

VI. Other CEQA Considerations

1. Significant Unavoidable Impacts

Section 15126.2(a) of the State *CEQA Guidelines* requires that an EIR describe significant environmental impacts of a project on the environment. Direct and indirect significant effects shall be clearly identified and described, giving due consideration to short-term and long-term effects. Based on the analysis contained in Chapter IV, *Environmental Impact Analysis*, of the Draft EIR and as evaluated in Sections IV.A, *Air Quality*, IV.B, *Cultural Resources*, and IV.G *Noise*, and summarized below, implementation of the Project would result in significant impacts that cannot be mitigated with respect to Project-level and cumulative air quality, historic resources, and on-site and off-site noise/vibration sources during construction.

a) Air Quality

(1) Cumulatively Considerable Increase in Criteria Pollutants

(a) Construction

(i) Project-Level

Construction of the Project would result in emissions that exceed the VOC, NO_x, and CO regional thresholds, and impacts would be potentially significant prior to mitigation. Implementation of Mitigation Measure AQ-MM-1 (construction equipment emission reduction features) and AQ-MM-2 (concrete trucks with emission reduction features) would reduce short-term and temporary VOC and NO_x emissions, including from heavy-duty equipment, haul trucks, and concrete trucks during the building foundations, parking garage construction, and building construction activities. With implementation of Mitigation Measure AQ-MM-1 and AQ-MM-2, short-term construction NO_x emissions would be reduced, and CO emissions would increase due to the use of Tier 4 Final equipment and CNG trucks. However, even with implementation of Mitigation Measures AQ-MM-1 and AQ-MM-2, Project-level short-term construction NO_x and CO emissions would exceed the applicable regional emission significance threshold and would, thus, continue to be significant and unavoidable.

(ii) Cumulative

As the Project's short-term construction impacts would be significant and unavoidable, Project construction-related NO_x and CO emissions combined with emissions from construction of related projects could also exceed the applicable regional NO_x and CO emissions significance thresholds and would, thus, result in a cumulatively significant and unavoidable impact.

(b) *Operation*

(i) *Project-Level*

The analysis of operational air quality impacts analyzed an interim scenario where a portion of the Project Site would be in operation, while a portion of the Project's construction activities would also occur. Thus, with the overlap in operation and construction, emissions were combined as part of this analysis and compared to applicable SCAQMD regional thresholds.

The Project would result in potentially significant operational impacts due to regional VOC and NO_x emissions above the regional significance thresholds. Mitigation Measures AQ-MM-1 (construction equipment emission reduction features) and AQ-MM-2 (concrete trucks with emission reduction features) would be required to reduce overlapping construction-related NO_x emissions that would be concurrent with the interim regional operational emissions. Mitigation Measure AQ-MM-3 (emergency generator maintenance and testing requirements) would reduce regional VOC and NO_x emissions from operations by scheduling routine maintenance of emergency generators so that only one emergency generator is maintained on any given day, Mitigation Measure AQ-MM-4 would reduce VOC and NO_x emissions from landscaping equipment and Mitigation Measure AQ-MM-5 would reduce VOC emissions associated with coating activities during operations.. With implementation of AQ-MM-1 and AQ-MM-2, NO_x emissions would be reduced to below the SCAQMD regional significance threshold from construction activities that would overlap with the interim operations of the Project. However, emissions of CO from construction activities that would overlap with the interim operations of the Project would exceed the SCAQMD regional significance threshold due to the Tier 4 Final equipment and CNG truck engine technology, whereby the technology used to reduce NO_x emissions leads to slightly higher CO emissions. This is the result of NO_x being formed through high combustion temperatures whereas CO is formed through incomplete combustion from lower combustion temperatures. CO is a pollutant of lesser air quality concern as compared to NO_x given that the Air Basin is in attainment for CO but is in non-attainment for ozone, with NO_x constituting an ozone precursor emission. Thus, AQ-MM-1 and AQ-MM-2 represent overall environmentally beneficial mitigation measures as they would reduce emissions of an ozone precursor, NO_x, despite increasing emissions of CO during Project construction activities that would be concurrent with the interim regional operational emissions.

Therefore, while NO_x impacts related to overlapping construction and interim operational emissions would be mitigated to less than significant with implementation of mitigation measures AQ-MM-1, AQ-MM-2 and AQ-MM-3, AQ-MM-4 and AQ-MM-5, CO impacts related to regional emissions during this overlapping short-term timeframe would remain significant and unavoidable after implementation of mitigation measures.

(ii) *Cumulative*

As the Project's interim operational impacts would be significant and unavoidable, Project CO emissions during the interim scenario where a portion of the Project Site would be in operation, while a portion of the Project would be in construction, combined with emissions from operations of related projects could also exceed the applicable regional CO emissions significance thresholds and would, thus, result in a cumulatively significant and unavoidable impact.

b) Historic Resources: Demolition of the LACS Building

As more fully described in Chapter II, *Project Description*, of this Draft EIR, the Project would demolish all the existing improvements, uses, and surface parking on the South and West Sites. On the North Site, the single-story warehouse would also be demolished, however, the Project intends to preserve and adaptively reuse a portion of the existing six-story industrial building for retail and residential amenity purposes. However, because the currently operating Los Angeles Cold Storage (LACS) Building on the North Site has been "frozen" for over 100 years, a confirmation of its structural integrity cannot be made until the existing operations cease (when and if the Project is approved) and the LACS building is "unfrozen." For purposes of this Draft EIR to provide a conservative analysis of impacts, the Project is assumed to demolish the LACS Building (both the East and West Volumes), which is a historical resource as defined by CEQA. The demolition of a historical resource constitutes a significant adverse impact that cannot be mitigated to a less-than-significant level. However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate below a level of a significant effect on the environment. Accordingly, Mitigation Measures CUL-MM-1 to CUI-MM-8 would be implemented by the Project.

If it is confirmed that the West Volume of the LACS Building would remain substantially intact and structurally sound following the thawing process, and therefore would be retained, rehabilitated, and adaptively reused as part of the Project, the West Volume would represent a remnant of a significant industrial building in the original industrial core of Los Angeles. The demolition of the East Volume would remove nearly 50% of the historic fabric of the LACS Building, representing the original portion of the building as constructed in 1903, which established the cold storage use at the Project Site. There would therefore be a significant loss of integrity of design, materials, and workmanship to the LACS Building with the demolition of the East Volume. The LACS Building, not its component parts, is the historical resource as defined by CEQA; therefore, for purposes of this analysis, the West Volume is not considered a historical resource on its own and the loss of the East Volume is considered a significant adverse impact to a historical resource. However, there is historical value in the potential retention of the West Volume of the LACS Building. If retained, the West Volume would represent one of the earliest surviving examples of reinforced concrete construction in the City, would remain in its original location, would retain its historic relationship along Central Avenue, and would reflect the early industrial development of Los Angeles. Therefore, although the retention of the West Volume would

not mitigate Project impacts to a less-than-significant level, it would preserve a physical remnant of Los Angeles' industrial history from the first decade of the 20th century.

The LACS Building, composed collectively of the East and West Volumes, represents a historical resource as defined by CEQA. Therefore, despite the potential benefits of retaining the West Volume if it is determined that it would remain substantially intact and structurally sound following the thawing process, the demolition of the East Volume represents a loss of approximately 50% of the historic square footage and the corresponding historic fabric of the LACS Building. The West Volume would therefore represent a remnant of a historical resource; for purposes of this analysis, it would not be considered a historical resource as defined by CEQA because it is only a portion of the LACS Building as it exists prior to implementation of the Project. As a result, even if it is determined that the West Volume can be retained and rehabilitated as specified in the recommended mitigation measures, impacts to historical resources would be lessened but would not be reduced to a less-than-significant level. Therefore, whether the LACS Building is demolished in whole or in part, the Project would result in a significant and unavoidable adverse impact to a historical resource on the Project Site that cannot be mitigated to a less-than-significant level.

c) Noise

(1) On-Site Construction Noise

(a) Project Level

Implementation of Mitigation Measure NOI-MM-1 (noise barriers) and Mitigation Measures NOI-MM-2 (location of compressors and generators 100 feet from sensitive receptors), NOI-MM-3 (construction equipment muffling and shielding), and NOI-MM-4 (prohibition of foundation concrete trucks from traveling on Central Avenue between 1st Street and 4th Street between Alameda Street and Hewitt Street) would reduce the Project's construction noise impacts at off-site ground-level noise sensitive receptors to the extent technically feasible. Noise barriers, however, are not capable of blocking noise at noise-sensitive receptors that are elevated above a construction work site, such as residential units and hotel rooms located on the upper levels of a mid-rise or high-rise building. It is not feasible to install noise barriers with height sufficient to block the line-of-sight for all noise-sensitive receptors located on the upper levels of a mid-rise or high-rise residential or hotel building due to barrier foundation and wind load restrictions. Because there could be receptors elevated above the construction work sites throughout the Project area within the upper levels of a noise-sensitive receptor building (receptor locations R2 through R6), construction noise would represent a temporary noise increase in excess of standards for these receptors. Therefore, ground-level construction noise impacts associated with on-site noise sources would be less than significant with mitigation incorporated. However, construction noise impacts associated with on-site noise sources at elevated noise-sensitive receptor locations located on the upper floors of buildings at receptor locations R2 through R6 would be significant and unavoidable.

(b) *Cumulative*

Cumulative construction noise impacts associated with on-site construction equipment could be significant in the event that construction activities as part of the related projects that occur within 1,000 feet of the Project Site.¹ The Project would implement Mitigation Measures NOI-MM-1, NOI-MM-2, and NOI-MM-3 to reduce construction noise impacts. Implementation of these mitigation measures would reduce the Project's ground-level construction noise impacts at receptor locations R2 through R6 to less than significant at the ground-level. However, construction noise impacts at elevated noise-sensitive receptor locations associated with on-site Project construction noise sources would be significant and unavoidable.

Although it is expected that the related projects with identified significant impacts would implement mitigation that would reduce construction noise impacts similar to the Project, overlapping construction activities could result in significant cumulative impacts. The Project and the related projects could together contribute to construction noise at the ground-level noise-sensitive uses located at location R2 and those located on the upper levels of a mid-rise or high-rise building at locations R2, R3, R4, R5, and R6 that may exceed the significance threshold. Thus, it is conservatively concluded that the Project's contribution to cumulative construction noise associated with on-site construction equipment would be cumulatively considerable and would represent a significant and unavoidable cumulative impact.

(2) **Off-Site Construction Traffic Noise (Cumulative Only)**

Cumulative construction noise impacts associated with off-site construction truck traffic from multiple related projects could potentially overlap with the Project on some days and generate noise in excess of the significance thresholds.

For Project-related haul trucks, with implementation of Mitigation Measure NOI-MM-4, Project haul trucks would be prohibited from traveling on Central Avenue between 1st Street and 2nd Street, which would mitigate the Project-level impact to less than significant. However, if the related projects would contribute 31 truck trips per hour or more and travel along the same roadway segments as the Project (see roadway segments in Table IV.G-10, *Estimate of Off-Site Construction Traffic Noise Impacts*), the combined off-site construction noise from Project haul trucks and related project trucks could exceed the significance threshold.

For Project-related foundation concrete pour trucks, there is no feasible mitigation measure that would reduce the Project-level impact to below the significance thresholds. Therefore, related projects contributing any additional truck trips on the same roadway segments at the same time as the Project (see roadway segments in Table IV.G-10) would generate a cumulative noise impact along these same roadway segments.

¹ See Table IV.G-26, *Related Projects within 1,000 Feet of the Project Site*, in Section IV.G, *Noise*, of this Draft EIR.

Residential land uses comprise the majority of existing noise-sensitive uses within the Project Site area that could be impacted by the increase in traffic generated noise levels. Construction of sound barriers would be inappropriate for residential land uses that face the roadway as they would be impractical (i.e., due to their placement on street frontages) and create aesthetic and access concerns. Thus, given that it is possible that the Project and related projects could contribute to cumulative off-site construction traffic noise levels and could exceed a significance threshold with sufficiently high cumulative traffic levels, it is conservatively concluded that the Project's contribution to cumulative construction noise associated with off-site construction truck traffic would be cumulatively considerable and would represent a significant and unavoidable cumulative impact.

(3) Groundborne Vibration: Structural Building Damage

(a) *Project-Level*

Mitigation Measure NOISE-MM-6 prohibits the use of vibratory construction equipment at distances that would result in significant impacts to vibration receptor V3 (commercial buildings to the south, west, and southwest of the Project Site) and other buildings in the area. With implementation of Mitigation Measure NOI-MM-5, potential structural vibration impacts at receptor V3 would be mitigated to a less than significant level. Mitigation Measure NOI-MM-7 provides additional protections by requiring that the physical condition of vibration receptor V3 be documented prior to the commencement of construction activity and that daily inspections of receptor V3 occur when construction activities involving vibration-generating equipment such as bulldozers, jackhammers, loaded trucks, and drill rigs are used within 15 feet of receptor V3. In the event that unanticipated or unexpected construction-related vibration or structural damage occurs, the contractor shall arrange for inspection and repair as necessary. With implementation of Mitigation Measures NOI-MM-6 and NOI-MM-7, impacts with regard to structural damage for receptor V3 would be mitigated to less than significant. However, because receptor V3 includes privately-owned structures, inspections and repair pursuant to Mitigation Measure NOI-MM-7 would require the consent of the property owner, who may not agree. Thus, impacts to receptor V3 would be significant and unavoidable.

Therefore, short term construction groundborne vibration impacts associated with structural damage would be less than significant with mitigation incorporated for the majority of on-site construction activities, but would be significant and unavoidable for receptor V3.

(b) *Cumulative*

The Project would implement Mitigation Measures NOI-MM-6 and NOI-MM-7 to reduce construction vibration impacts. Implementation of these mitigation measures would reduce, but not eliminate, the Project's ground-level construction vibration impacts at receptor location V3 but impacts would remain significant and unavoidable.

Although it is expected that the related projects listed with identified significant impacts would implement mitigation that would reduce construction vibration impacts similar to the Project, overlapping construction activities could result in significant cumulative impacts. Thus, the Project and related projects could together contribute to construction vibration at receptor V3 that may exceed the significance threshold. Thus, it is conservatively concluded that the Project's contribution to cumulative construction vibration associated with on-site construction equipment would be cumulatively considerable and would represent a significant and unavoidable cumulative impact.

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

In addition to identification of the Project's significant unavoidable construction-related air quality and noise and vibration impacts, and significant and unavoidable historical resources impact, Section 15126.2(c) of the State *CEQA Guidelines* also requires a description of the reasons why a project is being proposed, notwithstanding significant unavoidable impacts associated with the project.

As described further below, this Project is being proposed, notwithstanding its significant and unavoidable impacts, because: (1) the Project would support a considerable number of regional and community land use and mobility objectives, including those that promote mixed-use, infill development within a Transit Priority Area (TPA); (2) the Project would provide needed housing to serve the local area and the region; and (3) the Project would provide economic benefits to the Central City community.

The Project includes a number of characteristics that are consistent with, and contribute to, the implementation of local, regional, and State land use and mobility objectives. The Project's location would help facilitate a reduction in per capita residential and employee VMT and air pollution by maximizing infill development within an existing TPA and High Quality Transit Area (HQTA). The Project would include multiple pedestrian connections throughout the Project Site. The Project would also provide new restaurant, retail, recreation, and entertainment uses located within walking and biking distances to transit and bus routes, including bus lines operated by Metro and LADOT DASH. In addition, the Project Site is also located within walking distance (less than 0.4 miles) of the Metro Regional Connector Little Tokyo/Arts District station.

The Project would be consistent with the requirements of the Los Angeles Green Building Code and the CALGreen Code and would be designed to United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold certification or equivalent standards through proven and effective design strategies. The Project would implement a transportation demand management (TDM) program to reduce single occupant vehicle trips. The TDM program would include design features, transportation services, education, and incentives intended to reduce the amount of single occupant vehicles during commuter peak hours. The Project would comply with the City's Electric Vehicle Parking Ordinance, which requires 30 percent of the Project's total

parking spaces to be designated as EV spaces capable of supporting future EVSE, and 10 percent of the total number of spaces to be EVCS (Ordinance No. 186,485). Further, the Project would provide on-site short and long-term bicycle parking and bicyclist facilities. The Project would incorporate water conservation and rainwater management strategies such as low flow/efficient water fixtures, rainwater capture systems, drought-tolerant/California native plant species selection, landscape contouring to minimize precipitation runoff, irrigation system efficiency, smart irrigation systems (e.g., weather-based controls), and water-saving pool equipment. The Project will investigate the use of local low-carbon materials and Environmental Product Declaration (EPDs) to promote the City's green-material economy by using the "Buy Clean California Act" (AB 262) as a reference and resource.

The Project would use tree landscaping to create passive solar shading and would use cool roof/pavement coatings to reduce an urban heat island effect. The Project would also comply with applicable solar installation regulatory requirements. The Project will focus on occupant wellness by incorporating healthy materials with low-volatile organic compounds (VOCs), abundant daylight, superior interior lighting quality, and accessible thermal comfort control to prevent sick building syndrome. Other building features would include such items as installation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; and dedicated on-site recycling areas. The Project will also incorporate indoor air quality best practices to provide clean ventilation for improved breathing.

The Project would add 1,521 residential units, and consistent with Measure JJJ, between 11 percent and 40 percent of the total units built will be set aside for Very Low-, Low-, or Moderate-income households. The Project's residential component would help the City meet its housing needs established in the Southern California Associate of Governments (SCAG) Regional Housing Needs Assessment (RHNA). The Project would support the growth of the City's economic base by creating jobs during both Project construction and operation of the Project. The Project would also create commercial opportunities that could serve local employees, generate local tax revenues, and provide new permanent jobs and housing for residents in support of local businesses.

For all the reasons stated above, the Project is being proposed notwithstanding its significant unavoidable impacts. It should also be noted that the Project's significant and unavoidable noise and vibration impacts, as well as air quality emissions during construction, are associated with temporary and periodic construction activities, similar to those occurring at development sites in urban areas, particularly within infill locations.

In addition, although the air quality analysis identified a significant and unavoidable impact for CO impacts related to regional interim operational and concurrent construction emissions, Project-level net regional operational emissions for full Project operations would be mitigated to below the SCAQMD significance thresholds. Therefore, full Project operational impacts would be mitigated to less than significant. Furthermore, with regard to regional emissions, it is expected that many future employees and visitors to the Project

likely already live and travel within the Air Basin and therefore already generate mobile-source emissions. For example, a new mixed-use development could redistribute existing vehicle trips from existing development. In such cases, net new regional mobile source emissions could be less than the values shown in this Draft EIR if the new mixed-use development is located in an infill location or closer to job centers or other higher density locations. As such, the operational regional emissions are based on the conservative assumption that operation of the land uses proposed under the Project would result in all net new emissions. It is likely that the actual incremental increase in regional emissions from operation of the land uses proposed under the Project could be substantially lower.

3. Significant Irreversible Environmental Changes

According to Sections 15126.2(d) of the State *CEQA Guidelines*, an EIR is required to address any significant irreversible environmental changes that would occur should the Project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

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

The Project would necessarily consume limited, slowly renewable and non-renewable resources. 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, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project Site. 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, non-renewable fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site.

Project operation would continue to expend non-renewable resources that are currently consumed within the City. These include energy resources, such as electricity, 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. Also, the Project buildings would utilize electricity instead of natural gas. Accordingly, natural gas would not be supplied to support Project operational activities related to building energy. While building electrification would result in higher electricity usage, it would eliminate the use of a fossil fuel and the associated GHG emissions (i.e., natural gas combustion) from building energy demand. The Project would not result in installation of any new natural gas infrastructure.

At the same time, through the intensification 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. Most notably, the Project would provide high density housing in an infill area containing existing commercial, restaurant, employment, and entertainment activities. The Project Site is located within a City-designated TPA and a SCAG-designated HQTA, and as a result would reduce per-capita VMT and related consumption of renewable resources. Given its location, the Project would support pedestrian access to a considerable range of employment, retail, and other commercial activities. The Project Site is located in proximity to numerous public transit options and facilities. These include bus lines operated by Metro and LADOT DASH. In addition, the Project Site is also located within walking distance (less than 0.4 miles) of the Metro Regional Connector Little Tokyo/Arts District station. These factors would contribute to a land use pattern that is considered to reduce the consumption of non-renewable resources.

Furthermore, the Project would include design features and be subject to building regulations that would reduce the demands for energy resources needed to support Project operation. The Project would comply with the Los Angeles Green Building Code and CALGreen Code and achieve the equivalent of the USGBC LEED Gold level. A TDM Program would be implemented to reduce the Project's single occupant vehicle trips and increase the trips arriving via alternative modes of transportation (e.g., walking, bicycle, carpool, vanpool, and transit). The TDM Program would include strategies such as, but not limited to, reduced parking supply, parking cash-out, bicycle share station(s); and bicycle parking per LAMC, including short-term and long-term parking facilities. Should implementation of the selected TDM measures become infeasible for the Project, substitute TDM measures would be implemented that would be equivalent or superior in reducing vehicle trips and VMT.

In addition, the Project would reduce indoor and outdoor water use and the Project design would incorporate Project Design Feature WS-PDF-1, which includes water conservation features such as, but not limited to: high efficiency toilets, with a flush volume of 1.1 gallons of water per flush, or less; ENERGY Star certified clothes washers and dishwashers, low-flow showerheads, California Friendly® plants or native plants, drip/surface irrigation, water-efficient irrigation practices, rainwater harvesting and grey water use/storage where and when feasible and if space is available for the system, leak detection system for swimming pools; recirculating swimming pool filtration and equipment, and individual water meters for commercial units.

The analysis of Project impacts on GHG emissions in Section IV.E, *Greenhouse Gas Emissions*, and energy in Section IV.C, *Energy*, of this Draft EIR, provide discussions of State efforts to reduce emissions and energy consumption, which also requires concurrent reductions in the consumption of non-renewable resources. As indicated in Section IV.E, the Project would result in a less-than-significant GHG impacts. The analyses in Section IV.E demonstrates that the Project is consistent with the applicable GHG emission reduction plans and policies included within the CARB's Climate Change Scoping Plan, SCAG's 2020–2045 RTP/SCS, the City of L.A.'s Green New Deal (Sustainable City pLAn 2019), and Los Angeles Green Building Code. As a result, the Project would result in a less-than-significant impact with respect to consistency with applicable plans, policies, or regulations to reduce GHG emissions. Furthermore, as discussed in Section IV.C, the Project would result in a less a less-than-significant impact with respect to environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or any conflict with or obstruction of a state or local plan for renewable energy or energy efficiency.

Overall, the Project's use of 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 or interfere with the production or delivery of such resources. The Project's irreversible changes to the environment related to the consumption of non-renewable 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.

The Project's mix of uses would provide new housing and employment opportunities within a TPA and HQTAs as part of an infill area near existing employment centers and transit options. The Project would include 1,521 residential units, including affordable housing units, to add to the City's current housing stock. The Project would also provide 411,113 square feet of office floor area, 101,088 square feet of restaurant/retail floor area, and a 68-room hotel. As the Project Site is currently developed with warehouse and wholesale commercial buildings and associated office space, truck loading docks, and surface parking, the Project would provide the area with new residential, hotel, office retail/restaurant uses. The Project's multiple uses would support a net estimated 1,975 jobs that would be available to residents of the surrounding neighborhoods. The Project also proposes 90,113 square feet of publicly accessible open space including parks, paseos, outdoor cafes, and trees and other landscaping.

While the Project would also generate construction jobs, as further described in Section IV.H, *Population and Housing*, of this Draft EIR, for a number of reasons, it is not likely that construction workers would relocate their households as a consequence of temporary construction employment at the Project Site.

As further described in Section IV.J, *Transportation*, Section IV.L-1, *Utilities and Service Systems – Water Supply* Section IV.L-2, *Utilities and Service Systems - Wastewater*, and Section IV.L-3, *Utilities and Service Systems - Solid Waste*, of this Draft EIR, there is adequate utility and waste disposal infrastructure to serve the Project, and no significant impacts due to expanded infrastructure would occur.

The Project would include a mix of uses that would be compatible with adjacent uses and representative of the type of density and mixed-use development anticipated within an TPA and HTA. As further described in Section IV.H, *Population and Housing*, of this Draft EIR, the Project's increase in population, housing, and employment would continue an infill growth pattern that is encouraged locally in the City's plans and regionally by SCAG policies and would be well within the projected growth forecasts for the City and region. Rather than being unplanned, the Project's growth in population, housing, and employment would align with infill development priorities within TPAs consistent with State, regional, and local policies. As such, the potential for physical impacts on the environment due to unplanned population, housing, and employment growth would be less than significant.

The Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, since the infill Project is located in an urbanized area that is served by current infrastructure (e.g., roads and utilities), and community service facilities. As further described in Section IV.J, *Transportation*; Section IV.L-1, *Utilities and Service Systems – Water Supply* Section IV.L-2, *Utilities and Service Systems - Wastewater*, of this Draft EIR, the Project's off-site infrastructure improvements would consist of tie-ins to or local upgrades of the existing utility mainlines already serving the Project area. Therefore, the Project would not include the construction of off-site infrastructure that would induce substantial growth and development in new areas. In addition, as further described in Section IV.I-1, *Public Services - Fire Protection*; Section IV.I-2; *Public Services - Police Protection*; Section IV.I-3, *Public Services - Schools*; Section IV.I-4, *Public Services - Parks and Recreation*; and Section IV.I-5, *Public Services - Libraries*, of this Draft EIR, the Project would not require the construction of new public services facilities that would impact the environment.

Therefore, the Project would not directly or indirectly induce growth other than that already anticipated. The Project's contribution to growth would also not be cumulatively considerable. As further evaluated in Section IV.H, *Population and Housing*, of this Draft EIR, related projects considered in association with the Project also represent infill development that would be served by available infrastructure and would result in growth falling within projected growth forecasts for the City and the region.

5. Potential Secondary Effects

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

a) Air Quality

Mitigation Measure AQ-MM-1 requires the Applicant to maintain construction equipment to reduce exhaust emissions and to utilize equipment that meets USEPA Tier 4 Final off-road emissions standards or equivalent for equipment. Mitigation Measures AQ-MM-2 requires concrete trucks to reduce emissions of air pollutants by maximizing loads (reducing trips), providing an inventory of concrete trucks to the lead agency and SCAQMD, and other measures specific to concrete delivery. The use of equipment that meets the Tier 4 Final equipment and CNG truck engine technology with technology used to reduce NO_x emissions leads to slightly higher CO emissions. This is the result of NO_x being formed through high combustion temperatures whereas CO is formed through incomplete combustion from lower combustion temperatures. CO is a pollutant of lesser air quality concern as compared to NO_x given that the Air Basin is in attainment for CO but is in non-attainment for ozone, with NO_x constituting an ozone precursor emission. Thus, AQ-MM-1 and AQ-MM-2 represent overall environmentally beneficial mitigation measures as they would reduce emissions of an ozone precursor, NO_x, despite increasing emissions of CO. Mitigation Measure AQ-MM-3 requires that the Applicant schedule routine maintenance and testing of emergency generators on different days during Project operation, Mitigation Measure AQ-MM-4 would reduce VOC and NO_x emissions from landscaping equipment during Project operation and Mitigation Measure AQ-MM-5 would reduce VOC emissions associated with coating activities during Project operations. As these mitigation measures are control strategies for different equipment for construction and operation that the Applicant would use or install, no further impacts would occur with their implementation. Therefore, these mitigation measures for air quality would not result in secondary impacts on the environment.

b) Cultural Resources

Mitigation Measures CUL-MM-1 to CUL-MM-4 provide for historic documentation of the LACS Building, development of an interpretative program describing the history of the LACS Building and its origin, a thawing plan for the LACS Building, and structural analysis of the LACS Building. Mitigation Measures CUL-MM-5, use of an historic architect; CUL-MM-6, preparation of a historic structure report; CUL-MM-7, mothballing plan; and CUL-

MM-8, protection plan for the West Volume of the LACS Building should it be retained, all are specific to the Project Site and would not encroach upon or adversely impact any adjacent off-site properties or off-site historic resources. Therefore, these mitigation measures would not result in secondary impacts on the environment.

Regarding archaeological resources, Mitigation Measures CUL-MM-9 to CUL-MM-12 require the retention of a Qualified Archaeologist prior to ground-disturbing activities, archaeological sensitivity training for construction workers, and other activities related to monitoring, protection, and documenting of archaeological resources. As these mitigation measures are to ensure protection of archaeological resources and would occur within the Project Site, no further impacts would occur from their associated monitoring and documentation activities. Therefore, these mitigation measures for archaeological resources would not result in secondary impacts on the environment.

c) Geology and Soils

Mitigation Measure PALEO-MM-1 requires the retention of a Qualified Paleontologist and PALEO-MM-2 establishes monitoring procedures for construction excavations as well as procedures, including disposition of fossil remains in the event of a paleontological find. Mitigation Measure PALEO-MM-3 requires that any significant fossils recovered during Project-related excavations be prepared to the point of identification and curated into an accredited repository, as well as the preparation of a final monitoring and mitigation report for submittal to the appropriate repository and the Department of City Planning. As Mitigation Measures PALEO-MM-1 through PALEO-MM-3 are in place to ensure that qualified experts are available for construction monitoring to prevent potential impacts to paleontological resources and appropriately treat any potential paleontological resources that may be encountered, and would occur only within the Project Site, no further secondary impacts would occur. These mitigation measures for paleontological resources would not result in secondary impacts on the environment.

d) Noise

Mitigation Measure NOI-MM-1 requires and establishes standards for construction noise barriers at the Project Site. Mitigation Measure NOI-MM-2 establishes distance standards for compressors and generators from off-site sensitive use. Mitigation Measure NOI-MM-3 requires noise muffling and shielding devices on all stationary and mobile construction equipment, requiring a flexible sound control curtains with a minimum Sound Transmission Class (STC) rating of 25. Mitigation Measure NOI-MM-4 requires the use of flag persons to direct concrete truck traffic and that concrete trucks during foundation pours be prohibited from travel on sections of Central Avenue during the duration of concrete pouring. Mitigation Measure NOI-MM-5 provides limitation on noise from amplified speakers and special events during Project operations. Mitigation Measure NOI-MM-6 regarding vibration (except shoring) provides limitations on construction equipment that generates high levels of vibration, such as large bulldozers, loaded trucks, jackhammers, and small bulldozers near adjacent off-site buildings and documentation in a vibration management plan. Mitigation Measure NOI-MM-7 requires inspection and

documentation of vibration-related damage at the adjacent commercial buildings, with repairs to be undertaken by a qualified contractor licensed by the State of California to conduct commercial building repairs, as needed.

The noise and vibration mitigation measures are prescribed to ensure that construction noise and vibration impacts and any amplified sound systems during operation would not impact off-site sensitive noise and vibration receptors. The mitigation measures, in and of themselves, would largely be implemented within the Project Site, noting that flag persons could occur on surrounding roadways and off-site repairs could occur at adjacent properties should any building damage occur from construction vibration. No substantial secondary impacts would result from these mitigation measures.

e) Water Supply

Mitigation Measure PS-MM-1 would: 1) upgrade approximately 110 linear feet of the existing six-inch line in 4th Street to an eight-inch line; 2) Relocate the hydrant (FH 16418) to the north due to the proposed 4th Street dedication and reconnect it to the upsized eight-inch line; and 3) Reconnect the hydrant (FH 9377) on the south to the upsized eight-inch line. The construction activities required to implement these improvements would occur within the extent of construction activities analyzed throughout the Draft EIR. The construction activities for these improvements would be very minor in comparison to the larger construction activities and compared for the overall project. Thus, no new or additional construction-related impacts would occur beyond those evaluated in the Draft EIR. These improvements would also provide beneficial long-term water supply infrastructure improvements to the Project Site and surrounding area. No substantial secondary impacts would result from this mitigation measure.

f) Tribal Cultural Resources

Mitigation Measure TCR-MM-1 requires a Native American Monitor from the Gabrieleño Band of Mission Indians (Kizh Nation or Tribe) to monitor construction activities. Mitigation Measure TCR-MM-2 requires monitoring logs to be kept to by a Native American monitor to document any discovered tribal cultural resources. Mitigation Measure TCR-MM-3 requires that, in the event prehistoric/Native American archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the find. A treatment plan shall be developed for treatment of the resources and may include curation. The purpose of Mitigation Measures TCR-MM-1 to TCR-MM-3 is to protect unknown onsite Native American resources and, as such, would not result in further impacts to these resources. In addition, the mitigation measures, which would be implemented within the Project Site or are administrative in character, would not result in any off-site environmental impacts or in secondary environmental impacts within or outside the Project Site.

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. 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-1 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 determined that the Project would result in less-than-significant or no impacts related to Aesthetics; Agricultural and Forestry Resources; Air Quality (objectionable odors); Biological Resources; Cultural Resources (human remains); Geology and Soils (earthquake faults, seismic shaking, seismic-related ground failure, landslides, loss of topsoil, expansive soils, and septic systems); Hazards and Hazardous Materials; Hydrology and Water Quality, Land Use and Planning (physically divide an established community); Mineral Resources; Noise (airport related noise), Population and Housing (displacement of housing); Transportation (geometric hazards and emergency access). For further discussion of these issues and more detailed evaluation of potential impacts, refer to the Project's Initial Study, provided in Appendix A-1 of this Draft EIR.