and regulations, as well as incorporation of PDF-HAZ-1 and mitigation measure MM-HAZ-1 described herein, during construction, would ensure that potential impacts associated with the Project’s potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school would be less than significant.</p> <p>Operational Impacts</p> <p>The Proposed Project’s land uses would include commercial retail, restaurant, supermarket, and multi-family residential.</p>	<p>installed at the exterior sides of the building.</p> <ul style="list-style-type: none"> o Gas Detection Systems will be installed throughout the lowest level parking garage in the buildings which will continuously monitor the interior space for methane gas and will be capable of activating the building’s ventilation system and contacting a central alarm service if methane is detected. 	<p>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. The SMP would 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:</p> <ul style="list-style-type: none"> o Be transported to an approved treatment/disposal facility. o When loading into trucks is completed, and during transportation, no excavated material shall extend above the sides or rear of the truck or trailer. o Prior to covering/tarped, 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 	
---	---	---	--

<p>During operation of the Proposed Project, no hazardous materials other than the modest amounts of typical cleaning supplies and solvents used for housing keeping and janitorial purposes would be present at the Project Site. These type of substances are not considered acutely hazardous. In addition, use of these substances would comply with State Health Codes and Regulations, which regulate use, emission and disposal of materials. Thus, the Proposed Project's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing school during operational would be less than significant.</p>		<p>prevent particulate emissions to the atmosphere.</p> <ul style="list-style-type: none"> ○ The exterior of the trucks (including the tires) shall be cleaned off prior to the trucks leaving the excavation location. 	
<p><i>Threshold (d) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i></p> <p>As discussed in Section VI.D, Effects Not Found to be Significant, and in the Initial Study (Appendix A), the Development Site is not considered a hazardous materials site. The Development Site Phase I Environmental Site Assessment (ESA), Development Site Phase II ESA, and Development Site Phase I ESA Update concluded that there are certain sites on the Cortese list (compiled pursuant to Government Code Section 65962.5) that are within the vicinity of the Project Site, but the Project Site is not currently on that list. Therefore, the Project would not be located on a site which is included on a list of hazardous materials sites and would not, as a result, create a significant hazard to the public or the environment. Impacts would be less than significant and no further analysis of this issue is required.</p>	None	None	Less Than Significant
<p><i>Threshold 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 of public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</i></p>	None	None	No Impact

<p>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. No further analysis of this issue is required.</p>			
<p>Threshold (f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p> <p>Impact Analysis</p> <p>According to the Safety Element of the City of Los Angeles General Plan and County of Los Angeles Department of Public Works Disaster Route Map for the Los Angeles Central area, S. Fairfax Avenue and W. Third Street, immediately adjacent to the Project Site, are not designated disaster routes to the Project Site. The nearest designated disaster route is Beverly Boulevard, located approximately 0.3 miles north of the Project Site.</p> <p>Construction Impacts</p> <p>While the construction of the Proposed Project may require temporary and/or partial road closures due to construction activities involving tapping into existing infrastructure in the adjacent right-of-way, these activities are not expected to impair or interfere with emergency response plans. As noted in Section IV.I, Transportation, temporary closures of the sidewalks adjacent to the Project Site on W. 3rd Street and Ogden Drive may be required during portions of the construction period. The sidewalk along Ogden Drive could be closed for the duration of the Proposed Project construction. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes (e.g., if the sidewalk on the west side of Ogden Drive adjacent to the Development Site is temporarily closed, a sign or signs would direct pedestrians to use the sidewalk on the east side of Ogden Drive as an alternative route). The Project Applicant</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>

<p>would prepare and submit a work site traffic control plan to LADOT prior to the start of construction. That plan would show the location of any temporary street parking or sidewalk closures, warning signs and access to abutting properties. Any potential closures of the adjacent roadways (in whole or in part) would be coordinated with and approved by LADOT.</p> <p>Operational Impacts</p> <p>With respect to Proposed Project operation, the Proposed Project would not interfere with emergency response or an evacuation plan. The Development Site is located along 3rd Street, which is not a designated disaster route. The Proposed Project would not interfere with or physically impede access to existing emergency evacuation routes in the project vicinity. Access for the Los Angeles Fire Department (LAFD) apparatus and personnel to and into all structures shall be required, and fire lanes approved by the LAFD. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required. Further, as discussed in detail in Section IV.H, Public Services of this Draft EIR, site plans must be submitted to the LAFD and the Los Angeles Police Department (LAPD) for their review and approval prior to the issuance of building permits. Emergency vehicle access to the Development Site would continue to be provided from local public roadways.</p>			
<p>Threshold g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p> <p>The Development 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, and no further analysis of this issue is required.</p>	None	None	No Impact

E. Land Use and Planning			
<p>Threshold a) Would the Project physically divide an established community?</p> <p>The Proposed Project would have no potential to physically divide an established community. No separation of land uses or disruption of access between land uses around the Project Site would occur as a result of the Proposed Project. Therefore, the Proposed Project would not physically divide an established community. No impacts would occur and no further analysis of this topic is required.</p>	None	None	No Impact
<p>Threshold (b) Would the Project 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?</p> <p>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS)</p> <p>The Proposed Project would be generally consistent with applicable goals of the 2016-2040 RTP/SCS. The Proposed Project would redevelop an infill site with a new mixed-use development providing new housing, employment and dining/retail uses. The Proposed Project would provide pedestrian scale development with ground floor retail near the Wilshire Commercial Corridor, located south of the Project Site. The Proposed Project would be consistent with the 2016-2040 RTP/SCS to focus growth in centers along major transportation corridors, create new, walkable mixed-use developments, provide new housing opportunities, and provide new employment opportunities within walking distance of major transit stops and intersections along W. 3rd Street and S. Fairfax Avenue. Moreover, the Proposed Project would be generally consistent with the 2016-2040 RTP/SCS goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency and facilitate the use of alternative modes of transportation. Therefore, the</p>	None	None	Less Than Significant

<p>Proposed Project would not conflict with the applicable goals, objectives, and policies of the 2016-2040 RTP/SCS.</p> <p>As the goals and policies of the 2020–2045 RTP/SCS are similar to, and consistent with, those of the 2016–2040 RTP/SCS as it pertains to increasing urban density within High Quality Transit Areas, the Proposed Project would be consistent with both the 2016–2040 RTP/SCS and the 2020–2045 RTP/SCS.</p> <p>SCAQMD Air Management Plan</p> <p>The Proposed Project is located within the 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 Proposed Project would adhere to regulatory requirements during construction and operation to reduce potential air quality impacts on surrounding uses. In addition, the Project Site is an infill location and the Proposed Project provides mixed uses (residential and commercial) that can reduce the need for single occupant vehicle trips, and thereby reduce operational air quality impacts. Further, as discussed in IV.A, 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.</p> <p>Consistency with Local Land Use Plans, Policies, and Zoning</p> <p>The Proposed Project would not conflict with applicable local land use plans, policies, and zoning, including, but not necessarily limited to, the City of Los Angeles General Plan and its Framework, Housing, Air Quality, Land Use (Wilshire Community Plan), Conservation, and Mobility Plan 2035 Elements; Citywide Design Guidelines; the LAMC and its regulations regarding Zoning and Land Use Designations, Floor Area Ratio (FAR), Density, Setbacks, Height, Open Space and Landscaping, and Parking; Zoning Information (ZI</p>			
---	--	--	--

<p>No. 1195); and the Los Angeles Green Building Code.</p>			
<p>F. Noise</p>			
<p>Threshold (a): Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p> <p>Construction Noise Impacts</p> <p><i>On-Site Construction Noise</i></p> <p>Construction of the Proposed Project would require demolition, earthwork, and building construction activities that would generate noise on a temporary and intermittent basis throughout the duration of the construction process. 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. Construction noise levels would increase exterior ambient noise levels at off-site noise-sensitive receptors by more than 5 dBA Leq during the construction of the Proposed Project. As such, construction noise impacts would be considered significant before mitigation.</p> <p><i>Off-Site Construction Noise</i></p> <p>Other noise sources may be generated off-site resulting from materials delivery, concrete mixing trucks, haul trucks, and construction trucks from workers accessing the Project Site during construction. Haul trips would increase noise levels by a maximum of 1.9 dBA CNEL above the existing ambient noise levels along any haul route segment. . Haul truck noise increase would be below the significance criteria for the haul route's street segments. As such, the hauling activities during construction would result in a less-than-significant impact to off-site noise receptors.</p>	<p>NOI-PDF-1: Project construction will not include the use of impact driven pile systems (i.e., pile drivers).</p> <p>NOI-PDF-2: All construction equipment will utilize mufflers and other devices to minimize noise levels.</p>	<p>MM-NOI-1 School Property Noise Barrier. A temporary 10-foot high sound blanket shall be installed on top of the existing concrete wall located along the southern property line prior to commencement of construction activities. The sound blanket can be any solid material with a density no less than 2 lb. per square foot. Materials meeting this requirement include 3/4-inch thick wood, 3/4-inch outdoor plywood, 16-gauge steel sheet. Support frames should be constructed in sections which allow overlapping between barrier panels when multiples are attached. Gaps between barrier units and between the bottom edge of barrier panels where they meet the top of the existing concrete wall shall be covered or sealed with material of no less 2 pcf density. These barriers should be capable of achieving a minimal Sound Transmission Class (STC) rating of 32. Use of equivalent noise barrier systems shall be reviewed and approved by the acoustical engineer.</p>	<p>Less Than Significant with mitigation</p>

<p>Operational Noise Impacts</p> <p>Operation of the Proposed Project would have the potential to increase ambient noise levels through the increase in vehicle trips entering and leaving the Project Site (i.e., roadway noise), outdoor courtyards and gathering spaces (including the roof deck and pool deck) and building mechanical equipment (i.e., HVAC systems), and on-site loading dock and parking structure noise.</p> <p><i>Roadway Noise - Existing Plus Project</i></p> <p>The Proposed Project would generate an increase in vehicle trips to and from the Project Site, which would have the potential to increase roadway traffic noise on the surrounding roadways. The Proposed Project is anticipated to generate a total of 1,609 daily vehicle trips, including 142 AM peak hour trips and 87 PM peak hour trips. Using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) model and traffic volume data from the Project Traffic Impact Study, it was concluded that the Proposed Project would result in a less-than-significant roadway noise impact at all four street segments analyzed which are anticipated to receive the greatest amount of trips based on their distance to the Project Site. As such, the Proposed Project's roadway noise impacts would be less than significant.</p> <p><i>Roadway Noise - Future Plus Project</i></p> <p>The analysis of future roadway noise impacts was based on the incremental increase in traffic roadway noise levels attributable to the Proposed Project based on a comparison of Future with Project traffic volumes to Existing conditions. Under the Future with Project Scenario, the Proposed Project would result in a less-than significant roadway noise impact at all four street segments analyzed. As mentioned previously, the four identified roadway segments are anticipated to receive the greatest amount of trips based on the close distance to the Project Site, and therefore impacts on any other streets in the Project vicinity would also be less than significant.</p>		<p>Barrier design and construction should be approved by a structural engineer. The design details and materials for the movable noise barriers and supports shall be prepared for approval and stamped by a Professional Engineer licensed in the state of California and submitted to the Department of Building and Safety prior to issuance of the first demolition or building permit.</p> <p>MM-NOI-2 Ogden Drive Noise Barrier.</p> <p>A temporary 10-foot height noise barrier shall be erected along Ogden Drive, as shown in Figure IV.F-4, Construction Sound Wall Diagram. The sound blanket can be any solid material with a density no less than 2 lb. per square foot. Materials meeting this requirement include 3/4-inch thick wood, 3/4-inch outdoor plywood, and 16-gauge steel sheet. Support frames should be constructed in sections which allow overlapping between barrier panels when multiples are attached. These barriers should be capable of achieving a minimal Sound Transmission Class (STC) rating of 32. Use of equivalent noise barrier systems shall be</p>	
---	--	---	--

<p><i>Outdoor Activity Noise Levels</i></p> <p>Noise levels from outdoor activities were determined based on a prediction of the combined noise impact from the Proposed Project’s outdoor noise sources. Sources of outdoor noise due to human activities and uses include gatherings within the open-air amenity courtyards located on the 4th Floor Roof Deck, 5th Floor Roof Deck, and 7th Floor Roof Deck. The anticipated outdoor estimated outdoor noise levels would not exceed the significance criteria noise level at any of the sensitive receptors. As these noise levels would not exceed 5 dBA above the respective ambient noise level threshold for daytime or nighttime noise, noise impacts from outdoor activities would be less than significant.</p> <p><i>Mechanical Equipment and HVAC Noise Levels</i></p> <p>New mechanical equipment, HVAC units, and exhaust fans would be installed on the roof of the proposed new structures. Although the operation of this equipment would generate noise, the design of these on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, 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. Based on the approximate distances to the nearby sensitive receptors, the estimated noise levels at nearby sensitive receptors would be below the 5-dBA Leq increase above ambient noise levels at the nearby sensitive receptors. As such, noise from mechanical equipment would be less than significant.</p> <p><i>Loading Dock and Parking Garage Noise</i></p> <p>The combined noise level from loading dock and parking garage activities were calculated and added to the ambient noise levels at the three identified sensitive receptors. The estimated “Existing Ambient Plus Project Noise Levels” from</p>		<p>reviewed and approved by the acoustical engineer. Barrier design and construction should be approved by a structural engineer. The design details and materials for the movable noise barriers and supports shall be prepared for approval and stamped by a Professional Engineer licensed in the state of California and submitted to the Department of Building and Safety prior to issuance of the first demolition or building permit.</p>	
--	--	---	--

<p>these sources would not exceed the 5-dBA increase above ambient noise levels threshold at the sensitive receptor locations. As such, noise from the parking structure would be less than significant.</p>			
<p>Threshold (b): Would the Project result in the generation of excessive groundborne vibration or groundborne noise levels?</p> <p>Construction Impacts</p> <p><i>On-Site Construction Vibration</i></p> <p>Construction activities that would occur within the Development Site would have the potential to generate low levels of groundborne vibration on a temporary and intermittent basis during construction. The projected unmitigated maximum peak particle velocity (PPV) levels at each sensitive receptor would not exceed the applicable threshold of significance for building damage criteria. Additionally, the projected maximum velocity in decibels (VdB) levels would not exceed the human annoyance threshold at sensitive receptor location noise and vibration sensitive receptors (NVSR), Hancock Elementary School (NVSR-1) within the Main Building, the Park La Brea Apartments – Palazzo West at the Grove Apartments (NVSR-2), or at Park La Brea Apartments – Alandele Park Apartments (NVSR-3). However, the construction vibration levels would exceed the human annoyance threshold at sensitive receptor location NVSR-1 within the Bungalow Classrooms. As such, construction activities would have the potential to result in significant vibration annoyance impacts upon NVSR-1 on a short term and temporary basis, before mitigation is imposed.</p> <p><i>Off-Site Construction Vibration</i></p> <p>During the course of the combined excavation and other construction activities, heavy-duty construction trucks would generate ground-borne vibration (similar to the trucks and buses that uses these routes in the existing conditions) as they</p>	<p>None</p>	<p>MM NOI-4 Heavy machinery (excavators, dozers, cranes and drill rig) must work at least 70 feet from the exterior wall of the nearest occupied School Bungalow Buildings (Classrooms 21 and 28) while school is in session. Compliance with this measure shall be enforced through a written Construction Management Plan and shall be verified through written field notes documenting the location and date/time of heavy machinery relative to the Hancock Park Elementary School classroom schedule.</p>	<p>Less Than Significant with mitigation</p>

<p>travel along the anticipated truck route(s). The construction activity is temporary and the source of potential off-site vibration (delivery/haul trucks on the haul routes) is not materially different than the type and volume of vehicles currently on the haul routes. The haul routes are heavily traveled vehicular routes that provide access to regional freeways. In the existing conditions, there is a high volume of vehicular traffic, including heavy trucks and numerous buses that travel on the proposed haul routes. Moreover, hauling activity would not occur during nighttime hours, which according to the FTA guidance is a consideration for impact analysis. 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. Buses and trucks rarely generate vibration that exceeds 70 Vdb, which would be less than the significance threshold of 72 VdB for human annoyance or building damage. Therefore, vibration impacts from off-site construction activities would be less than significant.</p> <p>Operational Vibration Impacts</p> <p>The Proposed Project would not involve the use of stationary equipment that would result in high vibration levels. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.</p>			
<p>G. Population and Housing</p>			
<p>Threshold (a): Would the project 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)?</p> <p>Construction Impacts</p> <p>It is likely that the skilled workers anticipated to work on the Proposed Project already reside within the region and would not need to relocate as a result of employment. Furthermore, construction activity associated with the Proposed Project</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>

<p>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 project occupancy/buildout nor result in an adverse physical change in the environment. It is estimated that the Proposed Project would generate approximately 300 jobs during the approximate 32-month construction schedule. Overall, construction employment related to the Proposed Project would be temporary and would not induce substantial permanent population growth or exceed expected growth for the area. Therefore, the Proposed Project's construction activities would not induce substantial unplanned population growth in the Project area, either directly or indirectly. Accordingly, population and housing impacts associated with population growth due to temporary construction jobs would be less than significant.</p> <p>Operational Impacts</p> <p>The Proposed Project's dwelling units would include a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. This unit mix would diversify the City of Los Angeles' housing stock and increase housing opportunities in the Community Planning area and within the City. Further, the Proposed Project would be consistent with the Wilshire Community Plan's objective to reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, such as The Grove and the Original Farmers Market, future Metro rail and existing bus stops. (Metro Rapid bus line 780, located on S. Fairfax Avenue; and Metro local bus lines 16 and 316, located on W. 3rd Street. Other Metro local bus lines not defined as a major transit stops include: Metro Lines 217, 218, and 17; and LADOT DASH Fairfax). Additionally, the Proposed Project includes transportation demand strategies that reduce VMT, including unbundled parking, promotions and marketing, and bike parking per the LAMC. These strategies are consistent with the type of measures allowed by LADOT to reduce VMT. Furthermore, the Proposed Project's mixed uses are encouraged by the Wilshire Community Plan. (Refer to Section</p>			
---	--	--	--

<p>IV.E, Land use and Planning of this Draft EIR, for a more detailed consistency analysis with the Wilshire Community Plan). As such, the Proposed Project would be consistent with the applicable growth projections of the 2016-2040 RTP/SCS and with the goals and policies of the General Plan's Housing Element, Framework Element, Wilshire Community Plan, and 2016-2040 RTP/SCS. As the goals and policies of the 2020–2045 RTP/SCS are similar to, and consistent with, those of the 2016–2040 RTP/SCS as it pertains to increasing urban density within High Quality Transit Areas, the Proposed Project would be consistent with both the 2016–2040 RTP/SCS and the 2020–2045 RTP/SCS. Therefore, in summary, the Proposed Project would not induce substantial unplanned population growth, either directly or indirectly, in the area and impacts are less than significant.</p>			
<p>Threshold (b): Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</p> <p>The Proposed Project would include the demolition of the existing surface parking lot and commercial buildings and would not displace any residents or housing units that would necessitate the construction of replacement housing elsewhere. Therefore, the Proposed Project would have no impact with respect to Threshold (b), and no further analysis is required.</p>	None	None	No Impact
H. Public Services			
<i>Fire</i>			
<p>Threshold (a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 fire protection services?</p>	<p>PDF-TRAFFIC-1 The Applicant will, prior to construction, develop a Construction Traffic Control/Management Plan (the “Plan”) to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular</p>	None	Less Than Significant

<p>Construction Impacts</p> <p>Demolition of the existing structures and construction of the Proposed Project would increase the potential for personal injury and fires from the operation of mechanical equipment, the use and storage of flammable fuel and construction materials, and other dangers that are inherent to the construction industry. Implementation of construction industry standards, “good housekeeping” procedures and compliance with mandatory Occupational Safety and Health Administration (OSHA) regulations by the construction contractors would minimize these hazards. Construction activities also have the potential to affect fire protection services by adding temporary construction traffic to the street network and by partial lane closures during street improvements and utility installations. As discussed in Section IV.I, Transportation, the Applicant would be required to develop a Construction Traffic Control/Management Plan prior to construction to minimize the effects of construction on vehicular and pedestrian circulation. The Construction Traffic Control/Management Plan would be required to be submitted to LADOT for review and approval prior to the commencement of the construction period. PDF-TRAFFIC 1 in Section I, Transportation, requires development of a Construction Traffic Control/Management Plan to be approved by LADOT that will identify the location of any roadway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The Proposed Project would be required to maintain appropriate fire flow and access pursuant to the Fire Code, LAMC Sections 57.503 and 57.507.3. Project construction would not impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD, the construction of which could cause significant environmental impacts. Therefore, construction-related impacts to fire protection services would be less than significant.</p>	<p>and pedestrian circulation in the area of the Proposed Project. The Plan will identify the location of any roadway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The Plan will also address the potential conflicts associated with concurrent construction activities of related projects, if applicable.</p>		
---	--	--	--

<p>Operational Impacts</p> <p>The Project Site would continue to be served by Fire Station No. 61, the "first-in" station for the Project Site, located approximately 0.9 miles east of the Project Site. As such, Fire Station No. 61 falls within the 1.0-mile engine company and truck company response distances from the Project Site, required by Section 57.507.3.3 of the LAMC, and would be available to serve the Project in the event of an emergency. In addition, although located beyond the specified response distance requirements, Fire Stations Nos. 41, 58, 68, and 29 have been identified by the LAFD as capable of initial responses needed at the Project Site. Based on the response distance criteria specified in LAMC 57.507.3.3 and the relatively short distance from the Project Site to the well-equipped fire stations, fire protection response would be adequate with respect to response distances.</p> <p>As discussed in Section IV.I, Transportation, the Proposed Project would result in a less-than-significant impact with respect to traffic, emergency access, and design hazards that currently serve the Project area. Additionally, the site plan would be reviewed and approved by the LAFD and the Department of Building and Safety as part of the plan check approval process, and the Proposed Project would be subject to the approval of the LAFD for compliance with emergency access requirements prior to the issuance of building permits. The Proposed Project would provide the LAFD with access roadways, fire lanes, building access, and emergency directional signage as required by the City's Building Code and LAMC. In addition, the Water Operations Division of the LADWP would perform a fire flow study at the time of building permit review to ascertain whether further water system or site-specific improvements would be necessary. Hydrants, water lines, and water tanks may be installed per Fire Code requirements and would be based upon the specific land uses of the Proposed Project. The points of connection would be verified at the time of connection to ensure adequate water supply and pressure existing in the proposed connection lines.</p>			
---	--	--	--

<p>The Project Applicant would be required to ensure adequate fire flows and infrastructure pursuant to the City's Fire Code. Therefore, in conclusion, Proposed Project operation would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 fire protection services. Impacts are considered less than significant.</p>			
<p>Police</p>			
<p><i>Threshold (a) Would the Project result in substantial adverse physical impacts associated with the provisions of new or physically altered police protection facilities, the need for new of physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?</i></p> <p><i>Construction Impacts</i></p> <p>Temporary construction activities associated with the Proposed Project would not generate demand for additional police protection services that would substantially exceed the capability of LAPD to serve the Project Site, nor would the Proposed Project construction cause a substantial increase in emergency response times as a result of increased traffic congestion. Therefore, during construction, the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. Impacts on police protection services during Proposed Project construction would be less than significant, and no mitigation measures are required.</p>	<p>PDF-POL-1: During construction, the Project applicant will implement temporary security measures, including security fencing (e.g., chain-link fencing), low-level security lighting, and locked entry (e.g., padlocked gates or guard-restricted access) to limit access by the general public. Regular security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) will also be provided.</p> <p>PDF-POL-2: Prior to the issuance of a building permit, the Project Applicant will submit a diagram of the Project Site to the LAPD Wilshire Area Commanding Officer that includes access routes and any additional information that might facilitate police response.</p>	<p>None</p>	<p>Less Than Significant</p>

<p>Operation Impacts</p> <p>Emergency vehicles, including LAPD responders would access the Project Site directly from the surrounding roadways on S. Fairfax Avenue, W. 3rd Street and S. Ogden Drive. Operation of the Proposed Project would not include the installation of barriers (e.g. perimeter fencing, fixed bollards, etc.) that could impede emergency access within the vicinity of the Project Site. As such, emergency access to the Project Site and surrounding uses would be maintained at all times. Proposed Project-related traffic would have the potential to increase emergency vehicle response times to the Project Site and surrounding properties due to travel time delays caused by the additional traffic congestion. However, when responding to incidents emergency response vehicles use sirens and flashing lights to clear a path of travel, and if necessary, can drive in the lanes of opposing traffic. As such, the Proposed Project would not impede or delay emergency access in the project area. In addition to the implementation of project design features PDF-POL-1 through PDF-POL-3, the Proposed Project would generate revenues to the City's General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate. Therefore, the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. Impacts to police services from Proposed Project operation would be less than significant.</p>	<p>PDF-POL-3: The Proposed Project will include nighttime security lighting of building entries and walkways, a closed circuit security camera system monitored by on-site professional security, and secure parking facilities with sufficient lighting to maximize visibility and reduce areas of concealment.</p>		
<p>Schools</p>			
<p>Threshold (a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for</p>	<p>None</p>	<p>None (Note: development impact fees to LAUSD would</p>	<p>Less Than Significant</p>

<p><i>new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?</i></p> <p><i>Construction Impacts</i></p> <p>The Proposed Project would generate part-time and full-time jobs during construction activities. However, due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of the temporary construction job opportunities presented by the Proposed Project. Construction employment generated by the Proposed Project would not result in a substantial increase in the resident population or notable increase in demand for schools in the vicinity of the Project Site. Therefore, the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. Impacts to school facilities during the Proposed Project construction would be less than significant.</p> <p><i>Operation Impacts</i></p> <p>The Proposed Project would result in a net increase of 139 students, consisting of 75 elementary school students, 20 middle school students, and 44 high school students. It is likely that some of the students generated by the Proposed Project already reside in areas served by LAUSD and are enrolled in LAUSD schools; and it is likely that those students would not change to a new school because of the Proposed Project. John Burroughs Middle School is considered overcrowded based on residential enrollment, but would not be considered beyond capacity at Project build out in 2023.</p>		<p>be required by law prior to the issuance of building permits pursuant to SB 50. Thus no mitigation is required)</p>	
--	--	--	--

<p>Hancock Park Elementary School is considered over capacity in the existing and projected conditions. Fairfax Senior High School is below capacity in the existing and build out year without the Proposed Project. The LAUSD Schools Enrollments and Capacities Report (which is in response to the service inquiry for the Proposed Project) regarding the schools serving the Project Site states that no new school construction is planned. Thus, based on LAUSD data, the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facility because no such facility is planned based on existing or horizon year conditions. The mandatory payment of school impact fees would also be considered full mitigation of the Proposed Project's impacts. Therefore, the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.</p>			
<p>Parks and Recreation</p>			
<p>Threshold (a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?</p> <p>Construction Impacts</p> <p>Proposed Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Proposed Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project vicinity.</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>

<p>Thus, the Proposed Project would not require the need or physically altered government facilities, the construction of which would cause significant environmental impacts. Additionally, the increase the use of existing neighborhood and regional parks or other recreational facilities during construction would not cause significant environmental impacts such that substantial physical deterioration of the facilities would occur or be accelerated. As such, impacts related to on parks and recreational facilities during Proposed Project construction would be less than significant, and mitigation measures are not required.</p> <p>Operational Impacts</p> <p>Providing on-site private open space and amenities would relieve some demand on local public parks and open space in the vicinity. In addition, the Proposed Project is required to pay applicable Quimby fees (LAMC 17.12) as well as a Dwelling Unit Construction Tax in accordance with LAMC Section 21.20.3(a)(1) for the construction of residential dwelling units. This fee would be deposited into a trust fund managed by the Los Angeles Department of Recreation and Parks (DRP) for the sole purpose of park and recreational facility acquisition, expansion, and improvement. These fees would directly fund park and recreational services on a community-wide level and specifically in the Community Plan area. Therefore, any impacts with respect to the demand on local parks and open space are mitigated through the Project Applicant's payment of Quimby fees and the LAMC's Dwelling Unit Construction Tax. Therefore, neither construction or operation of the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks. As such, the Proposed Project's impact upon parks and recreational facilities would be less than significant.</p>			
---	--	--	--

<p><i>Threshold (b) 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?</i></p> <p>The Proposed Project would result in an increase of up to 801 new residents to the Wilshire Community Plan Area and would, therefore, create an additional demand on existing parks and recreation facilities serving the project area. However, this demand would be offset, in part, by the provision of 37,225 square feet of on-site open space and recreational amenities, including, but not limited to, a club room, fitness center, and three roof decks. Thus, while the Proposed Project's residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Proposed Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the provision of on-site open space and on-site amenity features. Furthermore, the Pan Pacific Park and Recreation Center, which is a 41.5-acre regional park located within 0.5 miles of the Project Site, would off-set heavy uses on any single park or recreational facility. In addition to the parks in the immediate vicinity of the Project Site, residual off-site park usage would likely be dispersed among the 10 parks located within a two-mile radius, or even the 80 neighborhood community parks located within a five-mile radius, and three regional parks located within a 10-mile radius. Therefore, the impacts at any single park location would be small, and the Proposed Project's contribution to park use would not cause substantial degradation of existing facilities or require a new public park. Additionally, the Proposed Project's payment of applicable Quimby fees (LAMC Section 17.12) and Dwelling Unit Construction Tax (LAMC Section 21.10.3(a)(1)) could be utilized for park and recreational facility acquisition, expansion, and improvement. As such, Proposed Project operation would not 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. Therefore, impacts on parks and recreational</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>
--	-------------	-------------	------------------------------

<p>facilities during Proposed Project operation would be less than significant.</p>			
<p>Threshold (c) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? The Proposed Project would comply with regulations regarding open space and recreational facilities. In addition, although the Proposed Project would introduce a residential population that would generate a demand for parks and recreational facilities, Proposed Project residents would use on-site open space and recreational facilities to off-set use of off-site park and recreational facilities. Additionally, the Proposed Project's payment of applicable Quimby fees (LAMC Section 17.12) and Dwelling Unit Construction Tax (LAMC Section 21.10.3(a)(1)) could be utilized for park and recreational facility acquisition, expansion, and improvement. Therefore, the Proposed Project would not include or require the construction or expansion of recreational facilities that would result in adverse physical effects on the environment. Impacts to parks and recreational facilities would be less than significant.</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>
<p>Libraries</p>			
<p>Threshold (a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 libraries?</p> <p>Construction Impacts</p> <p>The Proposed Project is anticipated to increase the demand for skilled construction-related jobs during its construction, and therefore would increase the presence of temporary employees on-site and in the immediate surrounding area. These persons may utilize surrounding neighborhood library</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>

<p>facilities. However, any increases in the use of library facilities caused by the construction workers are expected to be minimal, since permanent residents usually utilize local libraries. Therefore, the potential for construction workers to increase demand on local libraries is unlikely, and impacts associated with library demands due to temporary construction jobs would be less than significant.</p> <p>Operational Impacts</p> <p>As noted in the Los Angeles Public Library's (LAPL's) response letter to the NOP, the closest library facility serving the Project Site is the Fairfax Branch Library. The Fairfax Branch Library is approximately 12,500 square feet in size and has an existing service population of 36,336 persons. Based on the LAPL's criteria for citing new facilities, a 12,500 square foot facility has a standard service population of less than 45,000 persons. With the addition of the Proposed Project's 801 new residents, the Fairfax Branch Library's service population would be increased to 37,137 persons, which is within the standard service population criteria for library facilities. When compared to the two other libraries within a two-mile radius, the John C. Fremont Branch Library and the Memorial Branch Library, the Fairfax Branch Library is larger in size and provides a larger collection. Therefore, the Proposed Project's residents' use of these two libraries would be reduced since these libraries are located farther than the Fairfax Branch Library and provide the same services. Additionally, LAPL has been increasing their online services, including a variety of e-books, study materials, and support, available to users through the LAPL online resources. As such, the development of the Proposed Project would not induce the LAPL to build a new facility or expand the Fairfax Branch Library to accommodate the additional demands of the Proposed Project. Therefore, the Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for libraries.</p>			
---	--	--	--

<p>Impacts upon library facilities would therefore be less than significant.</p>			
<p>I. Transportation</p>			
<p>Threshold (a) Would the Project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, including transit, roadway, bicycle, and pedestrian facilities?</p> <p>The Proposed Project would be consistent with all applicable transportation plans, policies, and programs including LAMC 12.37; Mobility Plan 2035 Policies 2.3, 2.4, 2.5, 2.6, 2.7, 2.10, 2.17, and 4.13; the Transit Enhanced Network; Pedestrian Enhanced District; and Mobility Plan Programs PK.1, PK.7, PK.8, and PK.10; the Transit Oriented Community Guidelines; Vision Zero Action Plan Los Angeles (2015-2025); Manual of Policies and Procedures Design Section 321: Driveway Design; and other programs, plans, ordinances, and policies. Impacts would be less than significant and no mitigation would be required.</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>
<p>Threshold (b) Would the Project conflict with or be consistent with CEQA Guidelines section 15064.3, subdivision (b)?</p> <p>A screening analysis was conducted for the purpose of determining whether a VMT analysis is required. In accordance with the screening procedures identified in the LADOT Transportation Assessment Guidelines (TAG), a VMT calculation was prepared for the Proposed Project using Version 1.2 of the LADOT VMT Calculator. Detailed output from the VMT Calculator is provided in Appendix H.1 to this Draft EIR. The VMT Calculator estimates that the Proposed Project would generate 6,571 daily vehicle trips and with a daily VMT of 43,914. The Proposed Project would exceed the applicable Household VMT per Capita without mitigation. The</p>	<p>None</p>	<p>MM-TRAFFIC-1: The Proposed Project will incorporate the following Transportation Demand Management (TDM) Strategies as part of the ongoing Proposed Project operations:</p> <ul style="list-style-type: none"> ○ Unbundle Parking. The Proposed Project shall unbundle the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so 	<p>Less Than Significant with mitigation</p>

<p>Proposed Project would not generate a significant Work VMT because its work-related trips are generated by local-serving retail trips. The Development Site is part of local-serving retail center, and the Proposed Project includes a mix of residential and local-serving retail land uses. The TAG provides that local-serving retail developments tend to shorten trips and reduce VMT compared to regional-serving retail development and single-land-use type of developments. As such, the VMT Calculator, when applied to this Project demonstrates that Work VMT would be less than significant without mitigation.</p> <p>In summary, considering the above, the Proposed Project would have a significant impact prior to mitigation with respect to Household VMT per Capita; and would have a less than significant impact with respect to Work VMT without the need for mitigation.</p>		<p>at an additional cost from the property cost. This strategy is applicable for residential components of development projects.</p> <ul style="list-style-type: none"> ○ Promotions and Marketing. The Proposed Project shall utilize marketing and promotional tools to educate and inform residents and employees about alternative transportation options and the effects of their travel choices. This strategy includes providing passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure. ○ Bike Parking. The Proposed Project shall provide the required number of short-term and long-term bicycle parking spaces for the residential and commercial components pursuant to LAMC. The Project should provide a maximum commitment to implementing/improving on-street bicycle 	
---	--	---	--

		<p>facilities, providing bicycle parking per the LAMC, and providing secure ancillary bike facilities such as indoor bicycle parking/lockers, showers and repair stations.</p>	
<p>Threshold (c) Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p> <p>Construction Impacts</p> <p>As stated above, PDF-TRAFFIC-1 would require the Project Applicant to prepare and submit a work site traffic control plan to LADOT for review and approval prior to the start of construction. That plan would show the location of any temporary roadway, street parking, or sidewalk closures, warning signs and access to abutting properties. The sidewalk along S. Ogden Drive from W. 3rd Street to the Proposed Project Site's southern property line would be closed on a temporary basis for the duration of the Proposed Project's construction process. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes (e.g., a sign or signs would direct pedestrians to use the sidewalk on the east side of S. Ogden Drive as an alternative route). Further, as noted in PDF-TRAFFIC-2 and PDF-TRAFFIC-3, the Applicant will coordinate with and maintain communication with the LAUSD as appropriate during the entirety of the construction process and incorporate safety oriented best management practices to ensure pedestrian safety.</p>	<p>PDF-TRAFFIC-1 The Applicant will, prior to construction, develop a Construction Traffic Control/Management Plan (the "Plan") to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Proposed Project. The Plan will identify the location of any roadway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The Plan will also address the potential conflicts associated with concurrent construction activities of related projects, if applicable.</p> <p>PDF-TRAFFIC-2 No less than two weeks prior to the initiation of construction activities, the Project Manager for the Proposed Project or their designee, will notify the LAUSD</p>	<p>None</p>	<p>Less Than Significant</p>

<p>Operational Impacts</p> <p>The Proposed Project’s design would be reviewed by the Los Angeles Department of Building and Safety and the Los Angeles Fire Department (LAFD) during the City’s plan review process to ensure all applicable safety requirements are met. The roadways adjacent to the Project Site are part of the existing urban roadway network and contain no sharp curves or dangerous intersections. In addition, the development of the Proposed Project would not result in roadway improvements such that safety hazards would be introduced adjacent to the Project Site.</p> <p>No incompatible uses or operations are proposed that would cause or result in incompatible equipment being used on site or on local roadways. As such, the Proposed Project would not substantially increase hazards due to a geometric design feature or incompatible use, and impacts would be less than significant.</p>	<p>Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic near the campus. The following language shall be incorporated into the contractor specifications and work program:</p> <ul style="list-style-type: none"> ○ Site access and exit will prohibit construction vehicles and haul trucks from utilizing Colgate Avenue. ○ Construction activities will not preclude school buses from having unrestricted access to the campus. ○ Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code. ○ Contractors will install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety. ○ Contractors will maintain ongoing communication with LAUSD school administrators, providing notice at least two weeks in advance of construction activities to forewarn children and parents when existing vehicle or pedestrian routes to school may be constrained. ○ Parents dropping off children 		
---	--	--	--

	<p>will have access to the passenger loading areas on Colgate Avenue fronting Hancock Park Elementary School.</p> <p>PDF-TRAFFIC-3 The following language will be incorporated into the contractor specifications and work program:</p> <ul style="list-style-type: none"> ○ No staging or parking of construction-related vehicles, including worker-transport vehicles, shall occur on or immediately adjacent to the Hancock Park Elementary School campus. ○ Funding for crossing guards at the contractor's expense is required when safety of construction-related activities may affect school crossings. ○ Barriers and/or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. ○ Contractors will be required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions. 		
--	---	--	--

<p>Threshold (d) Would the Project result in inadequate emergency access?</p> <p>Construction Impacts</p> <p>To ensure limited interruptions due to construction activities, the Proposed Project includes PDF-TRAFFIC-1 to ensure adequate circulation and emergency access by implementing a Construction Traffic Control/Management Plan (CTM Plan) that will be approved by LADOT. The CTM Plan would minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Proposed Project. While it is expected that the majority of construction activities for the Proposed Project would primarily be confined onsite, limited offsite construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with the LADOT-approved CTM Plan. Therefore, 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. The Proposed Project would cause a less than significant impact to emergency access during the Proposed Project's construction phase.</p> <p>Operational Impacts</p> <p>The operation of the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the proposed vehicular design or site plan for the Proposed Project that could impede emergency access. The Proposed Project does not propose the permanent closure of any local public streets and primary access to the Project Site would continue to be provided from S. Fairfax Avenue, W. 3rd Street and S. Ogden Drive. Furthermore, the Proposed Project would be subject to the plan review requirements of the LAFD pursuant to Section 118 of the Fire Code to ensure that all access roads, driveways and</p>	<p>PDF-TRAFFIC-1 The Applicant will, prior to construction, develop a Construction Traffic Control/Management Plan (the "Plan") to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Proposed Project. The Plan will identify the location of any roadway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The Plan will also address the potential conflicts associated with concurrent construction activities of related projects, if applicable.</p>	<p>None</p>	<p>Less Than Significant</p>
--	--	-------------	------------------------------

<p>parking areas would remain accessible to emergency service vehicles. As discussed above, all Proposed Project driveways would be designed according to LADOT standards to ensure adequate access, including emergency access, to the Project Site. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Proposed Project. Therefore, the Proposed Project would not result in inadequate emergency access, and impacts would be less than significant during operation.</p>			
<p>J. Tribal Cultural Resources</p>			
<p><i>Threshold (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:</i></p> <p><i>(i) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</i></p> <p><i>(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</i></p> <p>To date, no substantial evidence has been submitted indicating that a known tribal cultural resource, as defined under P.R.C Section 20174, is located within the Project Site. The regional trade route maps and village locations provided</p>	<p>None</p>	<p>MM-TCR-1 Retain a Tribal Consultant and Qualified Archaeologist. Prior to any ground-disturbing activities on the project site associated with the Proposed Project, the project proponent shall retain a tribal consultant and qualified archaeologist to monitor ground-disturbing activities to ensure proper implementation of the final measures related to tribal cultural resources. For the purposes of these mitigation measures, ground disturbing activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. A</p>	<p>Less Than Significant with mitigation</p>

<p>as part of the AB 52 consultation process indicate the historic presence of California Native American Tribes within the broader southern California region, which includes the Proposed Project area, but no evidence has been provided to suggest that any known resources exist within the Project Site.</p> <p>Additionally, the results of the records searches (e.g., South Central Coastal Information System (SCCIC) and Native American Heritage Commission (NAHC) conducted for the Project Site and the analysis of correspondence and materials relative to potential tribal cultural resources on the Project Site demonstrate that there is no record or evidence that there are known tribal cultural resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources on the Development Site. The nearest recorded tribal cultural resource is an archaeological site located 0.4 miles to the south of the Development Site with Historic- and Prehistoric-period components (P-19-000159; La Brea Tar Pits). Site P-19-000159 is the only resource identified in the records search that includes materials associated with Native Americans and could be considered a tribal cultural resource.</p> <p>While there are no known tribal cultural resources, the Project Site was identified as potentially sensitive for containing unknown tribal cultural resources. This determination is based on the potential level of sensitivity of the area and its proximity to an asphaltum source, the prehistoric Native American remains found at the La Brea Tar Pits, and the types of alluvial sediments in the area that are capable of preserving tribal cultural resources. The level of sensitivity for the Project Site indicates that the Project could reasonably result in a foreseeable direct or indirect impact to tribal cultural resources if adequate mitigation is not provided.</p> <p>Thus, the Proposed Project may 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</p>		<p>tribal consultant is defined as one who is on the NAHC's Tribal Contact list (contained in Appendix I in this Draft EIR). The tribal consultant will provide the services of a representative, known as a tribal monitor. The tribal monitor shall be present on-site and carry out actions described in the Tribal Cultural Resources Monitoring and Mitigation Program and any actions required to comply with mitigation measures for tribal cultural resources. The Gabrieleño Band of Mission Indians-Kizh Nation, as a consulting party for the project, shall be contacted first and given 10 days to respond with a complete scope of work for tribal monitoring. If the terms of service (consistent with industry standard terms) cannot be agreed upon, or if no response is received within 10 days of soliciting a request, the project proponent may contact another California Native American tribe included on the NAHC Tribal Contact List and request the services of a tribal consultant. The project proponent or their designee will submit to the City of Los Angeles Department of City</p>	
--	--	--	--

<p>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). Therefore, with implementation of Mitigation Measures MM-TCR-1 through MM-TCR-4, the Proposed Project would have a less than significant impact upon any tribal cultural resources.</p>		<p>Planning (DCP) a letter of retention from the Tribal Consultant prior to the start of demolition. Should the Gabrieleño Band of Mission Indians-Kizh not be retained, the project proponent or their designee shall also submit a letter to DCP documenting that a reasonable and good faith effort was made to retain a tribal consultant from the Gabrieleño Band of Mission Indians-Kizh Nation.</p> <p>A qualified archaeologist is defined as one who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) for archaeology. The qualified archaeologist shall submit a letter of retention to the project proponent and DCP no fewer than 15 days before demolition or excavation activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI PQS.</p> <p>MM-TCR-2 Prepare a Tribal Cultural Recourses Monitoring and Mitigation Program (TCRMMP). Prior to any ground-disturbing activities on the project site associated with the Proposed Project, a TCRMMP shall be</p>	
---	--	--	--

		<p>prepared in substantial conformance with TCRMMP in Appendix E or the Tribal Cultural Resources Assessment contained in this Draft EIR. The TCRMMP shall include, but not be limited to, a construction worker training program (described in TCR-3), monitoring protocols for ground-disturbing activities, discovery and processing protocol for inadvertent discoveries of tribal cultural resources. The TCRMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving tribal cultural resources are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined by the qualified archaeologist in consultation with the tribal consultant based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of the materials</p>	
--	--	--	--

		<p>identified. The TCRMMP shall also summarize the requirements for tribal coordination during monitoring and in the event of an inadvertent discovery of a tribal cultural resource or potential tribal cultural resource including the applicable regulatory compliance measures for the inadvertent discovery of tribal cultural resources to be carried out in concert. The TCRMMP shall be prepared in compliance with Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The TCRMMP shall be submitted to the DCP at least 15 days prior to initiating ground-disturbing activities.</p> <p>MM-TCR-3 Worker Environmental Awareness Program (WEAP). Prior to any ground-disturbing activities on the project site associated with the Proposed Project, the retained qualified archaeologist and tribal consultant or their designees shall provide a WEAP training to on-site project personnel responsible for supervising ground-disturbing activities</p>	
--	--	--	--

		<p>(i.e., foreman or supervisor) and machine operators. The WEAP training will be in accordance with the WEAP provided in Appendix E or the Tribal Cultural Resources Assessment contained in this Draft EIR. The WEAP training shall brief construction crews regarding the regulatory compliance requirements and applicable mitigation measures that must be adhered to during ground-disturbing activities for the protection of tribal cultural resources. As an element of the WEAP training, the qualified archaeologist and tribal consultant or their designees shall advise the construction crews on proper procedures to follow if an unanticipated tribal cultural resource is discovered during construction. The qualified archaeologist and tribal consultant or their designees shall also provide the construction workers with contact information for the qualified archaeologist and tribal consultant and their designee(s) and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of tribal cultural resources that would require notification</p>	
--	--	---	--

		<p>of the archaeologist and tribal consultant, if encountered. Once the ground disturbances have commenced, the need for additional or supplemental WEAP training shall be determined through consultation with the qualified archaeologist, tribal consultant and project proponent or their designated project supervisor. Within 5 days of completing a WEAP training, a list of those in attendance shall be provided by the qualified archaeologist to the project proponent and DCP.</p> <p>MM-TCR-4 Monitoring for Tribal Cultural Resources. Prior to any ground disturbing activities on the project site associated with the Proposed Project, an archaeological and tribal monitor shall be present during ground-disturbing activities as stipulated in the TCRMMP. The tribal monitor shall be designated by the tribal consultant. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. The monitors shall have the authority to temporarily halt or redirect construction activities in soils</p>	
--	--	--	--

		<p>that are likely to contain potential tribal cultural resources, as determined by the qualified archaeologist in consultation with the tribal monitor. The monitors shall each complete a daily log documenting construction activities and observations. The field observations shall include assessment of the geoarchaeological setting and whether sediments are identified that are no longer capable or unlikely to contain tribal cultural resources (i.e., sterile), which may be encountered prior to reaching the total depth of excavation expected for the project. If initial monitoring identifies low sensitivity (i.e., sterile soil strata) below a certain depth or within a certain portion of the project site, a corresponding reduction of monitoring coverage would be appropriate. The reasoning for and scale of the recommended reduction shall be communicated to the DCP in writing prior to reduction. In the event that tribal cultural resources or potential tribal cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop within a minimum of 8 meters [25 feet] or as determined by the</p>	
--	--	--	--

		<p>qualified archaeologist in consultation with the tribal consultant based on the nature of the find and the potential for additional portions of the resource to remain buried in the unexcavated areas of the project site. The qualified archaeologist in consultation with the tribal consultant will evaluate the significance of the find and implement the protocol described in the TCRMMP before work can resume in the area surrounding the find that is determined to have sensitivity. Construction activities may continue in other areas of the project site in coordination with the qualified archaeologist and tribal consultant.</p> <p>If human remains are encountered during construction all ground-disturbing work will be immediately diverted from the discovery as determined by the tribal consultant and qualified archaeologist based on consideration of the possibility that additional or multiple Native American human remains are may be located in the project site. Upon discovery of human remains, whether or not the archaeological or Tribal</p>	
--	--	--	--

		<p>monitor is present, the Los Angeles County Coroner's Office shall be notified, as prescribed in PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the State CEQA Guidelines, and as specified in the TCRMMP, which require the coroner to notify the NAHC who will appoint a Most Likely Descendent (MLD). Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated accordingly. While the coroner determines whether the remains are Native American and the MLD is designated and notified, the discovery is to remain confidential and secure to prevent any further disturbance.</p> <p>Within one month of concluding the tribal cultural resources monitoring, the qualified archaeologist shall prepare a memo stating that the monitoring requirements have been fulfilled and summarize the results of any finds and any actions taken by the tribal monitor to implement the final measures</p>	
--	--	--	--

		<p>related to tribal cultural resources. The memo shall be submitted to the project proponent and DCP and attached to a final monitoring report prepared by the qualified archaeologist. Following submittal of the memo, the qualified archaeologist shall prepare a technical report documenting the methods and results of all work completed by the tribal and archaeological monitor under the TCRMMP and incorporating input received during construction from the tribal consultant, including, if any, treatment of any collected materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. The format and content of the report shall follow the California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. Any tribal cultural resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the</p>	
--	--	---	--

		supervision of a qualified archaeologist and submitted to DCP within one year of completing the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.	
L. Utilities and Service Systems			
<i>Water Supply and Infrastructure</i>			
<p>Threshold (a) Would the project require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?</p> <p><i>Construction Impacts</i></p> <p>The LADWP has determined that the Project area is currently served by adequate potable water infrastructure and that there are no known deficiencies in the water supply infrastructure serving the Project Site. Construction of the Proposed Project would require connections to the existing potable water infrastructure serving the Project Site to serve the Project's operational demands. These connections would primarily involve trenching to access and connect to existing water pipes, which are located below grade within the public right-of-way beneath adjacent streets and sidewalks. Although new service connections have the potential to result in short-term and temporary interruptions in water services for existing customers, new water service installations are generally connected so as to avoid water service interruption. Based on correspondence from the LADWP, hooking up to existing lines rarely results in disruption in water service. In special instances, where the main may need to be isolated in order to install the service, a typical disruption may last for a few hours. Advisory notices would be distributed to the affected area to inform affected LADWP water customers of any planned disruptions in service. Therefore, if any disruptions in local water service occur during the construction period, any</p>	None	None	Less Than Significant

<p>disruptions would be temporary and short in duration.</p> <p>In addition, there is sufficient flow and pressure available to meet the larger, long-term demands of Project operation. Therefore, the existing services would also be capable of serving the lower water demand associated with Project construction. Overall, demolition and construction activities would require a minimal volume of water, and less than the existing uses require. Therefore, construction of the Project would not require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects. As such, construction would not result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects. Construction impacts on water infrastructure would be less than significant.</p> <p>Operational Impacts</p> <p>Water service to the Project Site would continue to be supplied by LADWP for domestic and fire protection uses. While domestic water demand is typically the main contributor to operational water use, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore, are the primary means for analyzing infrastructure capacity. Fire flow to the Project would be required to meet City fire flow requirements. Specifically, the Project would comply with LAMC Section 57.507.3.1, which establishes fire flow standards by land use development type. The LAFD has indicated that the required minimum fire flow for the Proposed Project has been set at 6,000 – 9,000 gallons per minute (gpm) from four to six fire hydrants flowing simultaneously with a minimum pressure of 20 psi at full flow.</p> <p>As described above, there are twelve fire hydrants in the vicinity of the Project Site. Connections to the existing hydrants would be implemented in compliance with all LAFD and LADWP requirements. Installation of the proposed automatic fire sprinklers would be subject to LAFD review and approval during LAFD’s fire/life safety plan review and LAFD’s fire/life</p>			
--	--	--	--

<p>safety inspection for the Project, as set forth in LAMC Section 57.118. In addition, as the Proposed Project is consistent with the allowable uses and density under the General Plan and the C2 Zone, the water distribution capacity would be adequate to serve the Proposed Project. Accordingly, the Project would not require or result in the construction or relocation of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. Therefore, the Proposed Project's operational impacts on water infrastructure would be less than significant.</p>			
<p>Threshold (b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p> <p>Construction Impacts</p> <p>The Proposed Project's construction activities would require the conveyance of water for dust suppression activities during the demolition/grading/excavation phases. The amount of water used during construction would be slightly less than the current water demand generated by the existing retail/restaurant uses. Therefore, the Proposed Project's temporary and intermittent demand for water during construction could be similarly met by the City's available supplies during each year of Project construction. Based on the above, LADWP would have sufficient water supplies available to serve the Proposed Project during normal, dry, and multiple dry years. As such, construction water demand on local water supplies would be less than significant.</p> <p>Operational Impacts</p> <p>Operation of the Proposed Project would increase water demands within the LADWP service area. For estimating indoor water use, the Proposed Project's water demands were determined based on applicable sewer generation rates provided by LA Sanitation (LASAN) for wastewater generation rates. The Proposed Project would demolish 151,048 square feet of existing commercial buildings on site (including 144,963</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>

<p>square feet of retail and 6,085 square feet of restaurant space), and construct a new eight-story mixed-use building comprised of 331 multi-family residential units and 83,994 square feet of new commercial space (including 76,494 square feet of retail space and approximately 7,500 square feet of restaurant space). The estimated gross water demand for the Proposed Project is approximately 70,574 gpd (approximately 79 AFY). With consideration of the water demand generated by the existing land uses to be demolished, the Project's net increase in water demand would be approximately 63,022 gpd, or approximately 70.6 AFY.</p> <p>A Water Supply Assessment (WSA) is required for projects that include 500 or more dwelling units or generate a water demand equivalent to a project with 500 dwelling units. The projected net water demand of the Proposed Project is 70.6 AFY, which is well below the projected demand of a 500 dwelling unit project. As such a WSA is not required for the Proposed Project. In determining whether the projected water demand of the Proposed Project would be within the 25-year water demand growth projected in LADWP's 2015 Urban Water Management Plan UWMP), LADWP confirmed that, in general, projects that conform to the demographic projection from the RTP by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts; therefore projected water supplies would meet projected demands. The Proposed Project is consistent with the existing allowable use and density for the C2 zone and is consistent with the regional growth projections of SCAG's 2016-2040 RTP/SCS. Therefore, the Proposed Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years and water availability impacts would be less than significant.</p>			
--	--	--	--

Wastewater			
<p>Threshold (a) Would the project require or result in the relocation or construction of new or expanded wastewater treatment facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?</p> <p>Construction Impacts</p> <p>Construction of the Proposed Project would require connecting to the existing 10-inch sewer line located within the public right-of-way beneath W. 3rd Street. Construction activities associated with the installation of new or relocated sewer line connections would be confined to trenching on the Development Site and within the adjacent right-of-way within W. 3rd Street. Vehicular and pedestrian access within and immediately surrounding the Project Site may be temporarily affected during installation of sewer line connections. However, a Construction Traffic Management Plan would be implemented during Proposed Project construction to reduce impacts to pedestrian and traffic flow from temporary off-site utility work. The Construction Traffic Management Plan would ensure that adequate and safe pedestrian access, vehicle travel, and emergency vehicle access remains available during construction activities. Additionally, any partial street closures would be temporary in nature and would not be anticipated to result in a substantial inconvenience to motorists or pedestrians, who would have additional options for navigating around the construction site. Such impacts would be relatively short-term in duration (i.e., less than 33 months) and would be coordinated through LASAN and DOT through the B-permit process. Therefore, temporary construction activities would not require or result in the relocation or construction of new or expanded wastewater treatment facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. As such, construction impacts would be less than significant.</p>	<p>PDF-TRAFFIC-1 The Applicant will, prior to construction, develop a Construction Traffic Control/Management Plan (the "Plan") to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Proposed Project. The Plan will identify the location of any roadway closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The Plan will also address the potential conflicts associated with concurrent construction activities of related projects, if applicable.</p>	<p>None</p>	<p>Less Than Significant</p>

<p>Operational Impacts</p> <p>The Proposed Project would result in a net increase of 63,022 gpd of wastewater, which is well below the capacity at the Hyperion Water Reclamation Plant (HWRP). Therefore, the operation of the Proposed Project would not result in the relocation or construction of new or expanded wastewater treatment facilities or expansion of existing facilities. As such, the Proposed Project's operation impacts would be less than significant.</p>			
<p><i>Threshold (b) Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i></p> <p>The Proposed Project would result in the new development of 331 multi-family dwelling units and approximately 83,994 square feet of new commercial space which would generate increased wastewater flows. The Proposed Project is anticipated to generate approximately 70,574 gpd of wastewater. When considering the removal of the existing uses on-site, the Proposed Project would result in a net increase of 63,022 gpd of wastewater. It should be noted that the Project's wastewater generation estimate is conservative and does not factor in water conservation efforts that would result from the Proposed Project's mandatory compliance with the LA Green Building Code. As noted in their response letter to the Notice of Preparation (NOP), the City of Los Angeles Department of Sanitation (LASAN) has made the determination that the existing sewer line under W. 3rd Street can accommodate 100 percent of the Project's wastewater flow in addition to serving the existing demands on the wastewater infrastructure. As such, project impacts would be less than significant.</p> <p>Sewage generated by the Proposed Project would be conveyed and treated at the HWRP. The HWRP has a design capacity to treat 450 mgd and is currently treating 250 mgd.</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>

<p>Based on the projected wastewater flows in the One Water 2040 Plan, and regional growth projections in the 2015 UWMP, the HWRP is projected to treat an average annual flow of 283 mgd by 2040. The Proposed Project is consistent with the regional growth projections of the 2016-2040 RTP/SCS, which forms the basis of future growth for the 2015 UWMP. Therefore, the HWRP would have adequate capacity to serve the regional growth through the year 2040, including the Proposed Project. Therefore, the Proposed Project would not result in a determination by the wastewater treatment provider that it does not have adequate treatment capacity to serve the project's projected demand in addition to the provider's existing commitments. As such, impacts with respect to wastewater treatment capacity and infrastructure would be less than significant.</p>			
<p>Solid Waste</p>			
<p>Threshold (a) Would the Project 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?</p> <p>Construction Impacts</p> <p>Construction of the Proposed Project would generate demolition and construction debris that would need to be disposed of at area landfills and/or recycled. Construction debris includes concrete, asphalt, wood, drywall, metals, and a variety of other miscellaneous and composite materials. The Proposed Project's demolition and construction activities are estimated to generate approximately 13,188 tons of construction and demolition debris.</p> <p>The LA Green Building Code prescribes mandatory measures for residential and non-residential projects to obtain an AB 939 Compliance Permit from the LASAN for the removal and transport of non-hazardous construction and demolition waste. Under the requirements of the hauler's AB 939 Compliance Permit from the LASAN and pursuant to LAMC Section 66.32, all construction and demolition debris would be delivered to a</p>	<p>None</p>	<p>None</p>	<p>Less Than Significant</p>

<p>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.</p> <p>The Proposed Project is estimated to generate 110,000 cubic yards (cy) of soil export. Soil export debris is an inert material and would be hauled to the Azusa Land Reclamation, which accepts inert solid waste. Azusa Land Reclamation is located approximately 30 miles east of the Project Site. For recycling efforts, C&D Debris would be hauled to the Central LA Recycling & Transfer Station (CLARTS), which has a daily permitted intake of 4,025 tons per day and accommodates an average of 2,500 tons/day. Given the existing waste processing and disposal intake capacities at the Azusa and CLARTS facilities, the Proposed Project's construction-related soil and inert C&D debris could be adequately accommodated by existing local waste recycling centers and regional landfill facilities. Therefore, construction of the proposed Project would not 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. Impacts would be less than significant.</p> <p>Operational Impacts</p> <p>Operation of the Proposed Project would generate solid waste throughout the lifespan of the Project. The Proposed Project's solid waste would be handled by Athens Services, who currently services the North Central Commercial Waste Franchise Zone for commercial and multi-family residential uses. Pursuant to Section 66.32 of the LAMC, and as required under the current North Central Commercial Waste Franchise Zone collection services contract, the Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the LASAN. The</p>			
--	--	--	--

<p>Proposed Project would generate approximately 4,101 pounds (2.05 tons) of solid waste per day, or approximately 748 tons per year. 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 LA Green Building Code waste reduction measures for the operation of the Proposed Project. Therefore, operation of the Proposed Project would result in a less than significant impact upon solid waste disposal resources.</p> <p>The Chiquita Canyon landfill has an average daily intake of 2,307 tons per day (tpd) with a maximum daily limit of 12,000 tons. In 2018, the Chiquita Canyon Landfill received a total of 1,530,160 tons (4,192 tpd). As such, the landfill has a current unused daily capacity of 9,693 tpd to accommodate the Proposed Project's 2.05 tons of solid waste per day. Additionally, the total remaining permitted Class III landfill capacity in the County is estimated at 163.39 million tons. Based on this estimate, the additional solid waste demands generated by the Proposed Project could be readily accommodated by the existing landfill operations. Therefore, the Project would not 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. Operational impacts would be less than significant.</p>			
<p>Threshold (b) Would the Project not comply with federal, state and local management and reduction statutes and regulations related to solid waste?</p> <p>The Proposed Project's solid waste would be handled by private waste collection services. 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 LASAN. The Proposed Project would be required to comply with LAMC Section 12.21 A.19,</p>	None	None	Less Than Significant

<p>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 LA Green Building Code waste reduction measures for the operation of the Proposed Project. The Proposed Project would generate solid waste that is typical of a residential mixed-use residential building with ground floor retail uses that would comply with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, the Proposed Project would comply with federal, state and local management and reduction statutes and regulations related to solid waste, and impacts upon solid waste resources would be less than significant.</p>			
<p><i>Source: Parker Environmental Consultants.</i></p>			