

Chapter VI

Other CEQA Considerations

1. Significant Unavoidable Impacts

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

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

As evaluated in **Chapter IV, Environmental Impact Analysis**, of this Draft EIR, the significant unavoidable impacts of the Project would include significant and unavoidable construction-related noise impacts related to Project-level on-site construction activities and cumulative on-site and off-site construction activities and significant and unavoidable vibration (human annoyance) impacts related to Project-level on-site construction activities. Following is a summary of these impacts.

a) Noise

As discussed in **Section IV.G, Noise**, of this Draft EIR, the estimated noise levels due to overlapping construction activities would exceed the significance threshold at all sensitive receptors (i.e., residential uses), and, therefore, construction noise impacts would be potentially significant. Implementation of the Mitigation Measures NOI-MM-1 through NOI-MM-4, presented in **Section IV.G, Noise**, of this Draft EIR, would reduce the Project's on-site construction noise impacts at the off-site noise sensitive receptors, to the extent technically feasible.¹ However, with implementation of technical feasible mitigation, construction noise impacts at noise-sensitive receptors would still exceed the significance threshold at L1, L2, L3, L4, and L7. While construction noise impacts would be temporarily significant and unavoidable, construction noise levels fluctuate throughout a given workday as construction equipment move from one location to another within a project site.

¹ As provided in LAMC Section 112.05, technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

When construction equipment would be in use further away from a sensitive receptor location, construction noise levels would be lower than the calculated values provided herein, which assumes construction equipment would be in use nearest to a sensitive receptor location.

As it relates to on-site construction noise, the 6401–6419 Wilshire Boulevard and the Los Angeles County Metropolitan Transportation Authority (Metro) Purple Line Extension related projects could contribute to cumulative noise effects because they could impact common noise receptors within 500 feet of the proposed Project and the related projects. However, the 6401–6419 Wilshire Boulevard related project is in the latter half of its construction phase (vertical building construction) and, thus, would likely be completed or substantially completed by the time the proposed Project would begin construction in mid- to late-2021 if the Project were approved. The Metro Purple Line Extension related project is expected to be completed in 2023. Thus, given that the nearby noise-sensitive receptor locations are located within 500 feet of the Metro Purple Line Extension and that the Metro Purple Line Extension related project would still be under construction if the Project were to be approved and begin construction in 2021, cumulative noise impacts may occur from simultaneous on-site construction. Therefore, the Project's contribution to cumulative construction noise impacts on sensitive receptors would be cumulatively considerable and would represent a significant cumulative impact.

With regard to off-site construction noise, if construction of related projects would overlap with Project construction and construction trucks would utilize the same roadway network as the Project, cumulative off-site construction noise level increases could occur in the Project area. As discussed above, the 6401–6419 Wilshire Boulevard related project is in the latter half of its construction phase (vertical building construction) and, thus, would likely be completed or substantially completed by the time the proposed Project would begin construction in mid- to late-2021 if the proposed Project were approved. Thus, it would be unlikely to generate substantial construction truck trips at the same time as the proposed Project. The Metro Purple Line Extension Final Environmental Impact Statement/Environmental Impact Report determined that adverse construction noise effects would remain after mitigation, inclusive of construction traffic mitigation.² Further, the expected haul route could overlap with the proposed Project along Wilshire Boulevard, San Vicente Boulevard, or La Cienega Boulevard during construction of the Wilshire/La Cienega Metro D (Purple) Line Station. Thus, cumulative noise impacts may occur from simultaneous construction truck activities. Therefore, the Project's contribution to construction noise would be cumulatively considerable and would represent a significant cumulative impact along common travel routes.

² Los Angeles County Metropolitan Transportation Authority (Metro), Westside Subway Extension, Final Environmental Impact Statement/Environmental Impact Report, March 2012, page 4-363.

b) Vibration

As discussed in **Section IV.G, Noise**, of this Draft EIR, the estimated vibration levels due to construction equipment would exceed the vibration significance threshold for human annoyance at receptors V1 through V3. Therefore, the on-site vibration impacts pursuant to the significance criteria for human annoyance during construction of the Project would be potentially significant. However, there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction associated with human annoyance at the vibration-sensitive receptors V1 through V5. As no feasible mitigation measures can be proposed, the impact from on-site vibration for human annoyance would remain significant and unavoidable.

2. Reasons Why the Project Is Being Proposed, Notwithstanding Significant Unavoidable Impacts

In addition to identification of the Project's significant and unavoidable impacts, CEQA Guidelines Section 15126.2(c) also requires a description of the reasons why a project is being proposed, notwithstanding significant and unavoidable impacts associated with the project. The reasons why the Project has been proposed are grounded in the underlying purpose of the Project and the Project's basic objectives, both of which are identified in **Chapter II, Project Description**, of this Draft EIR. As identified therein, the underlying purpose of the Project is to redevelop the Project Site, which contains low-rise commercial buildings, with a mixed-use development that provides medical office and retail-commercial uses. The underlying purpose and objectives of the Project are closely tied to the land use, economic and environmental goals, objective and policies set forth in applicable plans, including but not limited to, the City of Los Angeles General Plan, Wilshire Community Plan, and the Southern California Association of Government (SCAG)'s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). How the Project would support the applicable goals, objective, and policies of these plans is discussed further in **Section IV.F, Land Use and Planning**, of this Draft EIR.

As described further below, this Project is being proposed, notwithstanding its significant and unavoidable impacts, because: (1) the Project would achieve objectives related to development of a medical office building at an intensity consistent with the zoning for commercial buildings on Wilshire Boulevard which include similar mid-rise office buildings in proximity of transit and along corridors; (2) develop the site with a well-designed commercial and medical office project within a transit priority area (TPA) which would maximize the benefit of nearby Metro bus lines, an Antelope Valley Transit Authority (AVTA) bus route, and the future Wilshire Boulevard/La Cienega Boulevard Metro D (Purple) Line Station

(expected to open in 2023) and, thus, would support smart growth with the intent of reducing air quality emissions and vehicle miles traveled (VMT) generation; (3) the Project would incorporate sustainable and green building design and construction that exceed building code and Title 24 requirements in areas related to landscape design (green roofs/balconies) to incorporate ecofriendly building materials, systems and features, solar efficiency (solar ready roofs), efficient and low flow water management non-VOC paints and adhesives, high performance building envelope and energy efficient building systems; (4) the Project's significant and unavoidable impacts caused by construction noise and vibration would be temporary and consistent with most construction activity in the Project vicinity; and (5) the Project would encourage economic growth in the community through the creation of construction jobs and full-time, on-site jobs.

The Project's significant and unavoidable on-site construction noise and vibration impacts would be limited and temporary in nature and are typical of impacts occurring at development sites in urban areas, particularly within infill locations in proximity to existing development and active related projects. These impacts would occur only during construction and only on limited occasions when the maximum intensity construction activity is occurring. The associated mitigation measures and project design features would reduce construction impacts to the maximum extent feasible.

The Project design is intended to redevelop the Project Site, which contains low-rise commercial buildings, with a mixed-use development that provides medical office and retail-commercial uses. The Project would contribute to a land use pattern that, broadly, would reduce vehicle miles traveled (VMT) due to its proximity to existing major transportation lines and the future Wilshire Boulevard/La Cienega Boulevard Metro Purple Line Station (expected to open in 2023), located within 1,500 feet of the Project Site. Through the densification of development within the TPA, the Project would support a land use pattern that would reduce reliance on private automobiles, VMT, and the consumption of non-renewable resources when considered in a larger context. The Project Site is located within a City-designated TPA and SCAG-designated High Quality Transit Area (HQT), and an area identified as preferred for high-density development to reduce VMT and related consumption of renewable resources, among other goals. Given its location, the Project would support pedestrian access to medical office and retail-commercial uses. The Project also provides access to the regional transportation system as it is located in proximity to the Wilshire/La Cienega Metro Purple Line Station, currently under construction, and numerous regional and local Metro and AVTA bus lines.

Furthermore, the Project would incorporate sustainable and green building design and construction that exceed the applicable requirements of the City of Los Angeles Green Building Code and 2019 California Green Building Standards (CALGreen) Code.

Notwithstanding significant and unavoidable construction-related noise and vibration impacts, the Project would support the development of the Project Site with a well-designed medical office and retail-commercial project within a TPA. The Project would also contribute to the economy of the local area and the region through the creation of new jobs for both temporary construction activities and long-term operations.

3. Significant Irreversible Environmental Changes

CEQA Guidelines Sections 15126(c) and 15126.2(d) indicate that, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in CEQA Guidelines Section 15126.2(d) indicates:

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

The Project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the Project and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include: (1) building materials; and (2) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation.

Project construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, nonrenewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment. Project operation would continue to expend nonrenewable resources that are currently consumed within the City (i.e., electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water). Fossil fuels would represent the primary energy source

associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced.

The analysis of Project impacts on energy impacts in **Section IV.C, Energy**, of this Draft EIR, provide a discussion of State efforts to reduce emissions and energy consumption, which also requires concurrent reductions in the consumption of non-renewable resources. As analyzed therein, the Project would result in a less-than-significant energy impacts due to wasteful, inefficient, and unnecessary consumption of energy resources during construction or operation. The Project's energy requirements would not significantly affect local and regional supplies or capacity. The Project's electricity and natural gas usage would be consistent with future usage projections for the region. Electricity generation capacity and supplies of natural gas as well as transportation fuels would be sufficient to meet the needs of the Project construction and operational activities. Construction of the Project would utilize fuel-efficient trucks and equipment consistent with federal and State regulations, such as fuel efficiency regulations in accordance with CARB's Pavley Phase I and II standards (at a minimum through the model year 2020 standards depending on the outcome of the SAFE Vehicles Rule court challenge), the anti-idling regulation in accordance with CCR, Title 13, Section 2485, and fuel requirements in accordance with CCR, Title 17, Section 93115, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. During operation, the Project would comply with 2019 Title 24 standards and applicable 2019 CALGreen requirements.

In addition, the Project would be consistent with the State's Assembly Bill (AB) 32 GHG reduction target and would result in a less-than-significant impact with respect to consistency with applicable plans, policies, or regulations to reduce GHG emissions. The Project would achieve several objectives of the City of Los Angeles General Plan Framework Element, the SCAG's RTP/SCS, and South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) for establishing a regional land use pattern that promotes sustainability.

Continued use of such non-renewable resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area, as well as State and local goals for reductions in the consumption of such resources. Furthermore, the Project would not affect access to existing resources, nor interfere with the production or delivery of such resources. The Project Site contains no energy resources that would be precluded from future use through Project implementation. The Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant.

4. Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires an EIR to discuss the ways a proposed project could foster economic or population growth or the construction

of additional housing, directly or indirectly, in the surrounding environment. Growth-inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, pursuant to CEQA, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

As discussed in **Chapter II, *Project Description***, of this Draft EIR, the Project would include up to 145,305 square feet of floor area, comprised of 140,305 square feet of medical office space and 5,000 square feet of ground floor retail-commercial space, of which up to 4,000 square feet may be a restaurant and 1,000 square feet may be other commercial uses, such as a pharmacy. The Project would not include any new residential development, and, thus, would not generate a direct increase in residential population. However, the Project would have the potential to generate indirect population growth in the Project vicinity as a result of the new employees generated by the Project.

During construction, the number of employees is estimated to vary on a day-to-day basis over the course of Project construction. However, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project. Therefore, given the availability of construction workers, the Project would not be considered growth inducing from a short-term employment perspective, but rather, the Project would provide a public benefit by providing new employment opportunities during the construction period.

As described in the Initial Study, provided in Appendix A of this Draft EIR, development of the Project would generate a net increase of 566 employees. However, the Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, because the Project would utilize the existing transportation and utility infrastructure to serve the Project. The Project would include a mix of uses that would be compatible with adjacent uses and would not increase or induce residential density growth on the Project Site. The Project's only off-site infrastructure improvements would consist of tie-ins to the existing utility main-lines already serving the Project area. The Project would not require the construction of off-site infrastructure that would provide additional infrastructure capacity for other future development. It would not open inaccessible sites to new development other than existing opportunities for development that are already available.

Therefore, the Project would not spur additional growth other than that already anticipated and would not eliminate impediments to growth. Consequently, the Project would not foster growth inducing impacts.

5. Potential Secondary Effects of Mitigation Measures

Section 15126.4(a)(1)(D) of the CEQA Guidelines requires mitigation measures to be discussed in less detail than the significant effects of the proposed Project if the mitigation measure(s) would cause one or more significant effects in addition to those that would be caused by the Project as proposed. The analysis of Project impacts in **Chapter IV, Environmental Impact Analysis**, of this Draft EIR, resulted in recommended mitigation measures for several environmental topics, which are identified below. The following provides a discussion of the potential secondary effects on those topics that could occur as a result of implementation of the required mitigation measures. For the reasons stated below, it is concluded that the Project's mitigation measures would not result in significant secondary impacts.

a) Air Quality

Mitigation Measure AIR-MM-1 requires the Applicant to implement construction equipment features for equipment operating at the Project Site. Such equipment features include meeting or exceeding the California Air Resources Board (CARB) and United States Protection Agency (USEPA) Tier 4 off-road emission standards or greater during Project Construction; use of alternatively fueled equipment to the extent feasible for equipment greater than 50 horsepower; and use of alternative-fueled generators. These mitigation measures for air quality would implement emission control strategies that would reduce impacts to less-than-significant levels. As these mitigation measures are control strategies for different equipment for construction of the Project, no further impacts would occur with their implementation. Therefore, this mitigation measure for air quality would not result in secondary impacts on the environment.

b) Cultural Resources

Mitigation Measures CUL-MM-1 through CUL-MM-3, which require archaeological monitoring, treatment of unanticipated discoveries, and reporting, would provide for the appropriate treatment and/or preservation of resources if encountered and, as such, the Project would not cause a substantial adverse change in the significance of an archaeological resource. As Mitigation Measures CUL-MM-1 through CUL-MM-3 are in place to ensure that any potential discovery of archaeological resources is well documented, no further impacts would occur from

this documentation and monitoring. Therefore, these mitigation measures for cultural resources would not result in secondary impacts on the environment.

c) Geology and Soils

For paleontological resources, Mitigation Measures GEO-MM-1 through GEO-MM-3 require retention of a qualified paleontologist to provide technical compliance and oversight of all grading work, to conduct construction worker paleontological resources sensitivity training, and to provide monitoring for all ground disturbing activities. The qualified paleontologist would prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. As Mitigation Measures GEO-MM-1 through GEO-MM-3 are in place to ensure that qualified experts are available for sensitivity training and construction monitoring to prevent potential impacts, no further impacts would occur. Therefore, these mitigation measures for geology and soils would not result in secondary impacts on the environment.

d) Noise

Mitigation Measure NOI-MM-1 provides procedures to be followed during construction to avoid noise impacts at sensitive receptors. As such, the mitigation measure would reduce adverse environmental effects. This mitigation measure specifically requires the construction of temporary ground-level noise barriers, with a minimum height of eight feet and up to a maximum height of 20 feet, which would achieve sound level reductions of at least 15 A-weighted decibels (dBA). Installation of these barriers represents a minor site improvement, from which noise and vibration would be negligible, and is part of the anticipated construction program addressed in the environmental analyses. Mitigation Measure NOI-MM-2 sets forth procedures to be followed during construction to provide noise control on fixed or mobile construction equipment. This measure requires that construction equipment whose specific location on the Project Site may be flexible to be located away from the nearest off-site sensitive land uses or barriers shall be used to screen noise from such equipment towards these land uses. Mitigation Measure NOI-MM-3 requires the use of state-of-the-art noise shielding and muffling devices. Mitigation Measure NOI-MM-4 requires the use of a construction liaison to inform the nearby receptors when peak noise and vibration activities are scheduled to occur. Mitigation Measure NOI-MM-5 details the required structural vibration monitoring during Project construction, including the retention of a qualified acoustical engineer to develop and implement a vibration monitoring program during site demolition and grading/excavation.

As Mitigation Measures NOI-MM-1 through NOI-MM-5 are implemented to ensure that construction noise and vibration impacts would not impact sensitive receptors, no further impacts would result from these mitigation measures. Therefore, these

mitigation measures for noise would not result in secondary impacts on the environment.

6. Impacts Found Not to be Significant

CEQA Guidelines Section 15128 states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. Pursuant to CEQA Guidelines Section 1512, such a statement may be contained in an attached copy of an Initial Study. An Initial Study was prepared for the Project and is included in Appendix A of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each topical area is or is not analyzed further in the Draft EIR. The City of Los Angeles determined that the Project would result in less than significant or no impacts related to **aesthetics; agriculture and forestry resources; air quality** as it relates to other emissions adversely affecting a substantial number of people; **biological resources; cultural resources** as it relates to human remains; **geology and soils** as it relates to rupture of a known earthquake fault, strong seismic ground shaking, landslides, soil erosion or the loss of topsoil, and septic systems; **hazards and hazardous materials; hydrology and water quality; land use and planning** as it relates to dividing an established community; **mineral resources; noise** as it relates to airstrips or airport proximity; **population and housing; public services** as it relates to schools, parks, and other public facilities; recreation; **transportation** as it relates to hazards due to a geometric design feature and emergency access; **utilities and services systems**; and **wildfire**. For further discussion of these issues and a more detailed evaluation of potential impacts, refer to the Project Initial Study, provided in Appendix A of this Draft EIR. A summary of the analysis of these issues in the Initial Study is also provided below.

a) Aesthetics

As discussed in the Initial Study, provided in Appendix A of this Draft EIR, PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts. The analysis in the Initial Study was provided for informational purposes only and not for determining whether the Project will result in significant impacts to the environment.

As it relates to scenic vistas, the only valued visual resource in the Project vicinity is the view towards the Hollywood Hills to the north. Due to the highly urbanized surroundings, predominately flat terrain, and the dense intervening development, long range views of the Hollywood Hills are not available. Limited views of the Hollywood Hills looking northeast are available along South San Vicente

Boulevard; however, these views are obstructed by existing development. Thus, the Project would not have a substantial adverse effect on a scenic vista.

The Project Site is not located within a State-designated Scenic Highway or associated view corridor.³ The nearest eligible state scenic highway is along California State Route 1, approximately 7.25 miles west of the Project Site.⁴ As such, development of the Project would not substantially damage scenic resources as the Project Site is not within a State Scenic Highway. With regard to the Project conflicting with applicable zoning and other regulations governing scenic quality, the Project did not conflict with the identified plans and policies governing scenic quality within the Wilshire Community Plan.

The Initial Study found that as required by Los Angeles Municipal Code (LAMC) Section 93.0117(b), exterior light sources and building materials would be designed such that they would not cause more than two (2) foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; an elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses, such as recreation, barbecue or lawn areas, or any other property containing a residential unit or units. Light fixtures would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive residential land uses. With regard to glare, daytime glare is common in urban areas and is typically created when sun reflects off mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials, particularly following sunrise and prior to sunset. Reflective surfaces can be associated with window glass and polished surfaces, such as metallic or glass curtain walls and trim. As discussed above under Section 3, Project Description, of this Initial Study, all glass used in the building would have minimal reflectivity to reduce glare to surrounding neighbors.

b) Agriculture and Forestry Resources

The Project Site is a developed infill lot containing a currently vacant building, formerly occupied by Montessori Children's World School, and a Big 5 Sporting Goods store. No agricultural uses, forestry uses, or related operations are present on the Project Site or in the surrounding highly urbanized area. Furthermore, the Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared

³ State of California, Department of Transportation, Officially Designated State Scenic Highways, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed December 5, 2019.

⁴ State of California, Department of Transportation, Officially Designated State Scenic Highways, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed December 5, 2019.

pursuant to the Farmland Mapping and Monitoring Program. Therefore, no impacts related to agriculture and forestry resources would occur under the Project.

c) Air Quality

As it relates to emissions (such as those leading to odors), activities and materials associated with Project construction would be typical of construction projects of similar type and size. On-site trash receptacles would be enclosed within interior spaces and properly maintained in a manner that promotes odor control. Any odors generated during construction of the Project would be localized and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. The Project proposes a mixed-use development that includes medical office and retail-commercial uses that would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people, such as uses associated with manufacturing, smelting, food packing, and other industrial uses. Thus, Project operation is not expected to create objectionable odors and odor impacts would be less than significant.

d) Biological Resources

The Project Site is entirely developed with educational and retail uses and associated surface parking. The California Department of Fish and Wildlife and U.S Fish and Wildlife Service databases do not identify any candidate, sensitive or special status species critical habitat on or around the Project Site. The Project Site does not contain any drainage channels to the Los Angeles River (located approximately 5.3 miles to the north of the Project Site), riparian habitat, or other sensitive natural communities as indicated in the City or regional plans or in regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Furthermore, the Project Site is not located in or adjacent to a Significant Ecological Area as defined by the City and County of Los Angeles. The Project Site also does not contain any wetlands as defined by Section 404 of the Clean Water Act. Additionally, the Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.

No locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) exist on the Project Site. As discussed under Section 3, Project Description, of this Initial Study, the Project would replace all significant, non-protected trees (8 inch or greater or cumulative trunk diameter if multi-trunked, as measured 54 inches above ground) at 1:1 ratio with a minimum of 24-inch box tree. While the Project Site does include ornamental trees that could support raptor and/or songbird nests, the Project would be consistent with the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R

Section 10.13) to avoid disturbance of nesting birds and to protect nesting birds if they are present on-site during construction.

Based on the above, the Project would not have any potentially significant impacts as it relates to biological resources.

e) Cultural Resources

As analyzed in the Initial Study, the Project Site would require grading and excavation activities for building foundations that would extend into soils that could be conducive to retaining human remains. While the uncovering of human remains is not anticipated, if human remains are inadvertently discovered during construction or the course of any ground disturbance activities, the Project would adhere to standard conditions of approval required by the City. Therefore, impacts would be less than significant.

f) Geology and Soils

The Project Site is not located in an Alquist-Priolo Earthquake Fault Zone or located on or immediately adjacent to an active fault. In addition, the Project would be required to adhere to the seismic standards of the most recent version of the California Building Code, which includes measures to ensure that structures can withstand maximum expected ground shaking without catastrophic failure. While complete avoidance of any damage may not be feasible, incorporation of industry standard seismic design measures in accordance with current building requirements would ensure that potential impacts related to ground shaking would be less than significant. Furthermore, the Project Site is located in a developed urban area that is relatively level that would not be susceptible to landslides, either on- or off-site. Additionally, incorporation of Best Management Practices (BMPs) to control erosion would be implemented. The Project would also connect to existing sewer infrastructure and would not use septic tanks or alternative wastewater disposal systems. Based on the above, impacts related to rupture of a known earthquake fault, strong seismic ground shaking, landslides, soil erosion or the loss of topsoil, and septic systems would be found to not be potentially significant.

g) Hazards and Hazardous Materials

As discussed in the Initial Study, construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. All materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions in accordance with BMPs contained in the required SWPPP. Operation of the medical office and retail-commercial uses would involve the use and storage of small quantities of potentially hazardous materials in the form of general office and building

maintenance supplies (cleaning solvents, painting supplies, and pesticides for landscaping) as well as medical (biohazardous) waste such as needles, used bandages, and IV catheters. The use of these materials would be in regulated quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products. Particularly as it relates to medical waste, the Project would develop a Medical Waste Management Plan.

With regard to demolition of the existing building, there is a potential for asbestos containing materials (ACMs) and lead-based paint (LBP) to be present within the buildings. As such, the Project would adhere to the requirements of South Coast Air Quality Management District (SCAQMD) Rule 1403, for ACMs, and California Occupational Safety and Health Administration (Cal/OSHA) requirements, for LBPs. No issues were identified as it relates to radon or polychlorinated biphenyls (PCBs). With regard to methane, the Project would be subject to the design and permitting requirements established by LADBS as defined in LAMC Section 91.7102 for a Project Site located within a Methane Zone.

No Recognized Environmental Conditions (RECs) nor historic RECs were identified on the Project Site. A review of the Department of Toxic Substances Control (DTSC) EnviroStor and State Water Resources Control Board (SWRCB) GeoTracker databases, as well as other databases maintained by other government agencies, did not indicate any open cleanup sites or hazardous waste facilities within the project area. The off-site regulatory database review indicated that there were no sites in the vicinity of the Project Site with a reasonable potential to adversely affect the Project.

The Project Site is not located within an airport land use plan, is not within two miles of a public airport or public use airport, nor is it within the vicinity of a private airstrip.

While South San Vicente Boulevard and Wilshire Boulevard, which are located directly adjacent to the Project Site to the west and south, respectively, are Selected Disaster Routes that could be utilized during a disaster event, the Project would develop a Construction Management Plan to ensure that adequate emergency access is maintained during construction. During operation, the Project would generate traffic in the Project vicinity and would result in an increase to traffic accessing the Project Site and on South San Vicente Boulevard and Wilshire Boulevard. However, the proposed Project would maintain emergency access to and from the Project Site and in the surrounding area, provided that future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and potential residents; and Project Site access and circulation plans would be subject to review and approval by the Los Angeles Fire Department (LAFD) and Los Angeles Department of Transportation (LADOT), to ensure that access to the project does not interfere with existing disaster routes.

The Project Site is located in a highly urbanized area, where there are no areas containing flammable brush that could trigger wildfires. No wildlands are present on the Project Site or surrounding area. Furthermore, the Project Site is not within a City-designated wildfire hazard area or within a City-designated Very High Fire Severity Zone.

Based on the above, the Project would not have any potentially significant impacts as it relates to hazards and hazardous materials.

h) Hydrology and Water Quality

The Project Site is currently developed with two existing structures and surface parking, and is 95 percent covered with impermeable surfaces that generate and convey urban runoff. The Project Site does not currently include any stormwater BMPs and has no current means of treatment for stormwater runoff. Project construction would be required by the City to prepare and implement an erosion control plan to reduce runoff and pollutant levels in runoff during construction. In addition, the Project would be required to comply with City grading permit regulations, which require necessary measures, plans (including a wet weather erosion control plan if construction occurs during the rainy season), and inspection to reduce sedimentation and erosion.

The Project Site does not currently provide a substantial opportunity for recharge of groundwater. Construction activities for the Project would include excavating down an approximate depth of 6 feet for building up the structure, and hardscape and landscape around the structure as well as the installation of caissons of up to 100 feet in depth. As discussed in the Water Resources Technical Report, groundwater was measured at a depth of 34 feet below ground surface. Groundwater encountered during excavation will be directed to a temporary dewatering system, consisting of pumps and filtration system utilized in compliance with all applicable regulations and requirements. Operation of the Project would decrease the amount of impervious surface area on the Project Site from 95 percent under existing conditions to 92 percent after development is completed which would increase the amount of runoff that could infiltrate on-site. The Project would also implement capture and use systems and/or a biofiltration system to collect and store the first flush of stormwater runoff. No dewatering would be required during operation of the Project. Therefore, the Project would not substantially deplete groundwater supplies nor interfere with groundwater recharge.

The Project would involve the demolition of existing structures, construction of new buildings, and installation of new landscaping, which would alter the existing drainage patterns on the Project Site. The Project Site would be most susceptible to erosion during the construction period when earthwork activities expose soils currently covered by impervious surfaces. However, as noted above, construction

would be required to adhere to an erosion control plan prepared for the site as well as grading permit requirements. Existing drainage infrastructure has sufficient capacity to handle existing peak flows and therefore implementation of the Project generating equal peak flows would not exceed the capacity of the current system. The LID requirements would also provide pollutant controls in accordance with the City's Standard Urban Stormwater Mitigation Plan such that the potential for providing additional sources of polluted runoff would be minimized. In addition, the Project Site is located in a Federal Emergency Management Agency (FEMA) designated flood Zone X, meaning that it is in an area of minimal flood hazard and outside of any 100-year flood hazard areas.

The Project Site is located in an area of relatively flat topography and urban development, with no enclosed bodies of water upstream of the Project Site, and as such, there is no potential for inundation resulting from a seiche or mudflows. With respect to tsunami hazards, the Project Site is located approximately eight miles inland (northeast) from the Pacific Ocean, and therefore would not be subject to a tsunami. Furthermore, the Project Site is not located on a City-designated tsunami hazard area.

The Project would comply with LAMC Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control. In addition, the Project would not adversely impact a groundwater management plan because the Project would be developed with BMPs to reduce surface water runoff and would not otherwise impede groundwater replenishment in the basin.

Based on the above, the Project would not have any potentially significant impacts as it relates to hydrology and water quality.

i) Land Use and Planning

The Project Site is located within the Wilshire Community Plan area in the City of Los Angeles, and is entirely developed with educational and retail uses. The Project would be contained within the existing developed block bounded by Wilshire Boulevard to the south, South San Vicente Boulevard to the west, Orange Street to the north, and Sweetzer Avenue to the east. The Project would not encroach into adjacent streets or require vacations of streets or changes in the City's circulation system that would divide an established community. In addition, the Project is consistent and compatible with the immediately adjacent commercially zoned properties. Based on the above, the Project would not physically divide an established community and thus there would be no impact.

j) Mineral Resources

According to the City of Los Angeles General Plan, the Project Site is not located in an area containing significant mineral deposits. Furthermore, the Project Site is

not designated as an existing mineral resource extraction area by the State of California or the U.S. Geological Survey. However, the Project Site is located within the South Salt Lake Oil Field. The Project Site is currently fully developed with urban uses and, has not been the site of mineral resource extraction in the past, and rather than being designated for resource extraction, the Project Site is designated for Limited Commercial use. Therefore, Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts to mineral resources would occur and no mitigation measures are required.

k) Noise

The Project Site is not located within an airport land use plan, is not within two miles of a public airport or public use airport, nor is it within the vicinity of a private airstrip. The closest airports to the Project Site are the Santa Monica Municipal Airport, located approximately 5.7 miles southwest of the Project Site, and LAX, located 8.7 miles southwest of the Project Site. Therefore, there would be no impacts to a private airstrip, a public airport, nor an airport land use plan.

l) Population and Housing

The Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, because the infill Project would utilize the existing transportation and utility infrastructure to serve the Project. As there are no proposed residential uses, the Project would only contribute to increasing the number of employees. Project increases in employment therefore provide a small contribution to anticipated growth for the period between 2019 and 2023, the Project buildout year, for the Wilshire Community Plan area and the City as a whole. Therefore, the increase in growth is consistent with SCAG's growth projections.

There are currently no existing dwelling units located on the Project Site. As no housing would be displaced, the construction of replacement housing elsewhere would not be necessary.

Based on the above, the Project would not have any potentially significant impacts as it relates to population and housing.

m) Public Services

As it relates to impacts regarding schools, the Project's medical office and retail-commercial uses would generate few, if any, students. For Project operation, if Project employees currently reside in neighboring communities and have school children, it is expected the children would remain enrolled in their current school.

If employees with school-age children choose to move closer to the Project Site for work, or if new employees with school-age children are hired from the surrounding community or another city, there could be an increase in student population in the nearby schools of up to 15 students, although some might not attend public schools. To the extent that on-site development increases demand at LAUSD schools serving the Project Site, State law, including Government Code Section 65995 and Education Code Section 17620, requires the payment of fees at a specified rate for the funding of improvements and expansion to school facilities. Such fees are paid upon the issuance of building permits. In accordance with Senate Bill 50 (SB 50), enacted in 1998, the payment of this fee is deemed to provide full and complete mitigation for impacts to school facilities and impacts to schools would therefore be reduced to a less than significant level.

The Project does not include development of residential uses. As such, the Project would not result in new on-site residents who could directly utilize nearby park facilities and development of the Project would generate minimal demand for existing parks and recreational facilities. However, a small percentage of new visitors and employees to the Project Site might visit nearby parks and generate some degree of increased demand on existing public recreational and park facilities. The Project would provide outdoor landscaped decks. These facilities would reduce the Project's limited demand for use of existing public recreational and park facilities. Additionally, as the Project includes approval of a Vesting Tentative Tract map, the Project would pay required Quimby Fees. Therefore, there would be a less than significant impact on park services in the Project area.

With regard to other public facilities, as there is no residential component to the Project, the only potential new library visitors, if any, would be visitors or employees to the Project Site. The addition of 566 new employees to the Project Site would not materially change demand on local libraries. During construction and operation of the Project, other governmental services, including roads, would continue to be utilized. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Any minor roadway improvements (e.g., street dedications), pursuant to City requirements, would be constructed concurrent with the Project. Therefore, the Project would result in less than significant impacts on other governmental services.

n) Recreation

The Project does not include development of residential uses. As such, the Project would not result in new on-site residents who could directly utilize nearby recreational facilities and development of the Project. However, because the Project would introduce new visitors and employees to the Project Site, greater demand on existing public recreational facilities and services could be generated. The Project would include 3,828 square feet of outdoor landscaped areas on

Floors 6 through 10. In addition, as the Project includes approval of a tentative tract map, the Project would pay required Quimby Fees.

Based on the above, the Project would not have any potentially significant impacts as it relates to recreation.

o) Transportation

The Project would not alter existing street patterns in the vicinity. There are no existing hazardous design features such as sharp curves or dangerous intersections on site or within the Project vicinity. However, the Project would result in some modifications to access (i.e., new curb cuts for the Project driveway). All on-site roadway and site access improvements would be designed in compliance with applicable City standards. Therefore, the Project would not substantially increase hazards due to a geometric design feature or incompatible use. Impacts would be less than significant.

While South San Vicente Boulevard and Wilshire Boulevard, which are located directly adjacent to the Project Site to the west and south, respectively, are Selected Disaster Routes that could be utilized during a disaster event, the Project would develop a Construction Management Plan to ensure that adequate emergency access is maintained during construction. During operation, the Project would generate traffic in the Project vicinity and would result in an increase to traffic accessing the Project Site and on South San Vicente Boulevard and Wilshire Boulevard. However, the proposed Project would maintain emergency access to and from the Project Site and in the surrounding area, provided that future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and potential residents; and Project Site access and circulation plans would be subject to review and approval by the LAFD and LADOT, to ensure that access to the project does not interfere with existing disaster routes.

p) Utilities and Services Systems

As it relates to water facilities, as shown in the Fire Service Advisory Request (SAR) and Fire Flow Availability Request (IFFAR) prepared for the Project, and through compliance with LAFD and LADWP requirements, the impact of the Project to the water infrastructure would be less than significant. Regarding wastewater treatment facilities, a Sewer Capacity Availability Report (SCAR) determined that the existing public sewer infrastructure can accommodate the Project. BOS analyzed the Project demands in conjunction with existing conditions and forecasted growth and verified that there is sufficient capacity in the existing sewer system for the Project to discharge to the municipal system. Under existing conditions, the Project Site is completely developed. Current drainage flows on the

Project Site are collected in the City's existing curb and gutter drainage system. The potential construction impacts associated with the drainage facilities would be less than significant. The Project Site is located in a developed, urbanized portion of Los Angeles that is served by existing electrical power, natural gas, and telecommunications services. In the context of the greater Los Angeles service area, the Project would not be a substantial source of new demand for electrical, natural gas, or telecommunications services. New connections would be established for the Project; however, no substantial electrical, natural gas, or telecommunications infrastructure is present on or adjacent to the Project Site that would need to be relocated to accommodate the Project.

The Utility Report prepared for the Project demonstrated that the existing 2015 Urban Water Management Plan (UWMP) could accommodate the proposed increase in water demand. This includes the improvements that were determined necessary for the Project to meet fire flow requirements in accordance with Section 57.507 of the LAMC. Also, the existing Hyperion Treatment Plant has sufficient treatment capacity to accommodate the proposed increase in wastewater flows that would occur with the Project.

As discussed in the Initial Study, the solid waste generated by the Project during construction would account for less than 0.002 percent of the County's available regional landfills and would not exceed the capacity of existing disposal facilities and would be further reduced by recycling. During operation, the daily amount of solid waste generated by the Project would represent a negligible amount (less than 0.1 percent) of the daily solid waste disposed of by the County.

The waste generated by the Project would be incorporated into the waste stream of the City, and diversion rates would not be substantially altered. All potentially hazardous materials generated from the medical office would be disposed of in compliance with the applicable regulations in accordance with a Hazardous Materials Management Plan which would be required for the proposed facility. The Project does not include any component that would conflict with State or local laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements.

Based on the above, the Project would not have any potentially significant impacts as it relates to utilities and service systems.

q) Wildfire

There are no state responsibility areas or lands classified as Very High Fire Hazard Severity Zones on or near the Project Site. The Project Site is located in an urbanized area with no natural vegetation. The Project Site is presently developed with a vacant building that previously included the Montessori Children's World School, and a Big 5 Sporting Goods store. Surface parking associated with these

uses is located on the eastern portion of the Project Site, fronting South San Vicente Boulevard, South Sweetzer Avenue and the alley to the north. The Project would not cause an impediment along the City's designated emergency evacuation route or disaster route; thus, the proposed medical office and retail-commercial uses would not impair implementation of the City's emergency response plan. In addition, the Project Site is relatively flat as it has an elevation of 147 feet on the northern corner of the Project Site and an elevation of 137 feet on the southern corner of the Project Site. The Project Site is also not within a High Winds Velocity Area, as mapped by the City of Los Angeles. Furthermore, the Project does not propose installation or maintenance of associated structures that may exacerbate fire risk or that may result in temporary ongoing impacts to the environment.

Based on the above, the Project would not have any potentially significant impacts as it relates to wildfire.

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