



## Board Report

File #: 2020-0834, File Type: Agreement

Agenda Number: 14.

### PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 17, 2021

**SUBJECT: 1<sup>ST</sup> & LORENA JOINT DEVELOPMENT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (“CEO”) to execute a Joint Development Agreement (“JDA”), ground lease and other development-related documents (collectively, the “Development Documents”) with A Community of Friends (the “Developer”) or an affiliate of the Developer, for the construction and operation of a 49-unit affordable housing project with up to 7,500 square feet of ground floor commercial space (the “Project”) on a portion of Metro-owned property at the northeast corner of 1<sup>st</sup> and Lorena Streets in Boyle Heights (the “Site”), all in accordance with the Summary of Key Terms and Conditions (“Term Sheet”) attached hereto as Attachment A;
- B. AUTHORIZING an exception to the Joint Development Policy, to allow for a \$711,963 (approximately 57%) discount to the \$1,254,963 adjusted fair market capitalized rent for the Site under the ground lease, which is above the current policy limit of 30%;
- C. CONSIDERING the environmental effects of the Project as shown in the Mitigated Negative Declaration prepared for the Project by the City of Los Angeles (City of Los Angeles, Department of City Planning No. ENV-2014-2392-MND) that was originally adopted by the Director of Planning on March 2, 2016 (attached hereto as Attachment B), and was subsequently amended by the City Council on March 6, 2018 to include the “Substitute Environmental Mitigation Measures” set forth in the revised Exhibit A to the Department of City Planning’s Letter of Determination for the Project attached hereto as Attachment C;
- D. ADOPTING the additional measures regarding archaeological and paleontological resources set forth on Attachment D; and
- E. AUTHORIZING Metro staff to file with the County Clerk and the State Clearinghouse a Notice of Determination for the Project consistent with Recommendations C and D.

#### **ISSUE**

Metro and the Developer are parties to an Exclusive Negotiation Agreement and Planning Document (the “ENA”) for the development of the Project on the Site. The ENA has allowed staff and the Developer to explore the feasibility of the Project, conduct Developer-led community outreach, obtain Project entitlements and CEQA clearance from the City of Los Angeles, and negotiate the key terms and conditions of the Project’s JDA and ground lease.

The Project is now poised to move to the next steps of the development process: (1) execution of the JDA; and (2) execution of the ground lease (and other Development Documents such as Project-related dedications and entitlement and funding-related covenants) after conditions for execution have been met to the Developer’s and staff’s satisfaction. Staff is seeking authorization to execute these documents in accordance with the Term Sheet (Attachment A).

## **DISCUSSION**

### *Site and Project Overview*

The Site is an approximately 0.8-acre portion of the approximately 1.3 acres of Metro-owned property situated on the northeast corner of 1<sup>st</sup> and Lorena Streets, just north of the Metro L Line (Gold). The remaining Metro-owned property is occupied by a traction power substation for the operation of the Metro L Line (Gold) in 1<sup>st</sup> Street and is not part of the Site.

The Project will include 48 affordable apartments, one unrestricted manager’s apartment, up to 7,500 square feet of ground floor commercial space and related parking. The Developer will target community-serving uses and/or local businesses for the commercial space. Project entitlements and CEQA clearance have been obtained from the City of Los Angeles and the design of the Project is approximately 75% complete. Project renderings and a site plan are included in Attachment E.

The Developer has secured certain key funding sources for the Project (\$2.9 million in Measure HHH funding, \$3.1 million in State HCD Infill Infrastructure Grant Program funding, \$1.2 million in Los Angeles County Department of Mental Health Special Needs Housing Program funding, and Section 8 Project Based Vouchers from the Housing Authority of the City of Los Angeles supporting the operation of the Project’s 32 permanent supportive housing units), but other funding sources are still needed. Three potential sources the Developer is currently pursuing are: (a) Los Angeles County Affordable Housing Trust Fund and No Place Like Home funding, which the Developer applied for in November 2020 with an expected award in February 2021, (b) Federal Home Loan Bank Affordable Housing Program funds, which the Developer plans to apply for in March 2021, with an expected award in June 2021, and (c) an allocation of 4% low income housing tax credits, which the Developer plans to apply for in the first or second quarter of 2021, with an expected award shortly thereafter.

### *Affordable Housing*

Metro’s Joint Development Policy seeks to facilitate construction of affordable housing units on Metro-owned property such that 35% of the total housing units in the Metro Joint Development portfolio are affordable for residents earning 60% or less of the Area Median Income (“AMI”). The Project will support this goal because all but one of its 49 apartments (the unrestricted manager’s unit) will be

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restricted to households earning less than the 60% of AMI threshold throughout the entire 75-year term of the proposed ground lease. Specifically, 32 of the Project's apartments (the "PSH Apartments") will be restricted as permanent supportive housing for occupancy by formerly homeless households earning up to 30% of AMI and 16 of the apartments will be restricted for occupancy by households earning up to 50% of AMI. Notwithstanding the forgoing, the ground lease will provide the Developer with the option to lease any of the Project's 32 PSH Apartments to non-permanent supportive housing households earning up to 60% of AMI if the Project's Project Based Voucher funding (or a similar operating subsidy) is reduced or lost and during the time of such reduction or loss a PSH Apartment becomes available for lease.

### *Developer*

The Developer is a mission-driven, non-profit affordable housing developer with considerable experience developing, financing, constructing and operating mixed-use affordable housing developments such as the Project. They were founded in 1988 with a mission to end homelessness through the provision of quality permanent supportive housing for people with mental illness. The Developer has developed and rehabilitated over 2,000 affordable housing units in 50 multifamily developments throughout Southern California, 48 of which contain permanent supportive housing. The Developer currently owns and manages 1,729 affordable housing units in 41 buildings, providing homes for almost 2,700 adults and children.

### *Outreach*

Since 2011, the Developer has engaged with the community to inform the scope and design of the Project. They and their consultant have conducted a robust outreach effort that has included general community meetings/workshops in 2014 and 2015, several meetings with community stakeholders (including meetings with community organizations, tenants, property owners and small businesses), two community open houses at one of the Developer's completed supportive housing developments in Lincoln Heights, and door-to-door direct engagement with residents in the several block area surrounding the Site. They have also engaged multiple times over the years with the Boyle Heights Neighborhood Council ("BHNC"), their Planning and Land Use Committee ("BHNC PLUC") and the Metro-established Boyle Heights Joint Development Design Review Advisory Committee ("DRAC") where additional Project-related input was collected. The most recent dialogue with the DRAC occurred in December 2020. The Developer intends to update the BHNC and the BHNC PLUC in the first quarter of 2021.

### *Key JDA and Ground Lease Provisions*

The Term Sheet (Attachment A) provides the summary of key terms and conditions for the JDA and ground lease. The terms of the JDA are focused on the Developer bringing the Project through full financing and construction readiness. The JDA will:

- Provide Metro with a Holding Rent of \$1,131/month during the JDA term, which will be applied to the capitalized rent due under the ground lease, once the ground lease is executed;
- Provide Metro with certain design review and approval rights as the Project progresses to completion;

- Recover certain Metro transaction-related and other support costs, including the cost of in-house staff time (except for Transit Oriented Communities department staff time) and fees/costs related to consultants and other third parties (except for in-house and outside legal counsel fees/costs with respect to negotiation and preparation of the JDA, ground lease and other Development Documents); and
- Set forth certain conditions for execution of the ground lease and other Development Documents.

The ground lease will be executed once the conditions for ground lease execution have been met to the Developer's and staff's satisfaction. Key terms of the ground lease are set forth in the Term Sheet and include:

- A term of 75 years;
- Metro's receipt of a one-time capitalized rent payment of \$543,000, to be paid at execution of the ground lease;
- Metro's receipt of 25% of all gross rent paid or credited to the Developer for use of the Project's commercial space;
- Metro's receipt of 20% of all net proceeds received by the Developer for the sale or refinancing of the Project, subject to a necessary and reasonable cap on net sale proceeds to avoid income tax-related issues for the Project; and
- Metro's receipt of a pro-rata share of Developer construction cost savings following the construction of the Project based on the amount that Metro's \$711,963 capitalized rent discount bears to the sum of all public subsidies provided to the Project, subject to a necessary and reasonable cap to avoid income tax-related issues for the Project.

#### *Oil Well Re-Abandonment/Reduced Land Value*

An abandoned oil well is present on the Site. This well was used for exploratory purposes only and was abandoned in 1949, a week after it was drilled. To develop the Project, this well must be re-abandoned to current regulatory standards as required and established by the California Geologic Energy Management Division and the Los Angeles Office of Petroleum and Natural Gas Administration and Safety. The ground lease will require the Developer to complete the re-abandonment, which is anticipated to cost up to \$1,460,037, based on bids obtained by the Developer and reviewed by Metro's Environmental Compliance and Sustainability department and environmental consultant. Costs in excess of the anticipated amount will be Developer's responsibility.

Since the development of the Site requires the re-abandonment of the oil well, re-abandonment costs should be considered in the Site's valuation. A recent appraisal valued the Site at \$2,715,000. This appraisal assumes that the Site is free of environmental contamination, including the oil well. Deducting the \$1,460,037 estimated cost of the oil well re-abandonment adjusts the fair market value of the Site to \$1,254,963.

#### *Proposed Ground Lease Rent Discount*

The Metro Joint Development Policy, adopted in 2016, allows Metro to discount joint development ground lease rent up to 30% below the fair market rent in order to accommodate affordable housing for households earning up to 60% of AMI.

The proposed \$543,000 in capitalized rent represents a discount of \$711,963 (approximately 57%) from the Site's \$1,254,963 adjusted fair market value. The requested discount exceeds the Joint Development Policy's 30% maximum but is necessary for the Project's financial feasibility. It was arrived at after an analysis of the Project's finances with the support of a financial consultant and an exploration of funding alternatives with the Developer.

The proposed higher discount results from the following factors:

- a. Costs associated with the Project's CEQA litigation, which included approximately \$182,000 in litigation-related costs (not counting \$300,000 in pro bono work), an approximate \$8 million increase in construction costs resulting from litigation-related delay, and additional staff, design and consultant costs.
- b. The associated negative effects of the extra costs associated with the Project's litigation on the Project's competitiveness for public funding;
- c. Current reduced tax credit valuations resulting in less equity for the Project;
- d. Restricted affordable rents for the Project's apartments that cannot be adjusted to absorb increasing construction costs in Los Angeles County, the costs associated with the Project's CEQA litigation and the additional Metro measures regarding archaeological and paleontological resources; and
- e. Limited or restricted public subsidies available to support the Project.

Staff worked with the Developer to identify reasonable additional subsidies for the Project but found that (a) the Project was unlikely to obtain an award under some subsidy programs; (b) the Project did not qualify for other subsidy programs, or (c) the subsidy program had not provided clear or reasonable timelines when funding would be available. Metro's financial consultant has verified that the Developer has pursued or is pursuing all reasonable subsidies for the Project and has also indicated that the Project's cost is reasonable. These determinations have led the consultant to conclude that the discounted ground lease rent is justified and needed to make the Project financially viable.

Notwithstanding the forgoing, the Term Sheet (Attachment A) provides for potential additional compensation to Metro as noted in the *Key JDA and Ground Lease Provisions* section above. This additional compensation, plus the \$543,000 in capitalized rent, is deemed reasonable compensation in the current market for the proposed ground lease given the nature of the Site and the Project.

### *CEQA Actions*

In March 2016, the City of Los Angeles, acting as the lead agency under CEQA through its Department of City Planning, adopted a Mitigated Negative Declaration (City of Los Angeles, Department of City Planning, No. ENV-2014-2392-MND) for the Project (the "MND"). The MND is attached hereto as Attachment B. Subsequent to this adoption, an adjoining property owner filed an

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administrative appeal with the City of Los Angeles challenging the City's CEQA review, which was ultimately dismissed by the City Council in March 2018. As part of the dismissal action, the City Council amended the MND (the "Amended MND") to include certain "Substitute Environmental Mitigation Measures," which are attached hereto as Attachment C. After the City Council's action, the adjoining property owner filed a lawsuit regarding the City's environmental review. In June 2019, the Superior Court upheld the adequacy of the City's environmental review and the Amended MND and entered a judgment in favor of the City and the Developer. The adjoining property owner appealed the decision but ultimately settled the lawsuit in January 2020 without any further changes to the Amended MND.

After conducting its own independent analysis, staff is recommending that Metro, as a potentially responsible agency, consider the environmental effects of the Project as shown in the Amended MND, and adopt the additional measures regarding archaeological and paleontological resources set forth on Attachment D. The additional Metro measures address proper identification and handling of any archaeological and paleontological resources found on the Site during construction. Upon Board approval of the recommended actions, staff will file a Notice of Determination for the Project with the County Clerk and the State Clearinghouse which will be consistent with the Board's CEQA-related actions.

### **EQUITY PLATFORM**

Consistent with the Equity Platform pillar "listen and learn," the Project has undergone a robust community engagement process as noted above. In addition, the Project provides an opportunity to "focus and deliver" by adding much needed transit-accessible, affordable housing stock to the community.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on safety as it merely authorizes the execution of a JDA, ground lease and other Development Documents for the Project. Once the ground lease is executed and construction of the Project commences, staff will oversee construction activities to ensure that they do not adversely impact Metro property, transit operations or the continued safety of staff, contractors and the public.

### **FINANCIAL IMPACT**

Funding for Project-related joint development activities is included in the adopted FY21 budget under Cost Center 2210, Project 401020. Metro costs related to the Project that are not reimbursed by the Developer will be funded from General Funds, which are eligible for bus and rail operating and capital expenses.

#### **Impact to Budget**

There is no impact to the adopted FY21 budget, which includes costs associated with negotiation of the JDA, ground lease and other Development Documents, the review of the Project's design and the support of outreach efforts. No new capital investment or operating expenses are anticipated to implement the Project, and revenues from a Developer deposit offset certain staff and Project-related

professional service costs.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommended action supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity.” By advancing the Project, which includes delivery of commercial space and critical transit-accessible, affordable housing to the Boyle Heights community, the recommended action will specifically implement Initiative 3.2, which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.”

### **ALTERNATIVES CONSIDERED**

The Board could choose not to authorize execution of the JDA and ground lease. Staff does not recommend this alternative since proceeding with the Project is the quickest and surest way to bring much needed transit-accessible, affordable housing to the community, as well as commercial space, each of which is in alignment with Metro’s Strategic Plan and Equity Platform. The Developer’s longstanding commitment to the Project, including their financial investment to date, provides further reason not to choose this alternative.

### **NEXT STEPS**

Upon approval of the recommended actions, Metro and the Developer will execute the JDA in accordance with the terms and conditions set forth in the Term Sheet (Attachment A). Upon execution of the JDA, staff and the Developer will work to (a) meet the conditions necessary to execute the ground lease to each party’s satisfaction, and (b) complete predevelopment activities for the Project, including securing all financing for the Project, satisfying City of Los Angeles entitlement-related contingencies for building permit issuance, and obtaining a building permit. In addition, design refinements will be finalized, concluding in a Metro-approved set of construction drawings. Developer-led community engagement will continue, with updates to the BHNC, BHNC PLUC and DRAC as needed due to substantial Project changes, and prior to Project lease-up to ensure that qualified Boyle Heights residents are aware of this important affordable housing opportunity. Ultimately, the parties anticipate execution of a ground lease in the fourth quarter of 2021 in accordance with the terms and conditions set forth in the Term Sheet (Attachment A). Construction of the Project is expected to commence promptly thereafter and should be completed two years hence.

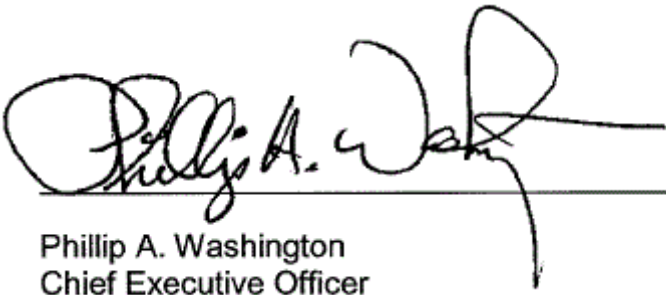
### **ATTACHMENTS**

- Attachment A - Summary of Key Terms and Conditions
- Attachment B - Mitigated Negative Declaration
- Attachment C - Substitute Environmental Mitigation Measures
- Attachment D - Additional Measures Regarding Archaeological and Paleontological Resources
- Attachment E - Site Plan and Renderings

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Chief Executive Officer



**SUMMARY OF KEY TERMS AND CONDITIONS OF  
JOINT DEVELOPMENT AGREEMENT AND GROUND LEASE  
FOR THE LORENA PLAZA PROJECT  
AT LACMTA'S 1<sup>ST</sup>/LORENA JOINT DEVELOPMENT SITE**

**(DATED: JANUARY 31, 2021)**

*This Summary of Key Terms and Conditions (“**Term Sheet**”) outlines the key terms and conditions of a development transaction by and between the Los Angeles County Metropolitan Transportation Authority (“**LACMTA**”) and A Community of Friends, a California Non-Profit Public Benefit Corporation (“**Developer**”), and its affiliates and related development entities, with respect to certain LACMTA real property situated on the northeast corner of 1<sup>st</sup> and Lorena Streets, in the community of Boyle Heights, in the City of Los Angeles. The development transaction contemplates, among other things, a proposed Joint Development Agreement (“**JDA**”) between LACMTA and Developer, and a proposed ground lease (“**Ground Lease**”) between LACMTA and Ground Lease Tenant (defined in Section 4.1). The purpose and intent of this Term Sheet is to set forth the general terms and conditions of the development transaction, including the JDA and Ground Lease. Any Section numbers referenced herein shall refer to the corresponding Section numbers in this Term Sheet.*

## **1. GENERAL DESCRIPTION**

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**1.1 DEVELOPMENT SITE:** LACMTA is the fee owner of approximately 1.3 acres of real property located at the northeast corner of 1<sup>st</sup> Street and Lorena Street, in the City of Los Angeles (the “**LACMTA Property**”). An approximately 0.4-acre portion of the LACMTA Property (the “**LACMTA Transit Property**”) is currently improved with a traction power substation (the “**Traction Power Substation**”) and will be excluded from the land leased to Ground Lease Tenant. The proposed development site (the “**Site**”) comprises an approximately 0.8-acre portion of the LACMTA Property, exclusive of any abutting Dedications (defined below in Section 1.2). (The anticipated Dedications described in Section 1.2 total approximately 0.1 acres.) The Site, the LACMTA Property and the LACMTA Transit Property are depicted on Exhibit 1 attached hereto.

**1.2 DEDICATIONS:** LACMTA will consider any dedications and grants of LACMTA’s real property rights in the LACMTA Property to the City of Los Angeles or other public or quasi-public entities as are reasonably necessary to support the development, construction, and operation of the Project (defined below), subject to acceptable compensation to LACMTA. Dedications and grants approved by LACMTA shall be referred to herein as “**Dedications.**” Developer has informed LACMTA that, as of the date of this Term Sheet:

1. The City of Los Angeles is requiring the following dedications for public right-of-way purposes, each of which is depicted on Exhibit 1 attached hereto:
  - a. a 1.75-foot-wide dedication along the northerly 150 feet (approximately) of the LACMTA Property's northwesterly boundary abutting Lorena Street; and
  - b. a 2.5-foot-wide dedication along the northerly 216 feet (approximately) of the LACMTA Property's southeasterly boundary abutting an alley.
2. Developer does not know of any other dedications that will be required for purposes of the Project.

Subject to the approval of the LACMTA Board of Directors (the "**LACMTA Board**"), LACMTA does not take exception to the dedications described above; provided that the Developer and LACMTA have entered into the JDA and that such dedications do not negatively affect existing Public Transit Facilities (defined below) that are situated within or near the area to be dedicated.

**1.3 DEDICATION REJECTIONS:** Developer has indicated to LACMTA that (a) it has requested that the City of Los Angeles reject (the "**Dedication Rejection**") an approximately 695 square foot portion of a prior dedication abutting the LACMTA Property's southerly corner (the "**Rejection Area**") and (b) it has requested that the City of Los Angeles abandon and quitclaim to LACMTA the rights to a storm drain easement that cuts diagonally through the LACMTA Property from Lorena Street to just north of 1<sup>st</sup> Street (the "**Storm Drain Easement**"), including the right to install and maintain any storm drain improvements or any other improvements that were never installed in the Storm Drain Easement. The Rejection Area and the Storm Drain Easement are depicted on Exhibit 1 attached hereto. The Project (defined below) has been designed to encroach into the Rejection Area and landscaping and hardscape improvements are planned over the Storm Drain Easement. Developer acknowledges that (i) Developer or Ground Lease Tenant will redesign the Project to avoid the Rejection Area and accommodate any required setbacks, if the Dedication Rejection does not occur, and (ii) Developer or Ground Lease Tenant will obtain necessary approvals from the City of Los Angeles to construct landscaping and hardscape improvements over the Storm Drain Easement or will redesign the Project to eliminate any landscaping and hardscape improvements from this area, if the City of Los Angeles does not abandon and quitclaim to LACMTA the rights to the Storm Drain Easement. LACMTA does not take exception to the noted requests to reject the dedication of the Rejection Area or to abandon and quitclaim to LACMTA the rights to the Storm Drain Easement. LACMTA acknowledges that a

redesign of the Project requiring changes to certain design elements and a possible reduction of the square footage of the Project's Commercial Space (defined below) from 7,500 square feet to 5,000 square feet may be required if the Dedication Rejection does not occur. LACMTA agrees not to unreasonably withhold any approvals related to such changes if the Dedication Rejection does not occur.

**1.4 PREMISES:** The "**Premises**" shall be: (a) the Site plus the Rejection Area, in the event the Dedication Rejection occurs; or (b) the Site, in the event the Dedication Rejection does not occur.

**1.5 PROPOSED PROJECT:** The proposed development project (the "**Project**") will include, without limitation, (a) forty-nine (49) rental apartments (forty-eight (48) of which will be income-restricted affordable rental apartments and one (1) of which will be an unrestricted property manager's apartment), and having a Unit Mix as is more particularly indicated on either (i) Scenario 1 of Exhibit 2 attached hereto, in the event the Dedication Rejection occurs, or (ii) Scenario 2 of Exhibit 2 attached hereto, in the event the Dedication Rejection does not occur (collectively, the "**Affordable Housing**"); (b) approximately 7,500 square feet of commercial space (the "**Commercial Space**"), subject to possible reduction to 5,000 square feet pursuant to the following sentence; and (c) 48 to 53 parking spaces (38 of which will support the residential portion of the Project and the remaining 10-15 will support the Commercial Space). The Project will contain approximately 7,500 square feet of Commercial Space unless either the Dedication Rejection does not occur or a reduction in this space is reasonably required for the Project to be financially feasible; provided that any such reduction shall not exceed 2,500 square feet. The final square footage of the Commercial Space will dictate the final number of parking spaces supporting the Commercial Space, based on a parking ratio of 2 parking spaces per 1,000 square feet of this space. The Project shall comply with the City of Los Angeles' Green Building Code and shall be constructed to meet the minimum requirements of LEED certification.

**1.6 PHASED DEVELOPMENT:** The Project will be constructed in a single phase.

## **2. GENERAL CONDITIONS**

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### **2.1 FEDERAL, STATE AND LOCAL FUNDING SOURCE APPROVAL:**

Initial investigation by LACMTA indicates that the parcels comprising the LACMTA Property were acquired by LACMTA for purposes of the Metro L Line (formerly the Metro Gold Line), which was constructed using Federal and State funds. Therefore, the construction and operation of the Project, the Ground Lease

transaction, the Dedications and other development-related matters contemplated in this Term Sheet are subject to: (a) applicable Federal and State approvals/concurrences, (b) LACMTA confirmation that such actions will not violate any bond funding related requirements or restrictions imposed on LACMTA, the LACMTA Property or the Metro L Line, and (c) applicable bond trustee and bond holder approval (collectively, the “**Funding Approvals**”). After execution of the JDA, LACMTA shall work diligently to obtain the Funding Approvals, subject to the requirements of funding providers.

**2.2 DEVELOPMENT  
ENTITLEMENTS AND OTHER  
LEGAL REQUIREMENTS:**

Developer has or will have obtained, prior to any LACMTA Board action with respect to the JDA or the Ground Lease, at its sole cost and expense, all required entitlements for the Project from the City of Los Angeles, as well as the completion of all CEQA Review (defined in the next sentence) related to the Project. “**CEQA Review**” of the Project, shall mean (a) environmental review and clearance of the Project pursuant to CEQA by the City of Los Angeles, as Lead Agency under CEQA, and the adoption of all related approvals/findings/determinations/certifications by the Los Angeles City Council and (b) environmental review and clearance of the Project pursuant to CEQA by LACMTA, as a Responsible Agency under CEQA, and the adoption of all related approvals/findings/determinations/certifications by the LACMTA Board. LACMTA will conclude its environmental review of the Project with the CEQA-related actions taken by the LACMTA Board when it authorizes execution of the JDA and Ground Lease in accordance with this Term Sheet. Developer and Ground Lease Tenant shall comply with all applicable City of Los Angeles zoning, land use, planning and entitlement-related requirements and other legal requirements related to the development, construction and operation of the Project.

**2.3 COMPLIANCE WITH LAWS:** During the term of the JDA and Ground Lease, Developer and Ground Lease Tenant (as applicable), at their sole expense, shall comply with all applicable federal, state and local laws, ordinances, regulations, rules and orders with respect to their respective rights and responsibilities under the JDA and Ground Lease. Furthermore, Developer shall acknowledge in the JDA that in LACMTA’s performance of its obligations and adherence to the terms and conditions of the JDA, LACMTA is subject to all applicable federal and state laws (including, but not limited to, California Government Code Section 54220 *et seq.* (the “**Surplus Land Act**”)), and that LACMTA shall not be obligated to perform any obligation or adhere to any covenant under the JDA if such performance or adherence would result in a violation of any such laws.

#### **2.4 AS-IS CONDITION:**

The Premises are being offered to Developer and Ground Lease Tenant for construction and operation of the Project under the Ground Lease in its as-is condition, without any warranty by LACMTA.

#### **2.5 SITE REMEDIATION:**

Neither Ground Lease Tenant, Developer nor LACMTA shall be responsible for any clean-up/remediation of the Premises, except that after execution of the Ground Lease, Ground Lease Tenant shall be required to clean-up/remediate any actionable levels of hazardous substances existing on the Premises to the extent necessary for the lawful construction and operation of the Project, subject to the specific rights, obligations and responsibilities of LACMTA and Ground Lease Tenant to be set forth in the Ground Lease.

#### **2.6 OIL WELL:**

An abandoned oil well (the “**Oil Well**”) is located on the Premises. Developer has informed LACMTA of the following:

- (a) The Oil Well was used for exploratory purposes only by Boyle Royalties Company, a California corporation, (the “**Oil Well Owner**”). It was abandoned in 1949, a week after it was drilled.
- (b) To develop the Project, the Oil Well must be re-abandoned to current regulatory standards (the “**Re-Abandonment**”) as required and established by the California Geologic Energy Management Division (“**CalGEM**”) and the Los Angeles Office of Petroleum and Natural Gas Administration and Safety (“**LA OPNGA**”).
- (c) The Oil Well Owner no longer exists and has no existing successors.

To facilitate the Re-Abandonment, LACMTA, as the owner of the LACMTA Property, agrees to be the CalGEM-registered owner of the Oil Well and to commence the registration process with CalGEM promptly upon execution of the JDA and shall use commercially reasonable efforts to complete the process as expeditiously as possible; provided that Ground Lease Tenant agrees to perform the Re-Abandonment and any required remediation and clean-up that results therefrom at its sole cost and expense commencing with commencement of construction of the Project. The Re-Abandonment and any required remediation and clean-up that results therefrom shall be performed in accordance with a work plan and site-specific health and safety plan approved by LACMTA in its reasonable discretion; provided that compliance with any CalGEM or other regulatory requirement shall be deemed reasonable. The work plan, site-specific health and safety plan and Re-Abandonment shall be prepared/performed by a firm specializing in well abandonment consistent with California law and CalGEM requirements which firm shall be approved by LACMTA in its reasonable discretion.

## 2.7 SUPERSEDURE:

This Term Sheet supersedes and replaces any and all term sheets or summaries of key terms and conditions relating to the LACMTA Property, the Project or any joint development agreement or ground lease with respect to the LACMTA Property and dated prior to the date of this Term Sheet. Notwithstanding the foregoing, that certain Exclusive Negotiation Agreement and Planning Document between LACMTA and Developer, dated June 27, 2013, as amended (the “**ENA**”), shall remain in full force and effect and be unchanged by this Term Sheet.

## 3. KEY JDA TERMS:

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### 3.1 JDA - GENERALLY:

The JDA will address matters between Developer and LACMTA regarding the Project and the LACMTA Property commencing on the JDA Commencement Date (defined below) and, unless terminated sooner, ending on the JDA Expiration Date (defined below). After (a) the LACMTA Board has authorized execution of the JDA, Ground Lease and other transaction-related documents in accordance with this Term Sheet and (b) the CEQA Review is complete, then LACMTA and Developer will enter into a JDA containing terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board that are agreed to by Developer.

### 3.2 JDA TERM:

The JDA term (the “**JDA Term**”) shall commence upon execution of the JDA by LACMTA and Developer (the “**JDA Commencement Date**”) and shall expire on the earlier to occur of December 31, 2022 or execution of the Ground Lease (“**JDA Expiration Date**”). Notwithstanding the foregoing, LACMTA shall have the right to terminate the JDA for defaults that will be detailed in the JDA, subject to applicable notice and cure periods.

### 3.3 JDA CONSIDERATION/ HOLDING RENT:

As consideration for the rights granted to Developer during the JDA Term, commencing with the JDA Commencement Date and continuing throughout the JDA Term, Developer will pay LACMTA a monthly non-refundable holding rent (“**Holding Rent**”) at the commencement of each month of the JDA Term in an amount equal to \$1,131. Holding Rent for partial months at the beginning and end of the JDA Term shall be prorated. All Holding Rent due LACMTA shall be non-refundable, but all Holding Rent received by LACMTA shall be applied at Closing (defined below) as a credit against the Capitalized Rent due under the Ground Lease, in the event the Ground Lease is executed.

### 3.4 CLOSING/CONDITIONS TO CLOSING:

During the term of the JDA, LACMTA and Developer shall (a) open an escrow (“**Escrow**”) with an escrow holder that is mutually

acceptable to Developer and LACMTA and (b) work in good faith to satisfy certain conditions precedent to execution of the Ground Lease that shall be set forth in the JDA (the “**Closing Conditions**”). When all of the Closing Conditions have been satisfied (or waived by the applicable party) and when Developer has assigned to Ground Lease Tenant Developer’s right under the JDA to enter into the Ground Lease, then Ground Lease Tenant and LACMTA will enter into the Ground Lease. The “**Closing**” shall occur on the date that Ground Lease Tenant and LACMTA enter into the Ground Lease Documents related to Closing, including, without limitation, the Ground Lease, will be executed by LACMTA, as one party, and Developer and/or Ground Lease Tenant, as the other party(ies), as is necessary to properly effectuate the Closing.

The Closing Conditions will require, among other things, that (a) Ground Lease Tenant has obtained financing sufficient to fund the construction and operation of the Project; (b) Ground Lease Tenant has delivered to LACMTA evidence and assurances demonstrating that Ground Lease Tenant has the financial resources in place to construct and operate the Project (“**Financial Assurances**”), which Financial Assurances will include evidence to the reasonable satisfaction of LACMTA that all funding sources for construction and operation of the Project are fully committed without reservation, subject to standard conditions of disbursement; (c) Ground Lease Tenant shall have applied for and received all governmental approvals necessary (including LACMTA and City of Los Angeles approvals and City of Los Angeles entitlements) for the development, construction, and operation of the Project (including LACMTA approval of the Final Construction Documents (defined below) for the Project (such LACMTA-approved Final Construction Documents, the “**Approved Construction Documents**”)); (d) all necessary CEQA Review for the Project has occurred and all related CEQA approvals/findings/determinations/certifications have been made by the applicable governmental authorities, and all applicable statutes of limitation have run without a lawsuit having been timely filed (but if so filed, then final adjudication or dismissal with prejudice of such lawsuit has occurred, upholding the approvals/findings/determinations/certifications); (e) Ground Lease Tenant has received a “ready to issue” letter from the City of Los Angeles for all building permits necessary for the construction of the Project in accordance with the Approved Construction Documents; (f) Ground Lease Tenant and LACMTA have executed and delivered to Escrow the Ground Lease and all other transaction documents to be executed and delivered by Ground Lease Tenant and/or LACMTA as contemplated in the JDA; (g) all Funding Approvals have been received; (h) Ground Lease Tenant has provided LACMTA with Payment and Performance Bonds, guaranteeing and securing Completion of the

Project (defined below), each in a form satisfactory to LACMTA; and (i) LACMTA has received all the required assurances that Ground Lease Tenant is ready to commence construction of the Project promptly following the Closing. As used in this Term Sheet, the term “**Completion of the Project**” shall occur when Ground Lease Tenant receives a final certificate of occupancy from the City of Los Angeles permitting occupancy of the entire Project. Notwithstanding the foregoing, Ground Lease Tenant shall be required to promptly complete all Project construction with respect to the LACMTA Design Concerns (defined below) in substantial conformance with the Approved Construction Documents, or as otherwise approved by LACMTA. Upon such completion, LACMTA shall provide Ground Lease Tenant with a written notice that the LACMTA Design Concerns were completed pursuant to the preceding sentence.

### **3.5 JDA DESIGN REVIEW:**

During the JDA Term and the Construction Period (defined below), LACMTA will have the right to review and approve the design of the Project to the extent of any design elements that affect, directly or indirectly the following (collectively, the “**LACMTA Design Concerns**”):

- (a) The LACMTA Operations-Related Concerns (defined below);
- (b) The exterior of the Project, including its appearance, scale, configuration, height, massing, modulation, roof line, materials, entries, fenestration, balconies, signage, and lighting that can be seen from any public right-of-way, and specifically excluding interior courtyard elevations;
- (c) The public realm surrounding the Project, including public features such as outdoor seating, lighting, and street trees, and the pedestrian experience along Project frontages;
- (d) The relationship of the Project to the surrounding community, including adjacent properties, and public streets, alleys and spaces;
- (e) The Project’s public open spaces, including landscaped and hardscaped elements, and other public features such as seating and other street furnishings, lighting, and street trees;
- (f) The Project’s bicycle and vehicular elements and its public pedestrian elements and the relationship of such elements to building entries, transit service and the public realm;
- (g) A change in the scope of the Project from that set forth in Section 1.5; and



- (h) The Commercial Space, including its depth, location in the Project, and adequacy of infrastructure for specific uses.

LACMTA shall not have the right to review or approve floor plans or non-structural interior elements, except to the extent of the LACMTA Design Concerns, and shall not have the right to review or approve interior finishes.

LACMTA's exercise of its rights hereunder for matters that **are not** related to LACMTA Operations-Related Concerns will be at LACMTA's reasonable discretion, except to the extent that the design of the Project as depicted, described and specified on any such plans and specifications **does not** represent a logical evolution of the design depicted, described and specified on those plans and specifications approved by LACMTA at the preceding level of design development (a "**Logical Evolution**").

LACMTA's exercise of its rights hereunder for matters that **are** related to LACMTA Operations-Related Concerns or **are not** a Logical Evolution will be at LACMTA's sole and absolute discretion. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement (as defined in Section 4.21).

Except as otherwise approved in writing by LACMTA, the Project's Final Construction Documents shall be a Logical Evolution of the plans and specifications generally known as 100% Design Development Drawings, dated July 24, 2020, as detailed and referenced in Exhibit 3 attached hereto (the "**100% Design Development Drawings**").

"**Final Construction Documents**" means final plans and specifications required by the City of Los Angeles for the issuance of all building permits with respect to construction of the Project and containing details as would be reasonably necessary to allow LACMTA to assess all impacts of such construction in accordance with LACMTA's rights under the JDA.

"**LACMTA Operations-Related Concerns**" means (a) the operations of LACMTA, including the experience of transit patrons and transit users, (b) LACMTA's exercise of its Retained Rights (defined below) and any area subject to the Retained Rights, (c) the LACMTA Transit Property, the Public Transit Facilities, the access to or from each of the same, and the maintenance, repair, modification, renovation and replacement of each of the same, (d) the lateral and subjacent support to the LACMTA Transit Property, the Public Transit Facilities and any area providing support necessary for LACMTA to exercise its Retained Rights, and (e)

public, transit patron and LACMTA employee and contractor health and safety.

**“LACMTA Transit Equipment”** means all of the equipment, cable, conduit, fixtures, furnishings, and vehicles located or operating in, on, under, over, about, or adjacent to the LACMTA Property and used or installed by LACMTA for any transit purpose, including ticket vending machines, ticket validation and gating systems and other equipment serving a comparable function, map and information cases and directional signs, lighting, security cameras, rail cars, vehicles, tracks, signaling devices, maintenance equipment, public address systems, fire protection equipment, communication antennas, and all other transit related or LACMTA related equipment and vehicles.

**“Public Transit Facilities”** means all transit-related or LACMTA-related improvements, structures, stations, equipment, fixtures, trains, subways, buses and furnishings now existing or hereafter located in, on, under, near, adjacent to, and/or passing through, the LACMTA Property, including, without limitation, the Traction Power Substation and its related improvements, the LACMTA Transit Equipment, water lines, sanitary sewer lines, storm sewer improvements, electrical lines, antennas, elevator, shafts, vents, portals, and exits.

**3.6 FINAL CONSTRUCTION  
DOCUMENT REVIEW**

**TIMING:**

**[INTENTIONALLY OMITTED.]**

**3.7 OUTREACH:**

During the JDA Term, Developer shall lead and conduct public outreach with respect to the scope and design of the Project in accordance with the outreach plan (“**Outreach Plan**”) attached hereto as Exhibit 4. Such Outreach Plan may be amended from time to time by Developer, subject to LACMTA’s written approval, which approval shall not be unreasonably withheld, conditioned or delayed.

**3.8 TRANSFERS, ASSIGNMENT  
AND SUBLETTING:**

Except (a) for a one-time transfer by Developer to Ground Lease Tenant immediately prior to the execution of the Ground Lease and (b) as otherwise approved in writing by LACMTA in its sole and absolute discretion, Developer shall not transfer or assign its rights or obligations under the JDA or any portion thereof.

**4. KEY GROUND LEASE TERMS:**

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**4.1 GROUND LEASE TENANT:** Lorena Plaza, L.P., a California limited partnership (“**Ground Lease Tenant**”).

**4.2 GROUND LEASE –**

**GENERALLY:**

At Closing, LACMTA, as landlord, and Ground Lease Tenant, as tenant, will enter into the Ground Lease, which will provide for the development, construction and operation of the Project on the Premises by Ground Lease Tenant, at Ground Lease Tenant's sole cost and expense. The Ground Lease will contain terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to such modifications as may be directed by the LACMTA Board that are agreed to by Ground Lease Tenant.

**4.3 CONSTRUCTION/  
CONSTRUCTION PERIOD:**

The Project shall be constructed in accordance with the Approved Construction Documents, which LACMTA, Developer and Ground Lease Tenant intend to be a Logical Evolution (pursuant to Sections 3.5 and 4.12) of the 100% Design Development Drawings. The Ground Lease will require commencement of construction within thirty (30) days after the Commencement Date (defined below). The construction period for the Project ("**Construction Period**") will commence on the Commencement Date and terminate upon Completion of the Project in accordance with the Ground Lease.

**4.4 UNSUBORDINATED  
GROUND LEASE:**

Neither LACMTA's interests under the Ground Lease (including Federal and State interests as a providers of funds for the Metro L Line (formerly the Metro Gold Line)) nor LACMTA's Satisfactory Continuing Control Requirement shall be subordinated to any interest that Ground Lease Tenant or its lenders or investors will have in the Premises. Notwithstanding the foregoing, LACMTA agrees to (a) work in good faith with Ground Lease Tenant and Developer to reach an agreement on the forms of separate riders to the Ground Lease (each, a "**Lease Rider**") amending the Ground Lease for the benefit of the California Tax Credit Allocation Committee ("**TCAC**") and, if applicable, the California Department of Housing and Community Development ("**HCD**"), as is reasonably required by either party in connection with an award of tax credits or other financing for the Project, and (b) upon reaching agreement on a particular form for each Lease Rider to allow such Lease Rider, once executed, to be recorded against the fee interest in the Premises.

**4.5 GROUND LEASE  
PREMISES:**

The premises under the Ground Lease shall be the Premises.

**4.6 GROUND LEASE TERM:**

The term of the Ground Lease will commence on the date of the Closing, pursuant to the terms of the JDA, (such date being the "**Commencement Date**") and will expire on the date occurring seventy-five (75) years after the Commencement Date (the "**Ground Lease Term**").

**4.7 CAPITALIZED GROUND RENT:**

Upon execution of the Ground Lease, Ground Lease Tenant shall pay LACMTA a capitalized rent payment (the “**Capitalized Rent**”) in an amount equal to five hundred forty-three thousand dollars (\$543,000) for the entire Ground Lease Term. The Capitalized Rent reflects a discount of \$711,963 (approximately 57%) from the \$1,254,163 deemed fair market value of the Premises (i.e. the \$2,715,000 appraised value of the Premises which assumes that the Oil Well is not present on the Premises, less the \$1,460,037 estimated cost of the Re-Abandonment).

**4.8 PERCENTAGE RENT:**

Ground Lease Tenant shall pay LACMTA percentage rent in an amount equal to twenty-five percent (25%) of all gross rent paid or credited to Ground Lease Tenant for uses of the Commercial Space (“**Percentage Rent**”). Percentage Rent shall be calculated on a calendar year basis and shall be due to LACMTA from Ground Lease Tenant annually, in arrears, on June 1st of the calendar year following the subject calendar year, with a full accounting of the amount due. To the extent the rent paid for the use of any portion of the Commercial Space is less than the fair market rent for such space, LACMTA will calculate Percentage Rent on an imputed market rent for such use; provided, however, if all or a portion of the Commercial Space is leased to an entity providing an essential service to the community, then LACMTA will collect 25% of actual gross rent paid. For the purposes of the preceding sentence, an “**essential service to the community**” shall include uses that LACMTA determines to be essential to the Boyle Heights community.

**4.9 NET LEASE:**

All rent to be paid by Ground Lease Tenant under the Ground Lease shall be absolutely net to LACMTA without offset, deduction or withholding. Ground Lease Tenant shall be responsible for all capital costs and operating expenses attributable to the development, construction, operation and maintenance of the Project, including all taxes and assessments levied upon the Project or any interest in the Ground Lease. Ground Lease Tenant is aware that the Premises are also subject to possessory interest taxes, which shall be paid by Ground Lease Tenant.

**4.10 SALE/REFINANCING PROCEEDS:**

Upon a Refinancing (defined below) of the Project, Ground Lease Tenant shall pay LACMTA, as a fee for LACMTA’s consent in connection with such Refinancing, an amount equal to twenty percent (20%) of all Refinancing Net Proceeds (defined below) received by Ground Lease Tenant for the Refinancing of the Project. Upon a Sale (defined below) of the Project, Ground Lease Tenant shall pay LACMTA, as foregone rent in connection with the Sale of the Project, an amount equal to the lesser of (a) twenty percent (20%) of all Sale Net Proceeds (defined below)

received by Ground Lease Tenant for the Sale of the Project, and (b) Cumulative Foregone Rent (defined below). LACMTA shall have audit rights to verify the calculation of Refinancing Net Proceeds and Sale Net Proceeds.

**“CPI Adjusted Foregone Rent”** means the greater of: (a) the Foregone Rent existing just prior to a particular Foregone Rent CPI Adjustment Date and (b) the Foregone Rent existing just prior to such Foregone Rent CPI Adjustment Date as adjusted for changes in the CPI for the prior 12-month period.

**“Cumulative Foregone Rent”** means with respect to a particular Sale, the sum of the Foregone Rent that has accrued over the period between the Commencement Date and the Sale date, less the amount of any Sale Net Proceeds or Foregone Rent previously paid to LACMTA.

**“Foregone Rent”** means the annual rent (or portion thereof) foregone by LACMTA as a result of LACMTA receiving less than fair market rent under the Ground Lease, which amount shall equal:

(a) For the first year of the Ground Lease Term, the amount resulting from multiplying the \$711,963 Capitalized Rent discount by a 7% cap rate; and

(b) For each subsequent year of the Ground Lease Term, the CPI Adjusted Foregone Rent.

Notwithstanding the foregoing, the Foregone Rent for the year in which LACMTA receives LACMTA’s Pro Rata Share of Cost Savings (if any) shall be adjusted downward as follows:

The Foregone Rent shall be recalculated as the sum of the \$711,963 Capitalized Rent discount minus LACMTA’s Pro Rata Share of Cost Savings (if any) multiplied by a 7% cap rate. The foregoing sum shall then be adjusted for changes in the CPI between the first year of the Ground Lease Term and the year in which the adjustment occurs, which shall result in the **“Adjusted Foregone Rent”**. Each subsequent year of the Ground Lease Term shall apply the Adjusted Foregone Rent to the CPI adjuster in the definition of CPI Adjusted Foregone Rent.

**“Foregone Rent CPI Adjustment Date”** means each annual anniversary of the Commencement Date.

**“Refinancing”** shall be defined as the creation or substantial modification of a loan secured directly or indirectly by any portion of the Premises, the Project, Ground Lease Tenant, and/or

Ground Lease Tenant's leasehold interest under the Ground Lease.

**"Refinancing Net Proceeds"** means with respect to each Refinancing, the gross principal amount of the Refinancing, less (a) the amount of any then-existing debt secured directly or indirectly by any portion of the Premises, the Project, Ground Lease Tenant, and/or Ground Lease Tenant's leasehold interest under the Ground Lease that is satisfied out of the Refinancing proceeds, (b) amounts to be used by Ground Lease Tenant to make repairs or capital improvements to the Project within twenty four (24) months after the closing date of the Refinancing, and (c) the following transaction costs and expenses paid by Ground Lease Tenant to any non-affiliate of Ground Lease Tenant in connection with the consummation of the Refinancing, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions, attorneys' fees and a reasonable developer fee to Ground Lease Tenant or an affiliate thereof to cover costs related to the consummation and administration of the Refinancing.

**"Sale"** means the direct or indirect transfer of any portion of the beneficial interest in the Premises, the Project, and/or Ground Lease Tenant's leasehold interest under the Ground Lease.

**"Sale Net Proceeds"** means with respect to each Sale, the total consideration less (a) the amount of any then-existing debt secured directly or indirectly by any portion of the beneficial interest in the Premises, the Project, and/or Ground Lease Tenant's leasehold interest under the Ground Lease that is satisfied out of the Sale proceeds, and (b) the following transaction costs and expenses paid by Ground Lease Tenant to any non-affiliate of Ground Lease Tenant in connection with the consummation of the Sale, to the extent such costs are commercially reasonable: escrow fees, title charges, lender fees or charges, recording costs, brokerage commissions and attorneys' fees (and, for re-syndications only, a reasonable developer fee to Ground Lease Tenant or an affiliate thereof to cover costs related to the consummation and administration of the re-syndication proceeds).

#### **4.11 DISTRIBUTION OF CONSTRUCTION COST SAVINGS:**

To the extent that the Project has any Cost Savings (defined below) and subject to receipt of customary approvals from TCAC regarding the distribution of such Cost Savings to the Project's Subsidy Providers (defined below), Ground Lease Tenant shall pay LACMTA's Pro Rata Share of Cost Savings (defined below) to LACMTA, within sixty (60) days after the Ground Lease Tenant's receipt of the Forms 8609 from TCAC (certifying that the

Developer-submitted TCAC Cost Certification (defined below) is acceptable); provided, however, that such amount shall not exceed the Capitalized Foregone Rent (defined below). Ground Lease Tenant shall submit the TCAC Cost Certification to TCAC no later than one (1) year after Completion of the Project and anticipates receipt of the Forms 8609 within one (1) year after such submission. LACMTA shall have audit rights to verify the calculation of Cost Savings and LACMTA's Pro Rata Share of Cost Savings.

**“Capitalized Foregone Rent”** means \$711,963 (i.e. the \$2,715,000 fair market value of the Premises (assuming that the Re-Abandonment has been completed), minus the \$543,000 Capitalized Rent, minus the \$1,460,037 estimated cost to complete the Re-Abandonment (defined in Section 2.6)).

**“Cost Savings”** means total Project Funding minus total Development Costs.

**“Development Costs”** means the actual hard and soft costs incurred by Ground Lease Tenant for the initial development and construction of the Project, including, without limitation all deferred developer fees due Ground Lease Tenant, as reflected on Ground Lease Tenant's TCAC Cost Certification.

**“LACMTA's Pro Rata Share of Cost Savings”** shall be equal to the Cost Savings (if any) multiplied by the Capitalized Foregone Rent and divided by the sum of the Capitalized Foregone Rent and all Soft Loans.

**“Project Funding”** means all public and private funding provided to Ground Lease Tenant for the initial development and construction of the Project, including the Total Project Subsidy.

**“Soft Loans”** means public loans provided to Ground Lease Tenant for purposes of the development of the Project that allow debt service payments to be paid from Project net cash flow (i.e. residual receipts). Soft Loans exclude any operating subsidies.

**“Subsidy Providers”** means LACMTA with respect to the Foregone Rent and all Soft Loan providers with respect to their Soft Loans.

**“TCAC Cost Certification”** means that certain cost certification prepared by Ground Lease Tenant and approved by TCAC in accordance with California Code of Regulations Title 4, Division 17, Chapter 1, Section 10322(i)(2) and setting forth the actual Development Costs, Project Funding and Total Project Subsidy for the initial development and construction of the Project.

**“Total Project Subsidy”** means all public funding provided to Ground Lease Tenant for the initial development and construction of the Project, including Soft Loans and the Capitalized Foregone Rent (and excluding any operating subsidy).

**4.12 GROUND LEASE  
DESIGN REVIEW:**

With respect to the initial construction of the Project, Ground Lease Tenant shall not make any changes to the Approved Construction Documents or the Project that affect the LACMTA Design Concerns without the prior consent of LACMTA and any such changes shall be requested in writing by Ground Lease Tenant. During the Construction Period, LACMTA will have design review rights with respect to any such changes in the same manner as set forth in Section 3.5. LACMTA’s exercise of its rights hereunder for changes that represent Logical Evolutions of the design and are not related to LACMTA Operations-Related Concerns will be at LACMTA’s reasonable discretion. LACMTA’s exercise of its rights hereunder for changes that are related to LACMTA Operations-Related Concerns or are not Logical Evolutions of the design will be at LACMTA’s sole and absolute discretion. In addition to the foregoing, LACMTA will retain during the Ground Lease Term similar design approval rights as set forth in Section 3.5 for any substantive Project changes or improvements sought by Ground Lease Tenant after the initial construction of the Project. LACMTA’s design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA’s Satisfactory Continuing Control Requirement.

**4.13 DEEMED APPROVAL:**

[INTENTIONALLY OMITTED.]

**4.14 MAINTENANCE AND  
OPERATIONS:**

Ground Lease Tenant shall maintain and operate all portions of the Project and the Premises at its sole cost and expense, pursuant to maintenance and operations standards to be mutually agreed between LACMTA and Ground Lease Tenant and set forth in the Ground Lease.

**4.15 DEMOLITION/  
DEMOLITION SECURITY:**

At the expiration or earlier termination of the Ground Lease (“**Expiration Date**”), at LACMTA’s option, as specified in writing by LACMTA up to ninety (90) days after the Expiration Date, Ground Lease Tenant shall (a) demolish and remove the Project and any improvements located on the Premises, exclusive of any LACMTA improvements and/or transportation-related amenities and facilities then located on the Premises and (b) return the Premises to LACMTA in its otherwise original condition (collectively, the “**Demolition**”), all at Ground Lease Tenant’s sole cost and expense. Ground Lease Tenant shall have no right to demolish or remove the Project or any improvements on the



Premises that LACMTA does not instruct Ground Lease Tenant to demolish or remove.

On the sixty-third (63<sup>rd</sup>) anniversary of the Commencement Date, Ground Lease Tenant shall deliver to LACMTA a report for LACMTA's review and approval prepared by a construction and demolition expert reasonably approved by LACMTA that details the means and methods that would be employed to complete the full Demolition of the Project ("**Demolition Report**"). The Demolition Report shall be prepared at Ground Lease Tenant's sole cost and expense and shall include a detailed cost estimate for such full Demolition. The Demolition Report shall detail (i) a form of security proposed by Ground Lease Tenant to secure, for the benefit of LACMTA, the funding of the costs necessary to complete the full Demolition (the "**Demolition Security**") and (ii) a schedule reasonably satisfactory to LACMTA for the funding of the Demolition Security by Ground Lease Tenant, which schedule shall in all events provide for delivery of the Demolition Security to LACMTA no later than five (5) years prior to the Expiration Date. The Demolition Report shall be subject to LACMTA's reasonable approval. The form of Demolition Security can be a deposit of funds, a letter of credit, a bond or other form of security, each in form and amount, and from an issuer, reasonably satisfactory to LACMTA in accordance with the LACMTA-approved Demolition Report. Upon the completion of the Demolition, if any, by Ground Lease Tenant and performance of any other obligations of Ground Lease Tenant under the Ground Lease, subject to set off by LACMTA for any amounts payable by Ground Lease Tenant to LACMTA pursuant to the Ground Lease, LACMTA shall return/release the Demolition Security to Ground Lease Tenant.

The Ground Lease shall set forth further details regarding the specifics and procedures related to the Demolition, the Demolition Report and the Demolition Security.

#### **4.16 FINANCING AND ENCUMBRANCES:**

Subject to LACMTA's reasonable approval, Ground Lease Tenant may finance and refinance the Project with mortgages, deeds of trust or other financing instruments that encumber its leasehold estate; provided, however, in no event shall LACMTA's Satisfactory Continuing Control Requirement, LACMTA's fee title interest or rent payable to LACMTA under the Ground Lease, be subordinated or subject to Ground Lease Tenant's financing or other claims or liens (except as set forth below in Section 4.17 in connection with Project-related affordable housing financing sources). Such encumbrances and financings shall be subject to LACMTA's reasonable approval, except with respect to certain Permitted Financing Events (defined below) meeting specific criteria to be set forth in the Ground Lease, which shall not require LACMTA's approval. Subject to the satisfaction of certain criteria

set forth in the Ground Lease and provided that such financing for the Project is obtained from institutional lenders, governmental lenders, quasi-governmental lenders, or an affiliate of Ground Lease Tenant and is secured with typical lender encumbrances of Ground Lease Tenant's interest in the Premises and the Project, "**Permitted Financing Events**" shall include such financing as is required to maintain the financial feasibility of the Project in the event of the loss or reduction of the Project Based Vouchers subsidy provided to support the operation of the thirty-two (32) apartments providing permanent supportive housing to formerly homeless households earning up to 30% of the Area Median Income ("**AMI**").

#### **4.17 AFFORDABILITY REQUIREMENTS/ FLOAT-UP**

:

The Ground Lease shall require Ground Lease Tenant to restrict the Project's Affordable Housing throughout the entire Ground Lease Term as indicated in either (a) Scenario 1 of Exhibit 2 attached hereto, in the event the Dedication Rejection occurs, or (b) Scenario 2 of Exhibit 2 attached hereto, in the event the Dedication Rejection does not occur. All income restrictions shall be based on AMI levels set by TCAC. The Ground Lease shall also require that the unit mix for the Project's apartments be restricted throughout the Ground Lease Term as set forth on either (a) Scenario 1 of Exhibit 2 attached hereto, in the event the Dedication Rejection occurs, or (b) Scenario 2 of Exhibit 2 attached hereto, in the event the Dedication Rejection does not occur. Notwithstanding the foregoing, the Ground Lease shall provide that in the event of a reduction in or loss of Project Based Vouchers (or a similar operating subsidy) supporting operations related to the Project's thirty-two (32) permanent supportive housing apartments ("**PBV Reduction**") during the Ground Lease Term, Ground Lease Tenant may, during the period of any such PBV Reduction and only with respect to any of the thirty-two (32) permanent supportive housing apartments that become vacant during such period, lease the Project's apartments to households that earn up to 60% of AMI and/or do not require supportive services; provided that Developer shall be allowed to utilize such measures only for the duration of and to the extent of the PBV Reduction.

#### **4.18 AFFORDABLE HOUSING & ENTITLEMENT-RELATED COVENANTS:**

Ground Lease Tenant may encumber its leasehold estate with affordable housing covenants and other covenants, easements or encumbrances reasonably required by Ground Lease Tenant's Project-related affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals, entitlements and building permits, which covenants, easements or

encumbrances shall be subject to LACMTA's review and reasonable approval. LACMTA will reasonably consider the encumbrance of its fee title interest with certain covenants, if required by Ground Lease Tenant's Project-related affordable housing funding sources or the City of Los Angeles as a condition to granting Project approvals entitlements or building permits; provided that Ground Lease Tenant agrees to (a) perform all obligations under said covenants during the Ground Lease Term, (b) indemnify LACMTA for all claims and losses resulting from Ground Lease Tenant's failure to do the same, and (c) cooperate with LACMTA in its negotiations of any such agreement with the City of Los Angeles. Notwithstanding the foregoing, LACMTA agrees to (i) work in good faith with Ground Lease Tenant and Developer to reach an agreement on the forms of separate Lease Riders amending the Ground Lease for the benefit of TCAC and, if applicable, HCD, as is reasonably required by either party in connection with an award of tax credits or other financing for the Project, and (ii) upon reaching agreement on a particular form for each Lease Rider to allow such Lease Rider, once executed, to be recorded against the fee interest in the Premises.

**4.19 FEDERAL CIVIL RIGHTS COVENANTS:**

Ground Lease Tenant shall comply with all applicable Federal nondiscrimination requirements, including applicable sections of Title 49 of the Code of Federal Regulations.

**4.20 TRANSFERS, ASSIGNMENT, AND SUBLETTING:**

Except for limited permitted exceptions to be set forth in the Ground Lease, Ground Lease Tenant shall not transfer, assign or sublet (except for the typical subleasing of the apartments and Commercial Space within the Project) its rights or obligations under the Ground Lease, or any beneficial interests in Ground Lease Tenant (each, a "**Transfer**"):

- a. Prior to Completion of the Project; and
- b. After Completion of the Project, except in accordance with reasonable transfer criteria (including, without limitation, criteria regarding the creditworthiness and experience of any proposed transferee and its affiliates and applicable Federal and State approvals and provisions regarding debarment and suspension) to be negotiated by LACMTA and Ground Lease Tenant and included in the Ground Lease.

Notwithstanding the foregoing, the Ground Lease will allow Ground Lease Tenant to make certain "**Permitted Transfers**" without LACMTA's consent; provided that (a) Ground Lease Tenant is not in breach or default under the Ground Lease, (b)

Ground Lease Tenant provides written notice to LACMTA of Ground Lease Tenant's intent to effectuate a Permitted Transfer in accordance with time frames set forth in the Ground Lease and with sufficient detail for LACMTA to reasonably determine that the intended Transfer is a Permitted Transfer, (c) Ground Lease Tenant provides written notice to LACMTA of the consummation of the Transfer in accordance with time frames set forth in the Ground Lease and with sufficient detail for LACMTA to reasonably determine that the Transfer was a Permitted Transfer, (d) the Permitted Transfer complies fully with all applicable provisions of the Ground Lease, (e) no Permitted Transfer shall release Ground Lease Tenant from any part of its obligations under the Ground Lease, except as expressly set forth in the Ground Lease, and (f) no such Permitted Transfer shall result in a Change of Control, except as expressly permitted in the Ground Lease. Subject to the conditions set forth in the previous sentence, Permitted Transfers shall include: (i) a transfer of the initial limited partnership interest in Ground Lease Tenant to an investor limited partner and the subsequent transfer of such investor's limited partnership interest in Ground Lease Tenant to another investor or an affiliate of Ground Lease Tenant (which LACMTA and Ground Lease Tenant acknowledge will result in a Change of Control), and (ii) the replacement of Ground Lease Tenant's general partner for cause with an affiliate of the limited partner in accordance with the terms of Ground Lease Tenant's partnership agreement (which LACMTA and Ground Lease Tenant acknowledge will result in a Change of Control), provided that in each case such investor or affiliate meets certain transferee requirements set forth in the Ground Lease. **"Change of Control"** means (y) a change in the identity of the entity with the power to direct or cause the direction of the management and policies of Ground Lease Tenant, whether through the ownership of voting securities, by contract or otherwise, or (z) the transfer, directly or indirectly, of fifty percent (50%) or more of the beneficial ownership interest in Ground Lease Tenant.

#### **4.21 RETAINED RIGHTS:**

LACMTA shall retain from the rights granted to Ground Lease Tenant under the Ground Lease certain rights as shall be further described in detail in the Ground Lease, relating to the following: (1) the right to install, construct, inspect, operate, maintain repair, expand and replace Public Transit Facilities in, on, under, over, and adjacent to the Premises as LACMTA may deem necessary; (2) the right to enter upon and inspect the Premises, with reasonable notice to Ground Lease Tenant, and anytime during normal business hours for purposes of conducting reasonable, normal and periodic inspections of the Premises and the Project, and to confirm Ground Lease Tenant's compliance with the terms and conditions of the Ground Lease; and (3) all rights not explicitly granted to Ground Lease Tenant in the Ground Lease (the **"Retained Rights"**). The Retained Rights shall, among other

things, ensure that the Premises remain available for the transit purposes originally authorized by LACMTA's Federal and the State funding partners ("**LACMTA's Satisfactory Continuing Control Requirement**"). In exercising the Retained Rights, LACMTA shall use, good faith efforts to coordinate any construction, repair, maintenance or similar activities with Ground Lease Tenant so as to minimize the impact of such activities on each of Ground Lease Tenant's and Ground Lease Tenant's subtenants' usage of the Premises in accordance with the Ground Lease. The Ground Lease will include LACMTA's standard transit proximity risk waiver, assumption of risk and indemnity provisions related to the Project's proximity to rail and other transit operations and infrastructure.

**4.22 ADDITIONAL  
CEQA**

**REQUIREMENTS:**

In addition to the mitigation measures required by the City of Los Angeles pursuant to its CEQA review of the Project, Ground Lease Tenant shall perform the additional requirements set forth on Exhibit 5 attached hereto during the construction phase of the Project.

**4.23 ESTOPPELS:**

LACMTA agrees to reasonably cooperate with lenders and investors to execute Ground Lease estoppels on LACMTA's standard estoppel form.

**4.24 COMMERCIAL SPACE  
LEASING:**

Ground Lease Tenant shall use commercially reasonable efforts to target community-serving uses and/or local businesses for the Commercial Space.

**4.25 OTHER:**

Other customary and relevant provisions contained in other recent LACMTA ground leases will be included in the Ground Lease, subject to the reasonable approval of Ground Lease Tenant, including, without limitation, provisions relating to insurance and indemnity.

**5. LACMTA COSTS**

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**5.1 LACMTA  
COSTS:**

Developer and Ground Lease Tenant acknowledge and agree that LACMTA will incur certain actual costs (the "**LACMTA Costs**") related to (a) the design, development, planning, and construction of the Project (including costs related to construction methods and logistics) and (b) negotiation of the terms and conditions of the transactions contemplated under the JDA and the Ground Lease. The LACMTA Costs shall include, without limitation, the actual cost of in-house staff time (including LACMTA overhead and administrative costs) and third party consultation fees (including, but not limited to, fees related to legal counsel, consultants,

engineers, architects, and advisors) for financial analyses, design review (including reviewing plans and specifications for the Project), negotiations, appraisals, document preparation, services related to development, planning, engineering, construction safety, construction management, construction support, and construction logistics, oversight and inspection, and other reasonable services related to the Project and the transactions contemplated under the JDA and Ground Lease, but shall exclude the cost of LACMTA Joint Development staff, and LACMTA's in-house and outside legal counsel with respect to negotiation and preparation of the JDA, Ground Lease and related transaction documents.

**5.2 JDA DEPOSIT:**

Developer shall provide a deposit to LACMTA under the JDA for LACMTA to apply to LACMTA Costs (whether accruing prior to or after the JDA Commencement Date) (the "**Deposit**"). Developer shall pay LACMTA an initial Deposit amount of \$50,000 on the JDA Commencement Date. Any unspent deposit funds provided by Developer under the ENA shall be carried over and applied towards the \$50,000 initial Deposit under the JDA. In the event the Deposit is not fully utilized by LACMTA in connection with the Project during the term of the JDA, then to the extent the Ground Lease is executed, any remaining balance will be applied toward the Deposit due under the Ground Lease pursuant to Section 5.3. LACMTA staff will provide documentation of the LACMTA Costs under the JDA to Developer upon request, provided that the form of documentation is available to LACMTA and in its possession. During the term of the JDA, whenever the Deposit balance reaches \$10,000 or less, Developer will replenish the Deposit to \$25,000, upon written notice from LACMTA. If Developer does not replenish the Deposit at the applicable times as set forth herein, LACMTA may decline to provide the services that are to be covered by the Deposit and/or terminate the JDA.

**5.3 GROUND LEASE DEPOSIT:** Ground Lease Tenant shall pay LACMTA an initial Deposit amount of \$50,000 under the Ground Lease on the Commencement Date to cover LACMTA Costs associated with the initial construction of the Project.

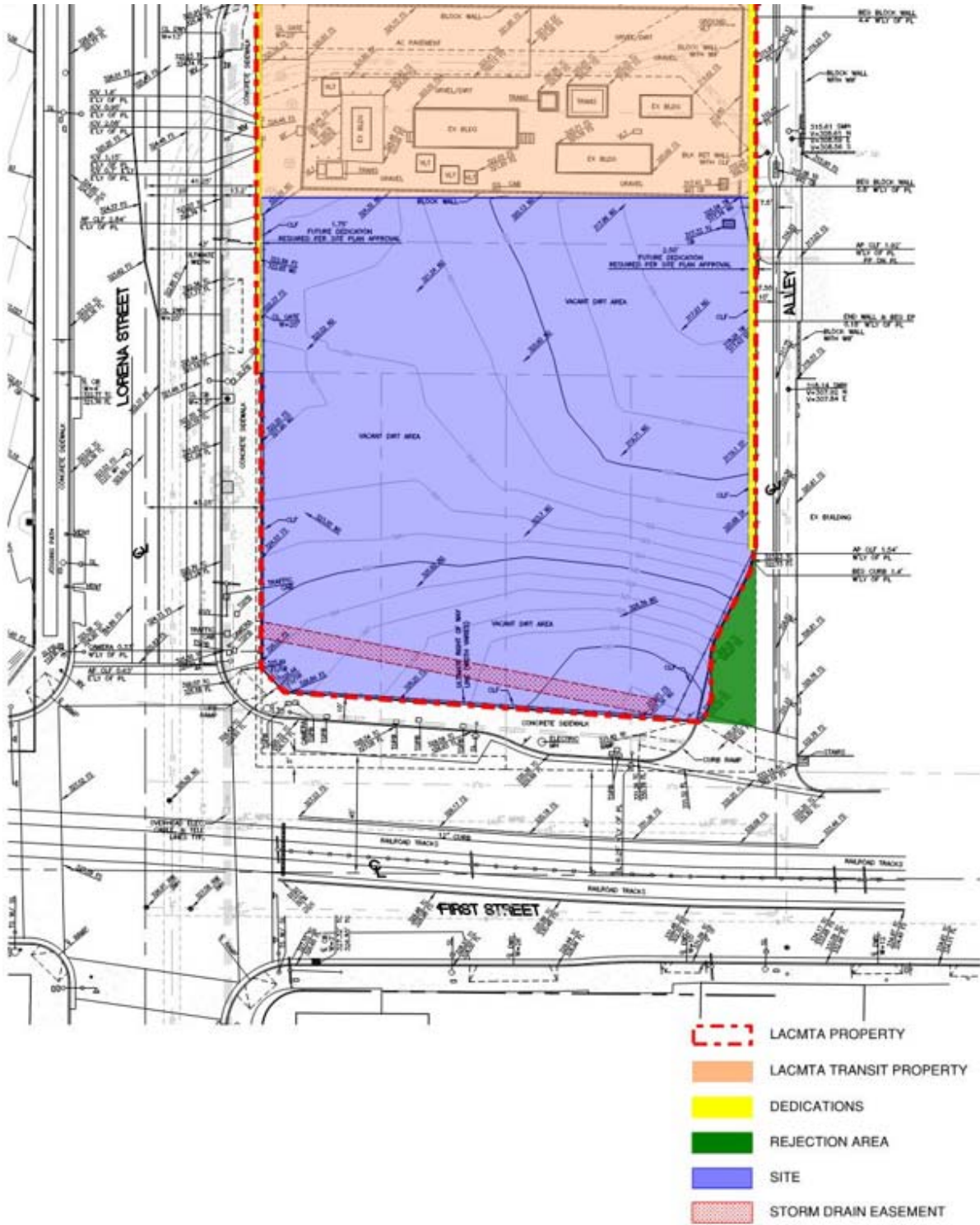
LACMTA staff will provide documentation of the LACMTA Costs under the Ground Lease to Ground Lease Tenant upon request, provided that the form of documentation is available to LACMTA and in its possession. During the Construction Period, whenever the Deposit balance related to the initial construction of the Project reaches \$10,000 or less, Ground Lease Tenant will replenish the Deposit to \$25,000, upon written notice from LACMTA. If Ground Lease Tenant does not replenish the Deposit at the applicable times as set forth herein, LACMTA may decline to provide the services that are to be covered by the Deposit and/or terminate

the Ground Lease, subject to notice and cure provisions to be set forth in the Ground Lease. To the extent that the Deposit under the Ground Lease is not utilized by LACMTA in connection with the initial construction of the Project, any remaining Deposit balance will be returned to Ground Lease Tenant upon Completion of the Project.

During the term of the Ground Lease, Ground Lease Tenant will provide LACMTA with Deposit funds, in an amount to be determined at the time, for LACMTA Costs accruing during the Ground Lease Term in connection with future Ground Lease Tenant projects and improvements requiring LACMTA review/approval.

# Exhibit 1

## SITE MAP





## Exhibit 2

UNIT MIX – Scenario 1 (To be used in the event that the Dedication Rejection occurs)

Apartment Type	Studio	1 BR	2BR	3BR	Total
Restricted to households earning up to 30% of AMI	0	0	0	0	0
Restricted to formerly homeless households earning up to 30% of AMI (with Project Based Vouchers)	3	18	11	0	32
Restricted to households earning up to 40% of AMI	0	0	0	0	0
Restricted to households earning up to 50% of AMI	0	0	9	7	16
Unrestricted for Property Manager	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
<b>Total</b>	<b>3</b>	<b>18</b>	<b>20</b>	<b>8</b>	<b>49</b>

UNIT MIX – Scenario 2 (To be used in the event that the Dedication Rejection does not occur)

Apartment Type	Studio	1 BR	2BR	3BR	Total
Restricted to households earning up to 30% of AMI	0	0	0	0	0
Restricted to formerly homeless households earning up to 30% of AMI (with Project Based Vouchers)	7	18	7	0	32
Restricted to households earning up to 40% of AMI	0	0	0	0	0
Restricted to households earning up to 50% of AMI	0	0	9	7	16
Unrestricted for Property Manager	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
<b>Total</b>	<b>7</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>49</b>

**Exhibit 3**

LIST OF PLANS AND SPECIFICATIONS COMPRISING THE  
100% DESIGN DEVELOPMENT DRAWINGS

<b>GENERAL</b>				
G0.00	COVER SHEET (Untitled)	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G0.01	TITLE SHEET	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G0.02	GENERAL PROJECT INFORMATION	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.01	BUILDING CODE ANALYSIS - GRADE PLANE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.02	BUILDING CODE ANALYSIS - OPEN SPACE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.10	BUILDING AREA ANALYSIS - PARKING FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.11	BUILDING AREA ANALYSIS - FIRST FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.12	BUILDING AREA ANALYSIS - SECOND FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.13	BUILDING AREA ANALYSIS - THIRD FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G1.14	BUILDING AREA ANALYSIS - FOURTH FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G2.01	EXTERIOR WALL OPENING ANALYSIS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G2.02	EXTERIOR WALL OPENING ANALYSIS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G2.03	EXTERIOR WALL OPENING ANALYSIS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G2.04	EXTERIOR WALL OPENING ANALYSIS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G3.01	NATURAL LIGHT AND	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020

	VENTILATION - 1ST FLOOR			
G3.02	NATURAL LIGHT AND VENTILATION - 2ND FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G3.03	NATURAL LIGHT AND VENTILATION - 3RD FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G3.04	NATURAL LIGHT AND VENTILATION - 4TH FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.00	FIRE DEPARTMENT ACCESS - SITE PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.01	EGRESS & FIRE DEPARTMENT ACCESS - PARKING FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.02	EGRESS & FIRE DEPARTMENT ACCESS - 1ST FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.03	EGRESS & FIRE DEPARTMENT ACCESS - 2ND FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.04	EGRESS & FIRE DEPARTMENT ACCESS - 3RD FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
G4.05	EGRESS & FIRE DEPARTMENT ACCESS - 4TH FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
<b>CIVIL</b>				
C-1.0	GENERAL NOTES, LEGEND, SHEET INDEX AND ABBREVIATIONS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-1.1	EXISTING CONDITIONS	100% DESIGN DEVELOPMENT	7/24/2020	None
CD-1.0	SITE DEMOLITION PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none

C-2.0	SITE CONTROL PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-2.1	SITE CONTROL PLAN 2ND FLOOR	100% DESIGN DEVELOPMENT	7/24/2020	none
C-3.0	SITE GRADING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-4.0	SITE UTILITY PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-4.1	LID PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-4.2	LID FORMS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-5.0	MISCELLANEOUS DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-5.1	MISCELLANEOUS DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-5.2	MISCELLANEOUS DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-5.3	MISCELLANEOUS DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-6.0	EROSION CONTROL PLAN	100% DESIGN DEVELOPMENT	7/24/2020	none
C-6.1	EROSION CONTROL GENERAL NOTES AND DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	none
C-6.2	EROSION CONTROL DETAILS	100% DESIGN DEVELOPMENT	7/24/20	none
C-7.0	OVER EXCAVATION PLAN	100% DESIGN DEVELOPMENT	7/24/20	none
<b>LANDSCAPE</b>				
L0.00	CONSTRUCTION NOTES & SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.00	CONSTRUCTION NOTES & SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.01	LANDSCAPE OVERALL PLAN	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.02	LANDSCAPE PLAN CONSTRUCTION PLAN L1	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.03	LANDSCAPE PLAN CONSTRUCTION PLAN L2, L3 & L4	100% DESIGN DEVELOPMENT	7/24/2019	none

L1.11	LANDSCAPE SECTIONS & ELEVATION	100% DESIGN DEVELOPMENT	7/24/2019	none
L1.21	LANDSCAPE CONSTRUCTION DETAILS	100% DESIGN DEVELOPMENT	06/08/2019	none
L2.01	HYDROZONE PLAN L1	100% DESIGN DEVELOPMENT	7/24/2019	none
L2.02	HYDROZONE PLAN L2, L3 & L4	100% DESIGN DEVELOPMENT	7/24/2019	none
L3.00	PLANTING SCHEDULE & NOTES	100% DESIGN DEVELOPMENT	7/24/2019	none
L3.01	PLANTING PLAN L1	100% DESIGN DEVELOPMENT	7/24/2019	none
L3.02	PLANTING PLAN L2, L3 & L4	100% DESIGN DEVELOPMENT	7/24/2019	none
L3.11	PLANTING DETAILS	100% DESIGN DEVELOPMENT	7/24/2019	none
<b>SURVEY</b>				
SR-1	SITE SURVEY (REFERENCE ONLY)	100% DESIGN DEVELOPMENT	7/24/2019	07/27/2020
<b>ARCHITECTURAL</b>				
A1.01	SITE PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.01	PARKING FLOOR SLAB PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02	PARKING FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02A	PARKING FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02B	PARKING FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02C	PARKING FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.02D	PARKING FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.03	PARKING FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.11	FIRST FLOOR SLAB PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.11A	FIRST FLOOR TOPPING SLAB PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.12	FIRST FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020

A2.12A	FIRST FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.12B	FIRST FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.12C	FIRST FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.12D	FIRST FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.13	FIRST FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.21	SECOND FLOOR SLAB PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22	SECOND FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22A	SECOND FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22B	SECOND FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22C	SECOND FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.22D	SECOND FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.23	SECOND FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32	THIRD FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32A	THIRD FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32B	THIRD FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32C	THIRD FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.32D	THIRD FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.33	THIRD FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42	FOURTH FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42A	FOURTH FLOOR PLAN ZONE A	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42B	FOURTH FLOOR PLAN ZONE B	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42C	FOURTH FLOOR PLAN ZONE C	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.42D	FOURTH FLOOR PLAN ZONE D	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020

A2.43	FOURTH FLOOR REFLECTED CEILING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A2.51	ROOF PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A3.01	EXTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A3.02	EXTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.01	BUILDING SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.02	BUILDING SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.10	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.11	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.12	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.13	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.14	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.15	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A4.16	WALL SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.01	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.02	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.03	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.04	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A5.05	ENLARGED UNIT PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.01	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.02	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.03	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.04	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.05	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.06	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A6.07"	INTERIOR ELEVATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020

A7.01	STAIR PLANS & SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A7.02	STAIR PLANS & SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A7.03	STAIR PLANS & SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A7.04	ELEVATOR PLANS & SECTIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A7.05	TRASH ROOM DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.10	WINDOW SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.11	DOOR SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.12	STOREFRONT SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.13	FINISH SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A8.14	MATERIAL BOARD	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.01	ACCESSIBILITY DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.02	ACCESSIBILITY DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.20	WALL TYPES AND DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.21	WALL TYPES AND DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
A9.22	WALL TYPES AND DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/27/2020
<b>STRUCTURAL</b>				
S1.0	STRUCTURAL NOTES	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S1.1	STRUCTURAL NOTES	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.0	FOUNDATION PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.1C	FIRST FLOOR CONCRETE PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.1	FIRST FLOOR WOOD PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.1A	FIRST FLOOR WOOD PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.2C	SECOND FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.2	SECOND FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020



S2.2A	SECOND FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.3	THIRD FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.3A	THIRD FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.4	FOURTH FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.4A	FOURTH FLOOR FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S2.5	ROOF FRAMING PLAN	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.0	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.1	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.2	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.3	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.4	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.5	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.6	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.7	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.8	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.9	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S3.10	TYPICAL DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S4.0	FOUNDATION DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S5.0	PODIUM DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S5.1	PODIUM DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S6.0	FLOOR DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S6.1	FLOOR DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S7.0	ROOF DETAILS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S8.0	SHEARWALL ELEVATIONS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S8.1	SHEARWALL ELEVATIONS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020
S9.0	SHEARWALL ELEVATIONS	100% DESIGN DEVELOPMENT	04/17/2020	07/24/2020

<b>MECHANICAL</b>				
M-0.1	MECHANICAL GENERAL NOTES, SYMBOLS LEGEND & SHEET INDEX	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-0.2	MECHANICAL SCHEDULES & CALCULATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.1	MECHANICAL PARKING FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.2	MECHANICAL FIRST FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.3	MECHANICAL SECOND FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.4	MECHANICAL THIRD FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.5	MECHANICAL FOURTH FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-2.6	MECHANICAL ROOF PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-3.1	MECHANICAL ENLARGED UNIT PLANS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-3.2	MECHANICAL ENLARGED UNIT PLANS- SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-3.3	MECHANICAL ENLARGED UNIT PLANS- SHEET THREE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-3.4	MECHANICAL COMMON AREAS ENLARGED PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
M-5.1	MECHANICAL DETAILS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
<b>PLUMBING</b>				
P-0.1	PLUMBING GENERAL NOTES,	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

	SYMBOLS LEGEND & SHEET INDEX			
P-0.2	PLUMBING SCHEDULE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-0.3	PLUMBING CALCULATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-1.0	PLUMBING SITE PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.1.1	PLUMBING PARKING WASTE AND VENT PIPING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.1.2	PLUMBING PARKING WATER & GAS PIPING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.2	PLUMBING FIRST FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.3	PLUMBING SECOND FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.4	PLUMBING THIRD FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.5.1	PLUMBING FOURTH FLOOR WASTE & VENT PIPING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.5.2	PLUMBING FOURTH FLOOR WATER & GAS PIPING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-2.6	PLUMBING ROOF PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-3.1	PLUMBING ENLARGED UNIT PLANS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-3.2	PLUMBING ENLARGED UNIT PLANS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-3.3	PLUMBING ENLARGED UNIT PLANS - SHEET THREE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-3.4	PLUMBING COMMUNITY & COMMON AREAS ENLARGED PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

P-4.1	PLUMBING STORM AND OVERFLOW DRAIN RISER DIAGRAMS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-5.1	PLUMBING DETAIL - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-5.2	PLUMBING DETAILS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
P-5.3	PLUMBING DETAILS - SHEET THREE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
<b>ELECTRICAL</b>				
E-0.1	ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND & SHEET INDEX	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-0.2	ELECTRICAL SCHEDULE & CALCULATIONS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-1.0	ELECTRICAL SITE PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.1	ELECTRICAL PARKING FLOOR PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.1F	ELECTRICAL FEEDER ROUTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.2. A	ELECTRICAL FIRST FLOOR LIGHTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.2. B	ELECTRICAL FIRST FLOOR POWER PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.3. A	ELECTRICAL SECOND FLOOR LIGHTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.3. B	ELECTRICAL SECOND FLOOR POWER PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.4. A	ELECTRICAL THIRD FLOOR LIGHTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

E-2.4. B	ELECTRICAL THIRD FLOOR POWER PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.5. A	ELECTRICAL FOURTH FLOOR LIGHTING PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.5. B	ELECTRICAL FOURTH FLOOR POWER PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.6	ELECTRICAL ROOF PLAN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.7	ELECTRICAL EXTERIOR LIGHTING ELEVATIONS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-2.8	ELECTRICAL EXTERIOR LIGHTING ELEVATIONS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.1	ELECTRICAL ENLARGED UNIT PLANS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.2	ELECTRICAL ENLARGED UNIT PLANS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.3	ELECTRICAL ENLARGED UNIT PLANS - SHEET THREE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.4	ELECTRICAL ENLARGED UNIT PLANS - SHEET FOUR	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.5	ELECTRICAL ENLARGED UNIT PLANS - SHEET FIVE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.6	ELECTRICAL ENLARGED UNIT PLANS - SHEET SIX	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.7	ELECTRICAL ENLARGED UNIT PLANS - SHEET SEVEN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

E-3.8	ELECTRICAL ENLARGED UNIT PLANS - SHEET EIGHT	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.9	ELECTRICAL ENLARGED UNIT PLANS - SHEET NINE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.10	ELECTRICAL ENLARGED UNIT PLANS - SHEET TEN	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-3.11	ELECTRICAL COMMON AREAS ENLARGED PLANS	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-4.1	ELECTRICAL SINGLE LINE DIAGRAM - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-4.2	ELECTRICAL SINGLE LINE DIAGRAM - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-4.3	COMMUNICATION SYSTEM RISER DIAGRAM	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-5.1	ELECTRICAL DETAILS - SHEET ONE	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020
E-5.2	ELECTRICAL DETAILS - SHEET TWO	100% DESIGN DEVELOPMENT	7/24/2020	07/13/2020

## Exhibit 4

### OUTREACH PLAN

Throughout the development process for Lorena Plaza, A Community of Friends (ACOF) has engaged in a comprehensive community engagement process. ACOF firmly believes in continuing to update the community on the project's status and timeline, as well as any changes to the project.

For this reason, we have drafted the following outreach plan to provide a summary of outreach performed to date, and current and future planned outreach.

#### Summary of Completed Outreach:

**2011 – 2015:** ACOF performed a lengthy community engagement process from 2011 - 2015. The outreach strategy was to identify key stakeholders in the community, provide opportunities for the public to give feedback on the project, and build support for the project through community meetings. ACOF and its consultant met with a number of community groups and hosted two public community meetings during the winter of 2014 and spring of 2015. Door-knocking several blocks surrounding the project site also occurred during that time. The Boyle Heights Neighborhood Council and the LACMTA's Boyle Heights Design Review Advisory Committee were two of the main community stakeholder groups that ACOF met with and received their support in summer of 2015. ACOF also met with the Hollenbeck Community Police Advisory Board and members of East LA Community Corporation (ELACC) twice.

**2016 - 2019:** After receiving entitlement approvals in March 2016, ACOF continued to engage the community in updates on the project. In June 2019, ACOF provided an update to the Boyle Heights Neighborhood Council's Planning & Land Use Committee during public comment period to share the news that the City and ACOF had won the CEQA lawsuit. Shortly after, the CEQA appeal was filed.

#### Summary of Current and Planned Outreach:

Due to the fact that the community was involved in finalizing the project programming (target population, commercial space, and income levels), current and future planned outreach is focused on providing community updates and engaging the community on changes to the project since entitlement approval. There are two key aspects of the project which ACOF intends to provide updates to the community and solicit their feedback since the CEQA litigation has been resolved:

- 1) Changes to the project design
- 2) Update on the project's timeline

ACOF provided email updates to key stakeholders on the resolution of the CEQA litigation, and will continue to provide these updates on the project timeline as major milestones are achieved.

ACOF presented the revised project design to the LACMTA Design Review Advisory Committee (DRAC) on December 1<sup>st</sup>, 2020 and will work to incorporate remaining comments into the project design.

ACOF intends to provide an update on the project status, including timeline and changes to the design, during public comment of a Boyle Heights Neighborhood Council, Planning and Land Use Committee Meeting in early 2021. ACOF has contacted the Boyle Heights Neighborhood Council to schedule this update.

Additionally, ACOF plans to begin an outreach process on the public art component of the project in 2021. ACOF will meet with the Boyle Heights Neighborhood Council Arts and Culture Committee to obtain their feedback on what the process should look like, and will also coordinate with LACMTA DRAC members. ACOF anticipates releasing a Request for Qualifications (RFQ) to procure a local artist for the public art component, which will be defined through the outreach process.

**Current and Planned Outreach Timeline:**

Estimated Date	Outreach Accomplished
02/2020	ACOF emailed and called key stakeholders such as ELACC, CD 14’s office, and a representative of the Veterans of Foreign Wars, Post 4696 to inform them of the resolution of the CEQA litigation.
11/24/2020	ACOF met with Council District 14’s staff to provide an update on the project design and timeline.
12/1/2020	ACOF presented the updated project design to the LACMTA DRAC.
12/8/2020	ACOF initiated outreach with the Boyle Heights Neighborhood Council Arts and Culture Committee regarding the public art component of the project.
1 <sup>st</sup> Quarter 2021	ACOF will present the public art component options to the Boyle Heights Neighborhood Council Arts and Culture Committee.  ACOF will provide an update on the project status during public comment period of a Boyle Heights Neighborhood Council Planning and Land Use Committee meeting.
Ongoing	As the project achieves milestones, such as committed tax credit financing, and the construction start date is solidified, an update on timing will be provided during Boyle Heights Neighborhood Council meetings’ public comment periods.



## Exhibit 5

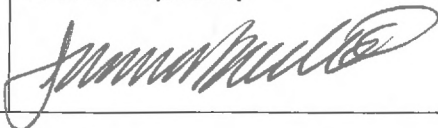
### ADDITIONAL CEQA REQUIREMENTS

LACMTA requires Ground Lease Tenant to implement the following requirements in addition to those specified in the Mitigated Negative Declaration prepared for the Project by the City of Los Angeles (City of Los Angeles, Department of City Planning, No. ENV-2014-2392-MND) originally adopted by the Director of Planning on March 2, 2016, as amended by the City Council on March 6, 2018 to include the “Substitute Environmental Mitigation Measures” set forth in the revised Exhibit A to the Department of City Planning’s Letter of Determination for the Project:

1. Prior to any Project-related earth-moving activity, Ground Lease Tenant shall retain the services of a vertebrate paleontologist approved by the Natural History Museum of Los Angeles County Vertebrate Paleontology Section (the “**Approved Paleontologist**”) to manage a paleontologic resource impact mitigation program in support of earth-moving activities associated with construction.
2. Ground Lease Tenant shall provide LACMTA with a report from the Approved Paleontologist that indicates such Approved Paleontologist’s determination whether construction of the Project has the potential, with respect to the soil on the Premises, to require excavation or blasting of parent material in older alluvium or in any younger alluvium lying below the uppermost five feet of such alluvium.
3. Where avoidance of parent material in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium is not feasible, Ground Lease Tenant shall:
  - 3.1. Ensure that all on-site construction personnel receive Worker Education and Awareness Program (WEAP) training that (a) educates such personnel in the regulatory framework that provides for protection of paleontological resources, and (b) provides such personnel with a familiarity with the diagnostic characteristics of the materials with the potential to be encountered and the appropriate procedures to be implemented if fossil remains are uncovered by earth-moving activities.
  - 3.2. Ensure that the Approved Paleontologist prepares a Paleontological Resource Management Plan (“**PRMP**”) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction.
  - 3.3. Ensure that the Approved Paleontologist oversees the implementation of the PRMP, if unique paleontological resources are encountered during any excavation or blasting activities on the Premises.
  - 3.4. Monitor blasting and earth-moving activities in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium using a

qualified paleontologist or an archeologist that is cross-trained in paleontology (the “**Monitor**”) to determine if unique paleontological resources are encountered during any excavation or blasting activities, consistent with the Approved Paleontologist’s specified protocols or other comparable protocols.

- 3.5. Ensure that the Monitor recovers fossil remains uncovered by earth-moving activities.
  - 3.6. Ensure that the Monitor records associated specimen/sample data (taxon, element) and corresponding geologic (stratigraphic rock unit, stratigraphic level, lithology) and geographic site data (location, depth), and will plot site locations on maps of the study area.
  - 3.7. Ensure that all identifiable fossil remains are fully treated and that such treatment includes preparation of the remains by a paleontologic technician to the point of identification; identification to the lowest taxonomic level possible by knowledgeable paleontologists; curating and cataloguing the remains, plotting fossil site locations on maps of the study area, and entry of associated specimen data and corresponding geologic and geographic site data into appropriate computerized data bases by the technician; placement of the remains in the appropriate museum repository fossil collection for permanent storage and maintenance; and archiving of all associated data at the appropriate museum repository, where the data, along with the fossil remains, will be made available for future study by qualified scientific investigators. (Vertebrate and invertebrate fossil remains will be placed in the Natural History Museum of Los Angeles County’s Vertebrate Paleontology and Invertebrate Paleontology Sections, respectively. Fossil plant remains will be placed in the University of California Museum of Paleontology.)
  - 3.8. Ensure that the Approved Paleontologist prepares a comprehensive final report of results and findings that describes study area geology/stratigraphy, summarizes field and laboratory methods used, includes a faunal list and an inventory of curated/catalogued fossil remains, evaluates the scientific importance of the remains, and discusses the relationship of any newly recorded fossil site in the study area to relevant fossil sites previously recorded from other areas.
4. Prior to commencement of any construction, Ground Lease Tenant shall retain a qualified archaeologist meeting the Secretary of Interior’s Professional Qualifications Standards for archaeology to (a) prepare a Cultural Resources Monitoring and Treatment Plan for known and unknown resources that are eligible or potentially eligible for the California Register or are unique archaeological resources; and (b) oversee any Monitors proposed in the plan.

<b>CITY OF LOS ANGELES</b> <b>OFFICE OF THE CITY CLERK</b> <b>ROOM 395, CITY HALL</b> <b>LOS ANGELES, CA 90012</b> <b>CALIFORNIA ENVIRONMENTAL QUALITY ACT</b> <b>PROPOSED MITIGATED NEGATIVE DECLARATION</b>		
<b>LEAD CITY AGENCY:</b> City of Los Angeles		<b>COUNCIL DISTRICT:</b> CD-14
<b>PROJECT TITLE:</b> Lorena Plaza Mixed-Use Project	<b>ENVIRONMENTAL CASE:</b> ENV-2014-2392-MND	<b>CASE NO:</b> DIR-2015-1998-DB
<b>PROJECT LOCATION:</b> 3407-3415 E. First Street; 114,116,122, and 126 N. Lorena Street, Los Angeles, California.		
<p><b>PROJECT DESCRIPTION:</b> The Proposed Project involves the construction of an approximately 90,000-square-foot, 4- to 5-story, mixed-use residential development containing 49 apartment units and approximately 10,000 square feet of ground-floor commercial space. Maximum building height would be approximately 70 feet to the top of the building parapet. Commercial, residential, and guest parking would be located in a single level subterranean parking lot.</p> <p>The Project Applicant is requesting the following approvals:</p> <p><b>Site Plan Review:</b> Approval, pursuant to the provisions of LAMC Section 16.05.C.1(b), to permit a proposed project that creates, or results in an increase of, 50 or more dwelling units.</p> <p><b>Haul Route:</b> Approval, for the exporting of soils from the Project Site.</p> <p><b>Density Bonus:</b> Pursuant to LAMC Section 12.22 A.25(e), a project that sets aside the required number of affordable dwelling units is eligible for the following incentives: (a.) Height (Exceed the 45-foot height restriction in the R3-1 zone and the C2-1 portion of the site subject to the transitional height requirements in the C2-1 Zone) (b). Averaging FAR, Parking, Open Space and Vehicular Access/Parking access located in a more restrictive zone.</p>		
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b>		
A Community of Friends 3701 Wilshire Boulevard, Suite 700 Los Angeles, CA 90010		
<b>FINDING:</b> The Department of City Planning of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of significance.		
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED		
<b>NAME OF PERSON PREPARING FORM</b> Greg Shoop	<b>TITLE</b> City Planner	<b>TELEPHONE NUMBER</b> 213-978-1243
<b>ADDRESS</b> 200 North Spring Street, Room 621 Los Angeles, CA 90012	<b>SIGNATURE (Official)</b> 	<b>DATE</b> OCT. 14, 2015

**CITY OF LOS ANGELES**  
**OFFICE OF THE CITY CLERK**  
**ROOM 395, CITY HALL**  
**LOS ANGELES, CA 90012**  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)**

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD-14	<b>DATE:</b>
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> EMV-2014-2392-MND	<b>RELATED CASES:</b> DIR-2015-1998-DB	
<b>PREVIOUS ACTIONS CASE NO.</b>	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<p><b>PROJECT DESCRIPTION:</b></p> <p>The Proposed Project involves the construction of an approximately 90,000-square-foot, 4- to 5-story, mixed-use residential development containing 49 apartment units and approximately 10,000 square feet of ground-floor commercial space. Maximum building height would be approximately 70 feet to the top of the building parapet. Commercial, residential, and guest parking would be located in a single level subterranean parking lot.</p> <p>The Project Applicant is requesting the following approvals:</p> <p><b>Site Plan Review:</b> Approval, pursuant to the provisions of LAMC Section 16.05.C.1(b), to permit a proposed project that creates, or results in an increase of, 50 or more dwelling units..</p> <p><b>Haul Route:</b> Approval, for the exporting of soils from the Project Site.</p> <p><b>Density Bonus:</b> Pursuant to LAMC Section 12.22 A.25(e), a project that sets aside the required number of affordable dwelling units, is eligible for the following incentives: (a.) Height (Exceed the 45-foot height restriction in the R3-1 zone and the C2-1 portion of the site subject to the transitional height requirements in the C2-1 Zone) (b). Averaging FAR, Parking, Open Space and Vehicular Access/Parking access located in a more restrictive zone.</p>		
<b>PROJECT DESCRIPTION:</b> See above and supporting exhibits and tables in the attached Initial Study prepared by Meridian Consultants, dated September 2015.		
<b>ENVIRONMENTAL SETTING:</b> The Project Site is located in East Los Angeles, within the boundaries of the <i>Boyle Heights Community Plan</i> . The Project Site includes approximately 55,140 gross square feet of lot area (i.e., 1.27 acres) and is currently developed as a surface lot and traction power station for the Metro Gold Line Extension. Further details and photographs of the existing Project Site and surrounding area are provided in the Initial Study (IS) prepared by Meridian Consultants dated September 2015.		

<b>PROJECT LOCATION:</b> 3407-3415 E. First Street; 114,116,122, and 126 N. Lorena Street, Los Angeles, California.		
<b>COMMUNITY PLAN AREA:</b> Boyle Heights <b>STATUS:</b> <input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Proposed <input type="checkbox"/> Does NOT Conform to Plan <input checked="" type="checkbox"/> ADOPTED in 1998	<b>AREA PLANNING COMMISSION:</b> East Los Angeles	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> Boyle Heights
<b>EXISTING ZONING:</b> R3-1; C2-1	<b>MAX DENSITY ZONING:</b> 2.25:1	<b>LA River Adjacent:</b> No
<b>GENERAL PLAN LAND USE:</b> Community Commercial	<b>MAX. DENSITY PLAN:</b> 2.25:1	<b>PROPOSED PROJECT DENSITY:</b> 2: 1 FAR

**Determination (To be completed by Lead Agency)**

**On the basis of this initial evaluation:**

- I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	City Planner Title	213-978-1243 Phone
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## **EVALUATION OF ENVIRONMENTAL IMPACTS:**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project---specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project---specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

<input type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREENHOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input type="checkbox"/> BIOLOGICAL RESOURCES	<input type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION AND TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

**PROPONENT NAME:** A Community of Friends      **PHONE NUMBER:** 213-480-0809

**APPLICANT ADDRESS:** 3701 Wilshire Boulevard, Suite 700, Los Angeles, California, 90010

**AGENCY REQUIRING CHECKLIST:** City of Los Angeles      **DATE SUBMITTED:**  
Department of City Planning

**PROPOSAL NAME (if Applicable):** Lorena Plaza Mixed-Use Project



Mitigated Negative Declaration

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
<b>4.1. AESTHETICS</b>					
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4.2. AGRICULTURE AND FOREST RESOURCES</b>					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.3 AIR QUALITY</b>					
a.	Conflict with or obstruct implementation of the SCAQMD or congestion management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Mitigated Negative Declaration

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4.4 BIOLOGICAL RESOURCES</b>					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by The California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.5 CULTURAL RESOURCES</b>					
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
<b>4.6 GEOLOGY AND SOILS</b>					
<i>Would the project:</i>					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.7 GREENHOUSE GAS EMISSIONS</b>					
<i>Would the project:</i>					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4.8 HAZARDS AND HAZARDOUS MATERIALS</b>					
<i>Would the project:</i>					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mitigated Negative Declaration

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.9 HYDROLOGY AND WATER QUALITY</b>					
<i>Would the project:</i>					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Mitigated Negative Declaration

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.10 LAND USE AND PLANNING</b>					
<i>Would the project:</i>					
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.11 MINERAL RESOURCES</b>					
<i>Would the project:</i>					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.12 NOISE</b>					
<i>Would the project:</i>					
a.	Result in of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Mitigated Negative Declaration

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.13 POPULATION AND HOUSING</b>					
<i>Would the project:</i>					
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.14 PUBLIC SERVICES</b>					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii.	Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
<b>4.15 RECREATION</b>					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4.16 TRANSPORTATION AND TRAFFIC</b>					
<i>Would the project:</i>					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non---motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>4.17 UTILITIES &amp; SERVICE SYSTEMS</b>					
<i>Would the project:</i>					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Mitigated Negative Declaration

		Potentially Significant Impact	Less Than Significant With Project Mitigation	Less Than Significant Impact	No Impact
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4.18 MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## **DISCUSSION OF THE ENVIRONMENTAL EVALUATION (ATTACH ADDITIONAL SHEETS IF NECESSARY)**

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology – Seismic Hazard Maps and reports are used to identify potential future significant seismic events, including probable magnitudes, liquefaction, and landslide hazards. Based on Applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including, but not limited to, reference materials indicated above, field investigation of the Project Site, and other reliable reference materials known at the time.

Project-specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the Applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the *City of Los Angeles's Adopted Thresholds Guide* and *CEQA Guidelines*, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The Project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2014-2392-MND**. Finally, based on the fact that these impacts can be feasibly mitigated to a less-than-significant level, and based on the findings and thresholds for Mandatory Findings of Significance as described in State *CEQA Guidelines*, section 15065, the overall project impacts(s) on the environment (after mitigation) **will not**:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self-sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.

- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

**ADDITIONAL INFORMATION:**

All supporting documents and references are contained in the Environmental Case File referenced previously and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses, and phone numbers, visit the City’s website at <http://www.lacity.org>; City Planning and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/); or EIR Unit, City Hall, 200 N Spring Street, Room 763; Seismic Hazard Maps – [http://gmw.consrv.ca.gov/shmp/ Engineering/Infrastructure/Topographic Maps/](http://gmw.consrv.ca.gov/shmp/Engineering/Infrastructure/Topographic%20Maps/); Parcel Information – <http://boemaps.eng.ci.la.ca.us/index0.1.htm>; or City’s main website under the heading “Navigate LA.”

<b>PREPARED BY:</b> Greg Shoop	<b>TITLE:</b> City Planner	<b>TELEPHONE NO.:</b> 213-978-1243	<b>DATE:</b>
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## Environmental Analysis Explanation Table

Impact	Explanation	Mitigation Measures
<b>4.1 AESTHETICS</b>		
a. No Impact.	See environmental analysis provided in the Initial Study (IS) prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.2 AGRICULTURAL RESOURCES</b>		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.3 AIR QUALITY</b>		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
e. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.4 BIOLOGICAL RESOURCES</b>		
a. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.5 CULTURAL RESOURCES</b>		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.6 GEOLOGY AND SOILS</b>		
a.i. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
a.ii. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
a.iii. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
a.iv. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.7 GREENHOUSE GAS EMISSIONS</b>		
a. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.8 HAZARDS AND HAZARDOUS MATERIALS</b>		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant with Project Mitigation	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	<b>VII-160</b>
c. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
g. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
h. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.9 HYDROLOGY AND WATER QUALITY</b>		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
g. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
h. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
i. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
j. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.10 LAND USE AND PLANNING</b>		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
<b>4.11 MINERAL RESOURCES</b>		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.12 NOISE</b>		
a. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.13 POPULATION AND HOUSING</b>		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.14 PUBLIC SERVICES</b>		
a.i. Less than Significant with Project Mitigation.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	XIV-10
a.ii. Less than Significant with Project Mitigation.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	XIV-30
a.iii. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants	No mitigation measures are required.

Impact	Explanation	Mitigation Measures
	dated September 2015.	
a.iv. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
a.v. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.15 RECREATION</b>		
a. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.16 TRANSPORTATION AND TRAFFIC</b>		
a. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
e. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.17 UTILITIES</b>		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
d. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants	No mitigation measures are



Impact	Explanation	Mitigation Measures
	dated September 2015.	required.
e. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
f. Less than Significant Impact	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
g. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
<b>4.18 MANDATORY FINDINGS OF SIGNIFICANCE</b>		
a. No Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
b. Less than Significant Impact.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	No mitigation measures are required.
c. Less than Significant with Project Mitigation.	See environmental analysis provided in the IS prepared by Meridian Consultants dated September 2015.	Applicable mitigation measures stated from <b>Section 4.1</b> to <b>Section 4.17</b> .

## MITIGATION MEASURES

### 4.1 Aesthetics

No mitigation measures are required.

### 4.2 Agriculture and Forestry Resources

No mitigation measures are required.

### 4.3 Air Quality

No mitigation measures are required.

### 4.4 Biological Resources

No mitigation measures are required.

### 4.5 Cultural Resources

No mitigation measures are required.

#### **4.6 Geology and Soils**

No mitigation measures are required.

#### **4.7 Greenhouse Gas Emissions**

No mitigation measures are required.

#### **4.8 Hazards and Hazardous Materials**

##### **VII-160 Hazardous Materials**

- Pursuant to the Los Angeles Building Code, the Applicant will engage in the Construction Site Plan Review (CSPR) process with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). The CSPR process includes, but is not limited to locating excavating, and conducting a methane leak test on the well, providing DOGGR with a site plan indicating the footprint of the proposed structure and well location, and provide DOGGR with a well evaluation and work plan to re-abandon the well, as necessary.

#### **4.9 Hydrology and Water Quality**

No mitigation measures are required.

#### **4.10 Land Use and Planning**

No mitigation measures are required.

#### **4.11 Mineral Resources**

No mitigation measures are required.

#### **4.12 Noise**

No mitigation measures are required.

#### **4.13 Population and Housing**

No mitigation measures are required.

#### **4.14 Public Services**

##### **XIV-10 Fire Protection**

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan

for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**XIV-30 Public Services (Police)**

- The plans shall incorporate the *Design Guidelines* (defined in the following sentence) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "*Design Out Crime Guidelines: Crime Prevention Through Environmental Design*", published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits.

**4.15 Recreation**

No mitigation measures are required.

**4.16 Transportation and Traffic**

No mitigation measures are required.

**4.17 Utilities and Service Systems**

No mitigation measures are required.

**4.18 Mandatory Findings of Significance**

Applicable mitigation measures stated from **Section 4.1** to **Section 4.17** would be required.

**Cumulative Impacts**

As discussed in the Initial Study prepared by Meridian Consultants dated September 2015, there may be environmental impacts, which are individually limited, but significant when viewed in connection with the effects of past projects, other current project, and probably future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

# **Lorena Plaza Mixed-Use Project**

## **Initial Study**

**Prepared for:**

City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 721  
Los Angeles, CA 90012

**Prepared by:**

Meridian Consultants LLC  
910 Hampshire Road, Suite V  
Westlake Village, CA 91361

**September 2015**

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Appendix B, Geotechnical Investigation

Appendix C, Phase I Environmental Site Assessment

Appendix D, Noise

Appendix E, Traffic and Transportation

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## 1.0 PROJECT INFORMATION

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<b><u>Project Title:</u></b>	Lorena Plaza Mixed-Use Project
<b><u>Project Location:</u></b>	3407–3415 E. 1st Street and 114, 116, 122, and 126 N. Lorena Street, Los Angeles, California
<b><u>Project Applicant:</u></b>	A Community of Friends 3701 Wilshire Boulevard, Suite 700 Los Angeles, CA 90010
<b><u>Lead Agency:</u></b>	City of Los Angeles Department of City Planning 200 N. Spring Street, Room 721 Los Angeles, CA 90012

### PROJECT SUMMARY

The subject of this Initial Study is the Lorena Plaza Mixed-Use Project (Proposed Project). The Project Applicant, A Community of Friends, is seeking to construct, use, and maintain a 4- to 5-story, 90,000-square-foot mixed-use building on the Project Site containing 49 apartment units and approximately 10,000 square feet of ground-floor retail commercial space. The Project Site consists of approximately 1.27 acres (55,153 square feet) located within the C2-1 and R3-1 Zones.

The southern portion of the building, located in the C2-1 zone on E. 1st Street and wrapping around N. Lorena Street, will be 5 stories, with a maximum height of 70 feet. The portion oriented towards E. 1st Street will contain 4 stories of apartment units over the ground floor retail commercial space with one level of subterranean parking. The northern portion of the building, located in the R3 zone, will be 4 stories with a maximum height of 51 feet and will contain 3 stories of apartment units over a ground level parking.

### ORGANIZATION OF INITIAL STUDY ANALYSIS

This Initial Study is organized into six sections as follows:

**Section 1.0, Introduction**, provides introductory information such as the Proposed Project title, the Project Applicant, and the lead agency for the Proposed Project.

**Section 2.0, Existing Conditions**, describes the existing conditions, surrounding land use, general plan, and existing zoning in the Project Site.

**Section 3.0, Project Description**, provides a detailed description of the Proposed Project, including the environmental setting, project characteristics, related project information, project objectives, and environmental clearance requirements.

**Section 4.0, Environmental Analysis**, includes an analysis for reach resource topic and identifies impacts of implementing the Proposed Project. It also identifies mitigation measures, if applicable.

**Section 5.0, References**, identifies all printed references and individuals cited in this Initial Study.

**Section 6.0, List of Preparers**, identifies the individuals who prepared this report and their areas of technical specialty.

Appendices present data supporting the analysis or contents of this Initial Study include the following:

- **Appendix A**, Air Quality and Greenhouse Gas Background and Modeling Data
- **Appendix B**, Geotechnical Investigation
- **Appendix C**, Phase I Environmental Site Assessment
- **Appendix D**, Noise
- **Appendix E**, Traffic and Transportation

This Initial Study is a preliminary analysis prepared by and for the City of Los Angeles as the Lead Agency to determine whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) must be prepared for a Proposed Project. An MND is prepared for a project when the Initial Study has identified potentially significant effects on the environment but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

The analysis in this Initial Study identifies some potentially significant impacts on the environment that could result from the Proposed Project, but also that all of these potentially significant impacts would be reduced to less than significant levels through the implementation of the identified mitigation measures. Therefore, the analysis contained herein supports the adoption of an MND for the Proposed Project.

## 2.0 EXISTING CONDITIONS

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### PROJECT LOCATION

The Project Site is located in East Los Angeles, within the boundaries of the Boyle Heights Community Plan Area. As shown on **Figure 2.0-1, Project Location Map**, The Boyle Heights Community Plan addressed the portion of East Los Angeles generally bound by Marengo Street, Indiana Street, Washington Boulevard, and the Los Angeles River.

The Project Site includes approximately 55,153 square feet of lot area (1.27 acres), which allow for a total buildable area of 45,406 square feet. The Project Site is bound by a surface parking lot to the north, an alley to the east, E. 1st Street to the south, and N. Lorena Avenue to the west.

The Project Site is composed of one lot: Assessor's Parcel Number (APN) 5179019900.

### REGIONAL AND LOCAL ACCESS

#### Regional Access

Primary regional access to the site is provided by the Golden State Freeway (I-5), and the Pomona Freeway (SR 60). The Golden State Freeway runs in a north-south direction west of the Project Site, while the Pomona Freeway runs in an east-west direction south of the Project Site. In addition, the Long Beach Freeway (I-710) runs in a north-south direction to the west of the Project Site, and the San Bernardino Freeway (I-10) runs in an east-west direction north of the Project Site.

#### Local Street Access

Local access is provided by the following streets:

**E. 1st Street:** E. 1st Street is a two-way street providing one travel lane in each direction, split by railroad tracks. It is classified as a Secondary Highway. E. 1st Street adjoins the Project Site on the south and generally runs in a northwest-southeast direction.

**N. Lorena Street:** N. Lorena Street is a two-way street providing one travel lane in each direction to the west of the Project Site. It is classified as a Secondary Highway. N. Lorena Street adjoins the Project Site on the east and generally runs in a northeast-southwest direction.

#### Public Transit

The Project area is currently served by several local and intercity transit operators. The Project Site is located immediately north of the Metro Gold Line and less than 0.25 miles from the Indiana Metro Gold

Line Station. The Metro Gold Line runs between Pasadena and East Los Angeles, and connects to the Red and Purple Lines to North Hollywood and Koreatown, respectively.

In addition, the Project Site is served by numerous metro bus lines. The closest stop to the Project Site is located at N. Lorena Street and E. 1st Street, and is served by Metro lines 30,330, and 620. Metro lines 68 and 665 also run along E. 1st Street. Metro line 605 runs along N. Lorena Street, and Metro line 254 runs along N. Indiana Street. Metro Rapid Bus Line 770 runs along E. Cesar E Chavez Avenue, within 0.3 miles from the Project Site, with the closest station to the Project Site located at E. Cesar Chavez Avenue and N. Indiana Street. Finally, DASH Boyle Heights runs along E. 1st Street, with the closest stop located approximately 0.5 miles east of the Project Site, at E. 1st Avenue and S. Rowan Avenue.

## **LAND USE AND ZONING DESIGNATIONS**

The Project Site is located within the Boyle Heights Community Plan Area of the City of Los Angeles. The Project Site is also located within several planning policy areas that have been adopted for the purposes of incentivizing development and/or providing specific development standards that are appropriate for the project area. These planning policy areas include the Adelante Eastside Redevelopment Project and the East Los Angeles State Enterprise Zone.

### **Boyle Heights Community Plan**

The stated intent of the Boyle Heights Community Plan is to preserve and enhance the positive characteristics of existing residential neighborhoods, while providing a variety of housing opportunities with compatible new housing. The Plan also aims to improve the function, design, and economic vitality of the commercial corridors, planning the remaining commercial and industrial development opportunity sites for needed job-producing uses that improve the economic and physical condition of the Boyle Heights community. Finally, the Plan calls for maximizing the development opportunities of the rail transit system. The Boyle Heights Community Plan designates the Project Site as Community Commercial.

### **Los Angeles Municipal Code**

The southern portion of the Project Site is zoned C2-1 and northern portion is zoned R3-1. The C2 Commercial zone permits a variety of residential, retail, and office uses, such as hotels, restaurants, amusement enterprises, mini shopping centers, offices, an auditorium and arenas, parking lots, parking buildings, and residential areas. The R3 Residential Zone permits multiple dwelling uses, including single-family homes, multifamily apartment buildings, home occupations, and childcare.

The Project Site is located within Height District 1, as indicated by the “-1” attached to the zoning designation. There is no height restriction for buildings zoned C2-1; however, the maximum height for buildings zoned R3-1 is 45 feet. The proposed Project has applied for a density bonus of 11 feet to allow a maximum height of 56 feet on the portion of the site zoned R3-1. The C2-1 zone has a maximum FAR of 1.5:1, and the R3-1 zone has a maximum allowed FAR of 3:1.

### **Adelante Eastside Redevelopment Project**

The 2,200-acre Adelante Eastside Redevelopment Project area is located approximately two miles east of the downtown Central Business District, and is generally bordered by Valley Boulevard to the north, Indiana Street to the east, the city of Vernon to the south, and the Los Angeles River to the west. The principal goal of the Project is the preservation of industrial and commercial uses within the community to promote a stable industrial base to provide jobs for the community, as well as enhancing the existing shopping areas to provide alternative commercial choices for residents.<sup>1</sup>

### **East Los Angeles State Enterprise Zone**

Enterprise zones are specific geographic areas designated to receive various economic incentives for the purpose of stimulating local investment and employment, in addition to other State-level incentives. projects located within enterprise zones may use a lower parking ratio for commercial office, retail, and other uses, thus increasing the buildable area of small parcels.

## **EXISTING CONDITIONS**

As shown in **Figure 2.0-2, Aerial Photograph of the Project Site**, the southern portion of the site currently consists of an empty graded lot, and the northern third of the site contains a traction power station for the Metro Gold Line. **Figure 2.0-3** through **Figure 2.0-6, Existing Conditions**, show existing views of the Project Site and immediately surrounding area. The Project Site contains no landscaping and minimal vegetation, with the exception of a single tree located immediately adjacent to the Project Site on N. Lorena Street.

### **Metro Substation**

The 12,800-square-foot traction power substation consists of five small structures housing mechanical and electrical equipment that convert electric power to the appropriate voltage and frequency to supply the Metro Gold Line with traction current. The structures would remain in place throughout and

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<sup>1</sup> Los Angeles Community Redevelopment Agency, Adelante Eastside Redevelopment Project (1999), <http://www.crala.org/internet-site/Projects/adelante/index.cfm>.

subsequent to the development of the Proposed Project. An existing 6-foot-high wall would remain, enclosing and protecting the substation.

## **SURROUNDING LAND USES**

The properties surrounding the Project Site include mixed-use residential/office buildings, surface parking lots, parking structures, and commercial buildings. **Figure 2.0-7, Zoning Map**, depicts the Land Use and Zoning Designation of the Project Site and the surrounding buildings.

**South:** Properties located south of the Project Site across E. 1st Street include a single-story restaurant and surface parking lot at the intersection of E. 1st Street and S. Lorena Avenue, and a single-story commercial building located east of the surface parking lot. These properties are zoned C2-1 (commercial).

**North:** A surface parking lot is located to the north of the Project Site. Areas to the north are zoned R3-1 (multi-family residential). Adjacent to the northeast of the Project Site is a surface parking lot zoned [Q]P-1 (automobile parking).

**West:** The 58.6-acre Evergreen Memorial Park and Crematory is located to the west of the Project Site across N. Lorena Street. The Memorial Park is zoned A1-1XL (agricultural).

**East:** Located east of the Project Site is a 2-story commercial/retail market with attached surface parking lot. This and other properties to the east along E. 1st Street are zoned C2-1.

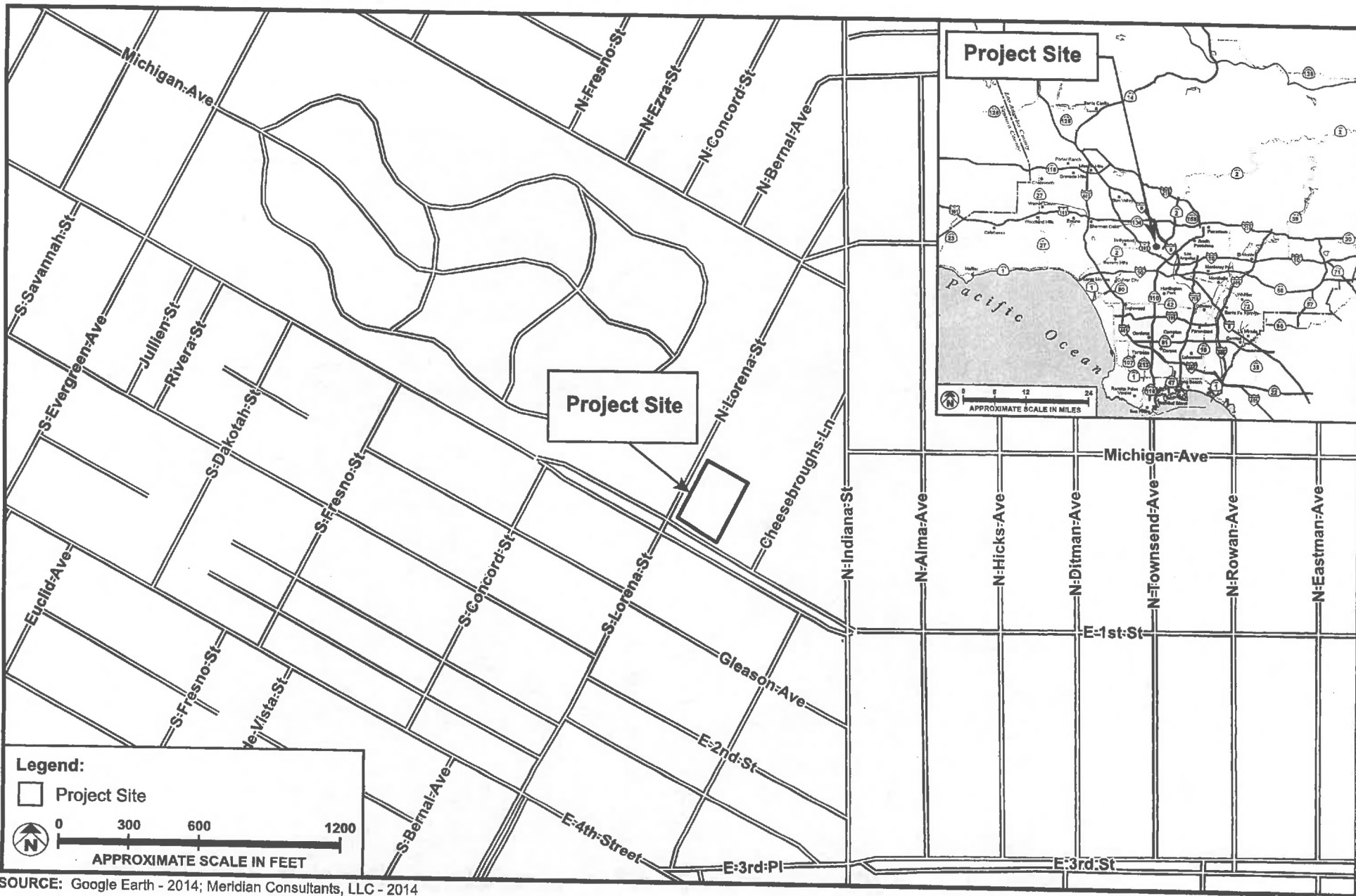
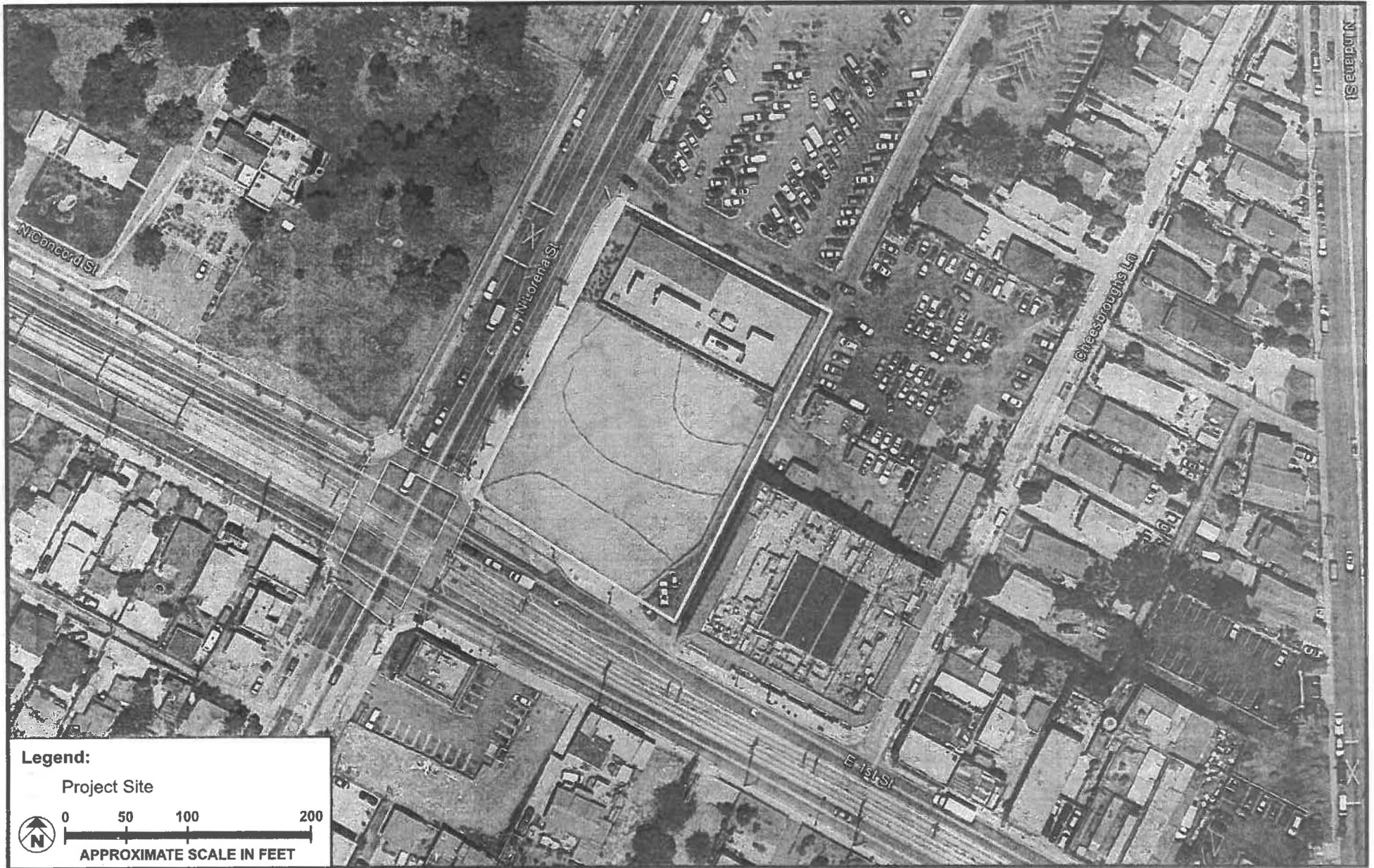


FIGURE 2.0-1

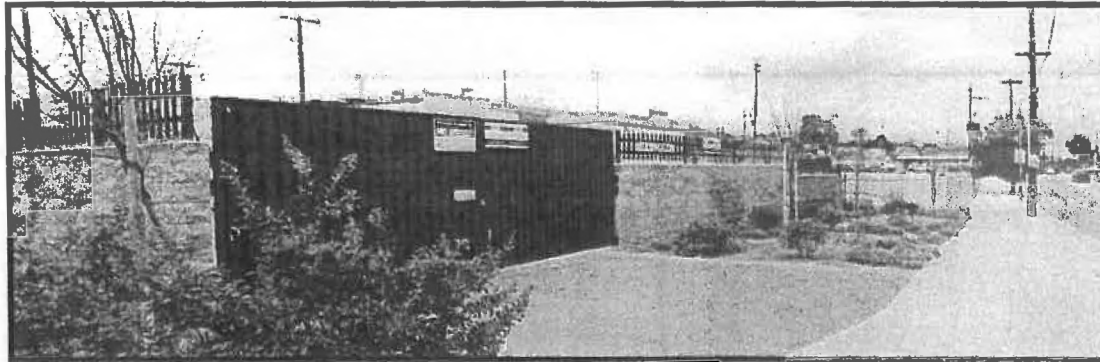


SOURCE: Google Earth - 2014; Meridian Consultants, LLC - 2014

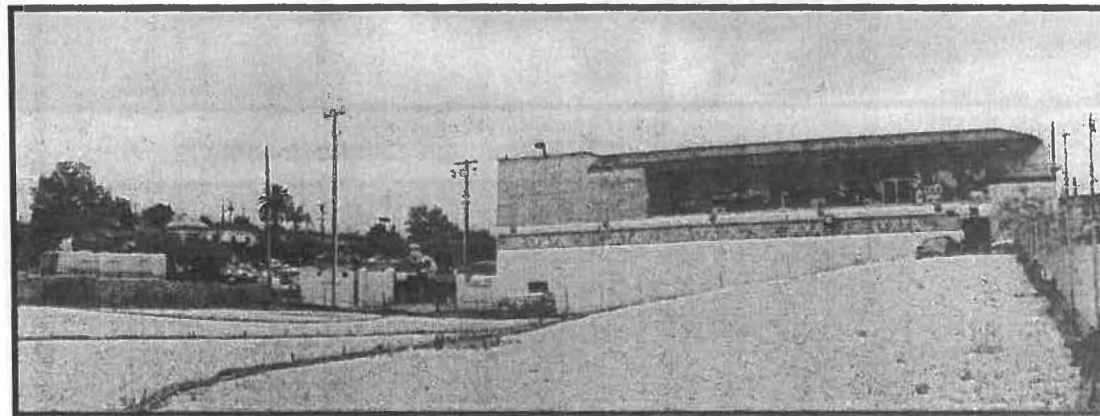
FIGURE 2.0-2

Aerial Photograph of the Project Site

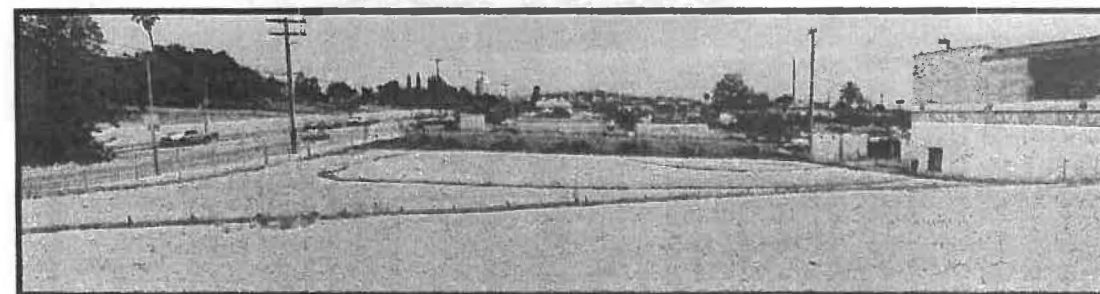




2. View of subject site, southerly facing from Lorena Street



7. View of subject site, northeasterly facing from Lorena Street.



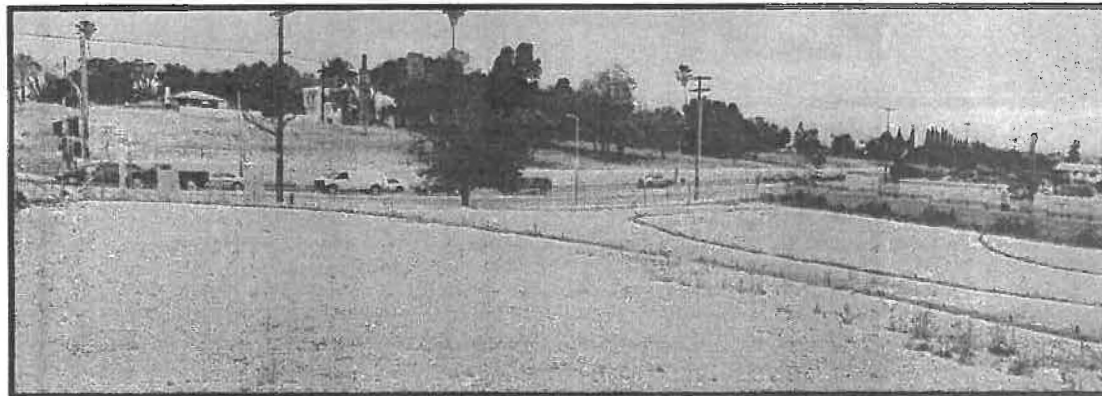
9. View of subject site, northeasterly facing from 1<sup>st</sup> Street.

SOURCE: Meridian Consultants, LLC - 2014

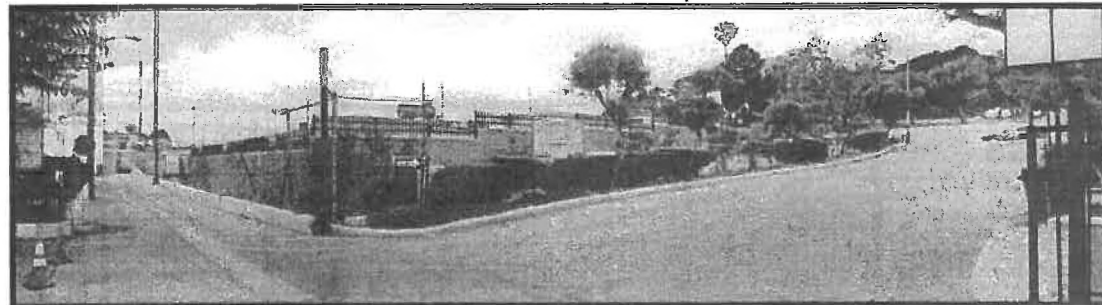
FIGURE 2.0-3



11. View of subject site, northwesterly facing from 1<sup>st</sup> Street.



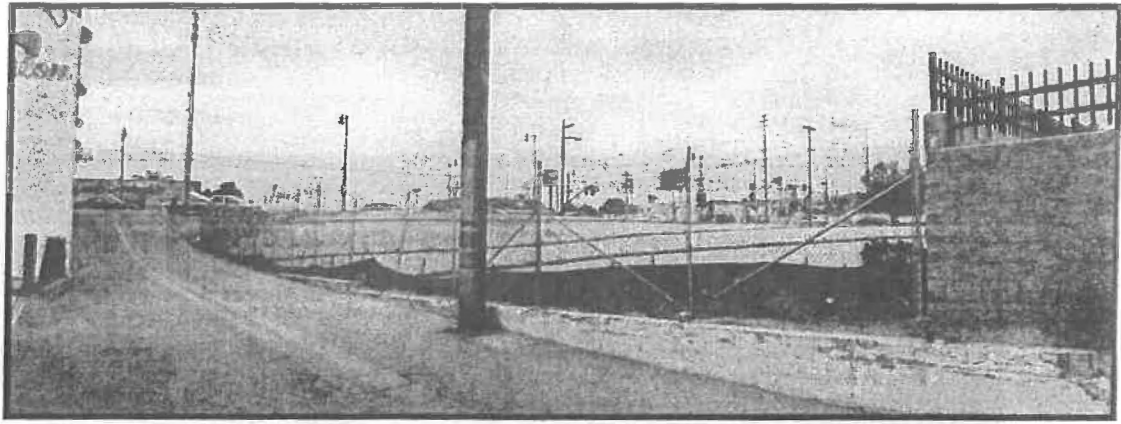
12. View of subject site, northwesterly facing from 1<sup>st</sup> Street.



13. View of subject site, southwesterly facing from abutting alley.

SOURCE: Meridian Consultants, LLC - 2014

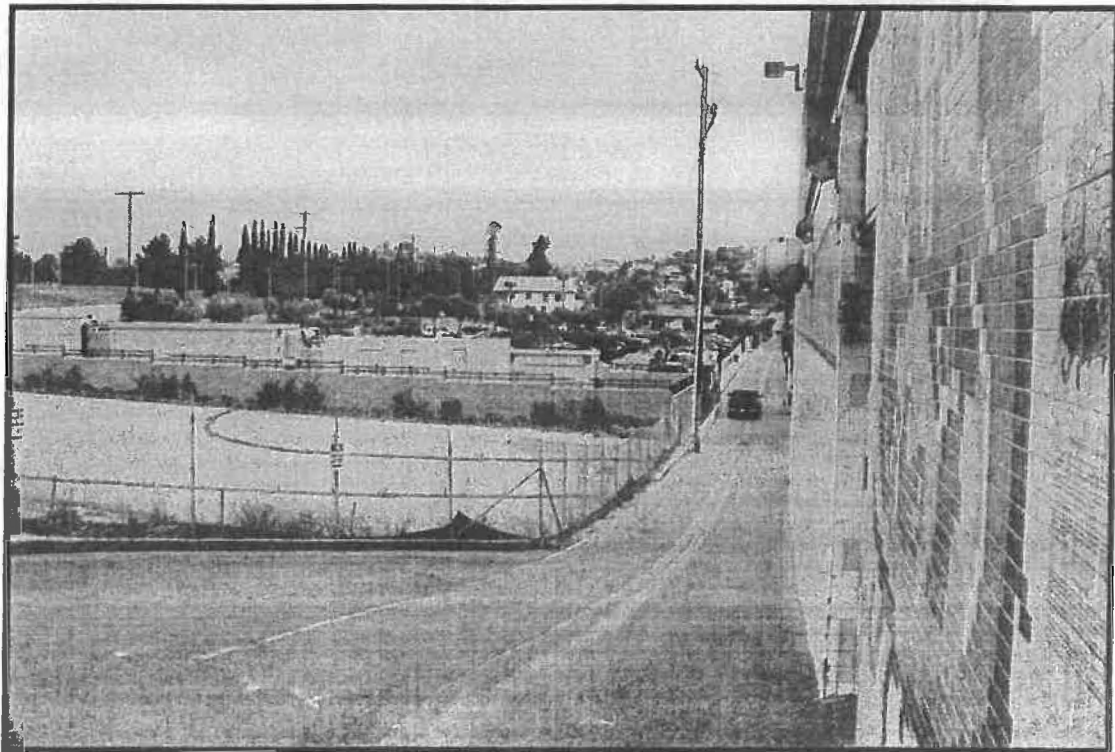
FIGURE 2.0-4



14. View of subject site, southwesterly facing from abutting alley.



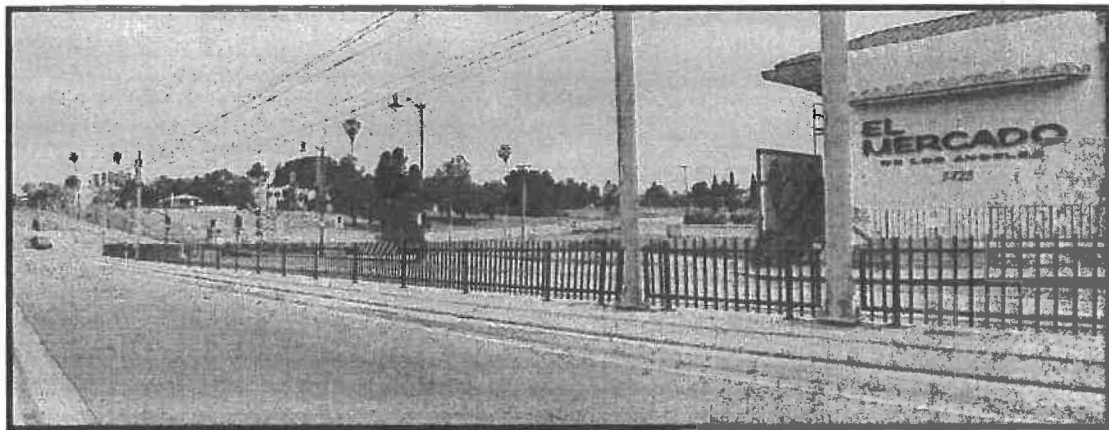
15. View of subject site, southwesterly facing from abutting alley.



21. View of abutting alley, northeasterly facing from 1<sup>st</sup> Street.

SOURCE: Meridian Consultants, LLC - 2014

FIGURE 2.0-5



10. View of subject site, northwesterly facing from 1<sup>st</sup> Street.

SOURCE: Meridian Consultants, LLC - 2014

FIGURE 2.0-6

**Meridian**  
Consultants

Existing Conditions

069-002-14



FIGURE 2.0-7

## 3.0 PROJECT DESCRIPTION

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### PROPOSED DEVELOPMENT

The Proposed Project is seeking a 4- to 5-story, 90,000-square-foot mixed-use building on the Project Site containing 49 apartment units and approximately 10,000 square feet of ground-floor retail commercial space. The Project Site consists of approximately 1.27 acres (55,153 square feet) located within the C2-1 and R3-1 Zones.

The southern portion of the building, located in the C2-1 zone on E. 1st Street and wrapping around N. Lorena Street will be 5 stories. As shown in **Figure 3.0-1, Proposed Building Site Plan**, the portion oriented towards E. 1st Street will contain 4 stories of apartment units over the ground floor retail commercial space, with one level of subterranean parking. The ground floor would also contain a residential lobby, pedestrian plaza, and residential courtyard. The northern portion of the building, located in the R3-1 zone, will be 4 stories with a maximum height of 51 feet and will contain 3 stories of apartment units over a ground level parking. Project development would only occur on the vacant two-thirds of the Project Site (which is then further separated into “northern” and “southern” portions); the existing brick wall separating the northern third of the Project Site containing the traction power station would remain; and the traction power station would remain unchanged by the Proposed Project.

### Architectural Design

As displayed in **Figure 3.0-2, Proposed Building Elevation**, the portion of the Proposed Building located within C2-1 zoning would be approximately 70 feet in height to the top of the roof, and the portion located within R3-1 zoning would be 51 feet in height to the top of the roof. Architectural materials would include a mix of aluminum composite panels, perforated sheet metal guardrails, fiber cement boards, wood slat screens and railings, exterior cement plaster, and glass.

### Open Space and Landscaping

The Proposed Project would provide residential open space as required by the Boyle Heights Community Plan. Based on the number of units and the unit types, approximately 6,175 square feet of open space would be required. Approximately 7,500 square feet of open space is proposed. Approximately 1,875 square feet of this open space would be landscaped.

### Floor Area

The zoning designation for the Project Site is split between C2-1 and R3-1. Because the Project Site is within two zoning designations, the FAR is calculated separately for each zoning designation. The total site area for the lots zoned C2-1 is 27,201 square feet; buildable area of this area is 22,677 square feet.

The allowable floor area for this parcel based on the allowable FAR of 1.5 is 34,016 square feet. The total site area for the lots zoned R3-1 is 27,951 square feet; buildable area is 22,729 square feet. The allowable floor area for this parcel based on the allowable FAR of 3.0 is 68,186 square feet. The total allowable floor area for the C2-1 and R3-1 designations is 102,201 square feet. Therefore, the proposed floor area would be 90,000 square feet and would result in an FAR of 2:1. As such, the Proposed Project would not exceed the applicable LAMC floor area requirements.

## Density

Per the City of Los Angeles General Plan, areas designated Community Commercial, which correspond with C2 and R3 zoning designations, are allowed a residential density of between 29 and 109 units/net acre, with a minimum unit size of 400 square feet.<sup>2</sup> The City of Los Angeles permits a wide range of housing densities to accommodate various housing types. Total proposed area for the Project is 90,000 square feet. The Project proposes 46,000 square feet of area for residential uses, 34,000 for common area uses and 10,000 for commercial uses. As mentioned previously, the Project Site would consist of 49 residential units, which falls within the allowable residential density bracket and exceeds the minimum average unit size.<sup>3</sup> Therefore, the Proposed Project would satisfy the density requirements of the City of Los Angeles General Plan.

## Vacations and Dedications

The Project Applicant would volunteer to provide the Proposed Project a 2-foot 6-inch alley dedication and a 4-foot dedication on N. Lorena Street. Dedication on E. 1st Street varies to produce a minimum right-of-way due to the diagonally slanting building frontage.

## Parking and Access

The parking requirements of the Proposed Project were determined by applying the following parking ratios from the LAMC, Section 12.21 A4.<sup>4</sup>

- Residential: 1.0 space per dwelling unit.
- Residential: 0.5 spaces per special needs units.

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<sup>2</sup> City of Los Angeles General Plan, Housing Element, 2-6 (2013).

<sup>3</sup> 38,210 square feet/49 units = 780 square feet/unit.

<sup>4</sup> City of Los Angeles Department of City Planning, Parking Requirements, LAMC, sec. 12.21 A4

- Retail Commercial: 1.0 spaces per 500 square feet of gross commercial floor area.
- Residential Bike Parking: 1.0 long term per 49 units and 1 short term unite per 10 units.
- Commercial Bike Parking: 1.0 long term per 2,000 square feet and 1 short term per 2,000 square feet.

Vehicular access to the subterranean parking would be provided from a driveway on N. Lorena Street and commercial loading would be provided along the alley perpendicular to E. 1st Street. E. 1st Street would also provide a secondary secure access point to the residential element and pedestrian entry for commercial/retail uses. As indicated above, parking for the Building would be in a single-story subterranean garage within the portion of the Project oriented towards E. 1st Street; ground level parking would be provided for the northern portion of the Project. The Proposed Project would provide required parking at a rate of 1 parking space per 500 square feet of commercial floor area for a total of 20 parking spaces for the commercial component and 24 parking spaces per standard dwelling unit, 12 special need spaces, and 2 manager spaces. An additional 8 non-required spaces would be provided and 1 loading parking space would be provided, for a total of 67 parking spaces.

With respect to bicycle parking, a total of 64 stalls would be provided for both residential and commercial parking. Therefore, the Project would meet the LAMC requirements for on-site parking supply.

## CONSTRUCTION

### Construction Schedule/Phasing

Construction of the Proposed Project will take approximately 16 months, and is currently anticipated to start in the 2015 and be completed in 2017. Construction would consist of two primary phases: (1) grading/site preparation, and (2) building construction. The grading/site preparation phase includes excavation for the subterranean garage, and grading of the remainder of the site. The building construction/site improvement phase includes the construction of the building, and installation of the landscaping and hardscape areas. A breakdown of the construction phases, timelines, and anticipated equipment is provided in **Table 3.0-1, Project Construction Phasing and Equipment.**



**Table 3.0-1  
Project Construction Phasing and Equipment**

<b>Construction Phase</b>	<b>Approximate Duration</b>	<b>Example of Equipment</b>
Grading/Site Preparation	2 months	Excavator, grader, dozer, tractor/loader/backhoe
Building Construction/Site Improvements	14 months	Fork lift, crane, generator, welder, cement and mortar mixer, paver, roller, air compressor

*Source: A Community of Friends (2014).*

### **Grading and Site Preparation**

Grading and site preparation activities would occur over approximately two months. This phase would involve the shoring and excavation of the site to create the proper base and slope for the building foundations and the subterranean parking garage.

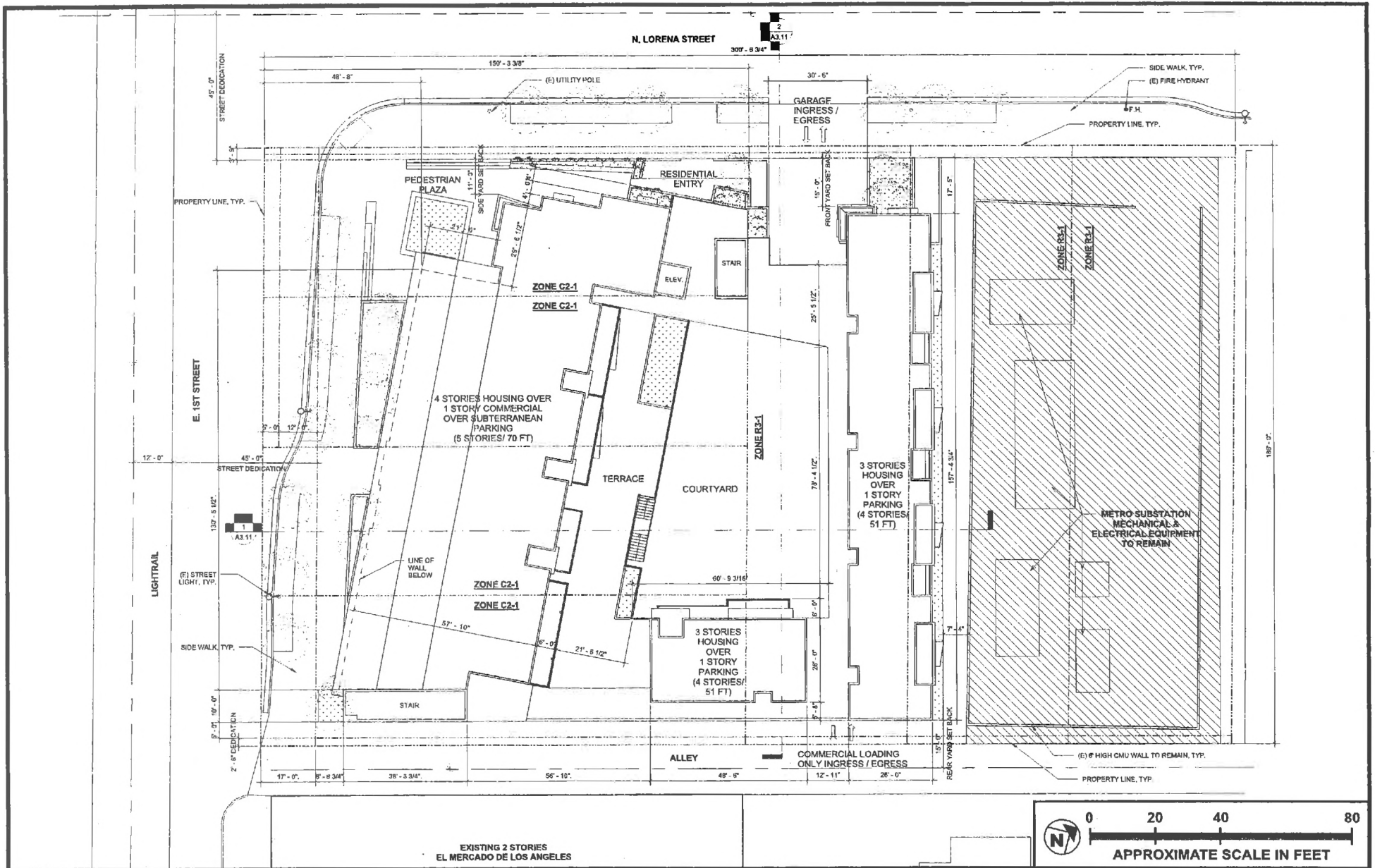
### **Building Construction and Site Improvements**

The building construction phase consists of below-grade and above-grade structures and is expected to occur over approximately 14 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that architectural coatings would occur over the final few months of the building construction phase, and paving would occur during the final month of construction.

### **Street Closures**

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

Unless stated otherwise, all construction activities would be performed in accordance with all applicable State and federal laws and City codes and policies with respect to building construction and activities. As provided in Section 41.40 of the LAMC, the permissible hours of construction within the City are 7:00 AM to 9:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.



SOURCE: Gonzalez Goodale Architects - April 2015

FIGURE 3.0-1



SOURCE: Gonzalz Goodale Architects - 2014

FIGURE 3.0-2

## Haul Routes

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the site that cannot be recycled or diverted would be hauled to the Chiquita Canyon or the Manning Pit landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Chiquita Canyon landfill is approximately 37 miles northwest of the Project Site (approximately 74 miles roundtrip). The Manning Pit landfill is approximately 16 miles northeast of the Project Site (approximately 32 miles roundtrip). For recycling efforts, the Central Los Angeles Recycling Center and Transfer Station (Browning Ferris Industries) accepts construction waste for recycling and is located approximately 3 miles northwest from the Project Site (approximately 6 miles roundtrip).

For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil export would involve 18-wheel bottom-dump trucks with a 14-cubic yard hauling capacity. Approximately 4 daily truck-trips would be required during the peak construction period. All truck staging would occur either on site or at designated off-site locations and radioed into the site to be filled. The local haul route for the Project Site toward the Pomona Freeway would utilize S. Lorena Street. The haul route specified above may be modified in compliance with City policies, provided Department of Transportation (DOT) and/or Street Services approves any such modification.

## RELATED PROJECTS

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064(h), this Initial Study includes an evaluation of the Proposed Project's cumulative impacts. This guidance provided under *CEQA Guidelines* Section 15064(h) is as follows:

- (1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable.*

*"Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

- (2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation*

*measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*

- (3) *A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*
- (4) *The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.*

The four related projects identified within a 1.5-mile radius of the Proposed Project in **Table 3.0-2, Related Projects**, are considered in the analysis of the cumulative impacts in this Initial Study. The list of proposed development projects takes into account projects that could affect traffic conditions in the Project area and is based on information from a variety of sources, including the City of Los Angeles, other studies and reports, and field verifications and observations. The locations of the related projects are shown in **Figure 3.0-3, Related Projects Location Map**.

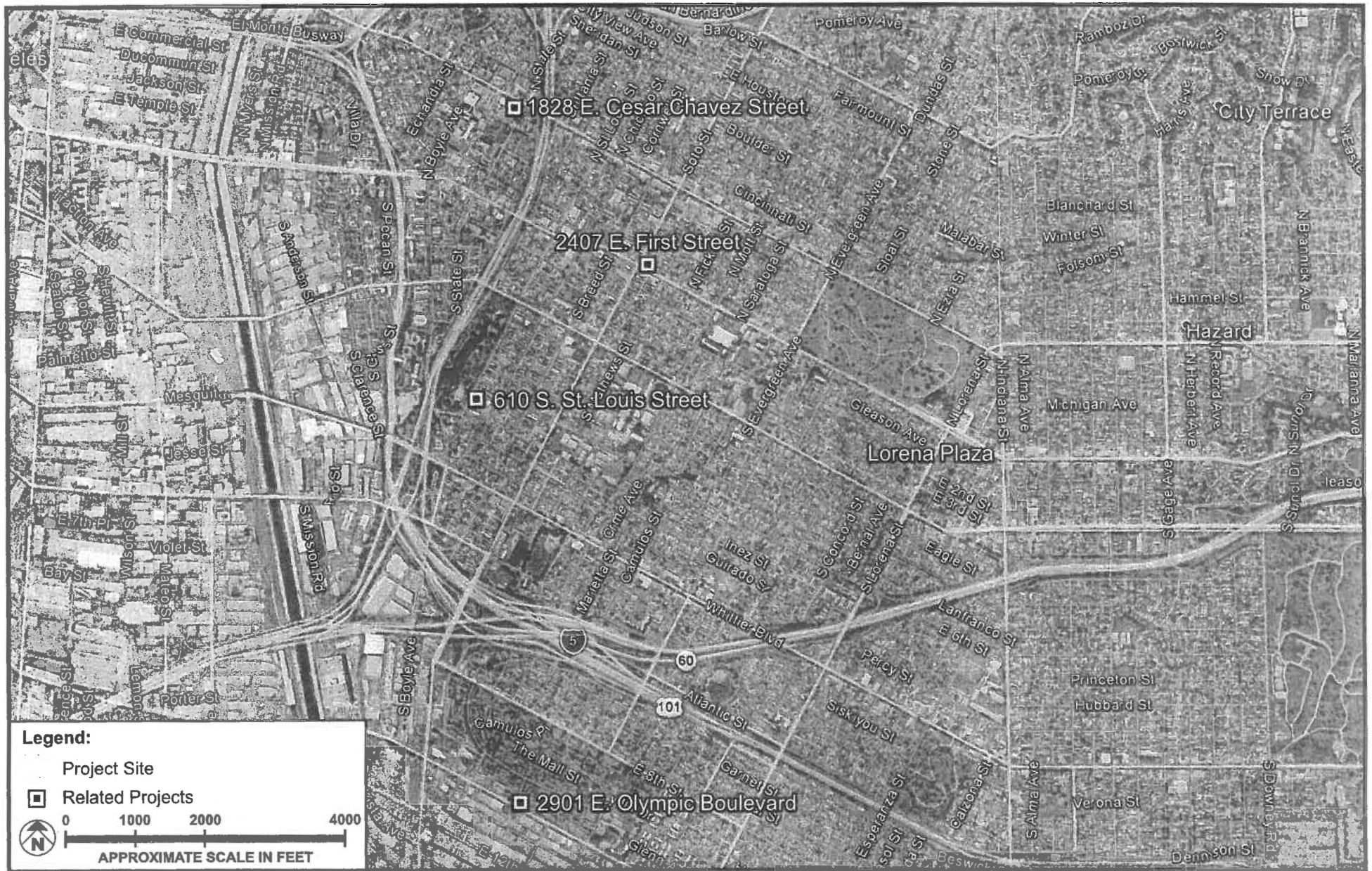


FIGURE 3.0-3

**Table 3.0-2  
Related Projects**

#	Project Name	Location/Address	Project Description	Number	Units
1	Boyle Heights Mixed Use	2901 E. Olympic Boulevard	Apartments	4,400	du
			Retail	195,000	sq. ft.
			Office	130,000	sq. ft.
			Park	435,600	sq. ft.
2	Medical Office Expansion	1828 E. Cesar Chavez Street	Office	32,300	sq. ft.
3	Linda Vista Senior Housing and Medical Office	610 S. St. Louis Street	Condominiums	97	du
			Medical Office	33,000	sq. ft.
4	Mixed Use	2407 E. 1st Street	Apartments	50	du
			Office	8,500	sq. ft.
			Retail	3,400	sq. ft.

Source: A Community of Friends (2014).

Note: du = dwelling units; sq. ft. = square feet.

## REQUESTED APPROVALS

The application(s) request approval of the following:

**Density Bonus:** Pursuant to LAMC Section 12.22 A.25, the Applicant requests approval of on-menu density bonus incentives in the form of:

- a. Per LAMC 12.22 A.25(f)(5) – Height (Exceed the 45 foot height restriction in the R3-1 zone and exceed Transitional Height requirements in the C2-1 Zone).
- b. Per LAMC 12.22 A.25(f)(8) – Averaging of Floor Area Ration, Density, Parking or Open Space and permitting Vehicular Access. Parking access located in a more restrictive zone.

## 4.0 ENVIRONMENTAL ANALYSIS

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### INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The thresholds of significance are based on the Los Angeles (LA) *CEQA Thresholds Guide*.



## 4.1 AESTHETICS

### Impact Analysis

#### **a. *Would the project have a substantial adverse effect on a scenic vista?***

**No Impact.** A significant impact may occur if the Proposed Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

The Project Site is located within East Los Angeles, approximately 0.5 miles north of the Pomona Freeway, and approximately 1.4 miles east of the Golden State Freeway. When looking north from the Pomona Freeway, the view is generally defined by single-family residential buildings. Looking east from the Golden State Freeway, the view is generally defined by single- and multifamily residential buildings, in addition to commercial structures.

The Boyle Heights Community Plan does not identify any scenic vistas. As shown in **Figure 2.0-3** through **Figure 2.0-6**, the southern two-thirds of the Project Site is currently vacant and contains minimal vegetation. A 12,800-square-foot traction power station for the Metro Gold Line is located on the northern third of the Project Site, and is divided from the vacant portion of the site by a sloping brick wall. The Project Site slopes down from E. 1st Street towards the north to the Gold Line Power Station, which is surrounded by a masonry wall topped with metal fence. Due to the relatively level topography and extent of development within the immediate area, there are no scenic views or vantage points that afford scenic views. The Project Site is not located within or along a designated scenic corridor, and no scenic views exist from the site or any adjacent or nearby locations. Since there are no identified scenic vistas in the vicinity of the Project Site, no impacts to scenic vistas would occur.

**Mitigation Measures:** No mitigation measures are required.

#### **b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**No Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur if scenic resources would be damaged and/or removed by development of a project. The southern two-thirds of the Project Site are currently vacant; the northern third of the site contains a traction power station for the Metro Gold Line. The Project Site is not located within or along a designated scenic highway. The nearest designated State scenic highway is State Route 2, which runs from 2.7 miles north of SR-210 in

La Canada to the San Bernardino County line.<sup>5</sup> However, at its nearest point, State Route 2 is located approximately 12 miles north of the Project Site. There is minimal vegetation on the Project Site, and there are no natural scenic resources, such as native California trees or unique geologic features, on the Project Site. There are no existing structures on the Project Site. Therefore, no scenic resources, including trees, rock outcroppings, and historic structures, would be impacted by the Proposed Project.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**c. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?***

**Less than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the Proposed Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

**Building Heights and Massing**

Within the Boyle Heights community there are commercial, retail, office, restaurant, parking, and residential land uses of various heights. Surface parking lots are located on generally flat areas of land immediately adjacent to the north and northeast of the Project Site. On the other side of these lots, existing buildings to the north and northeast are 1 to 2 stories in height. To the east, residential and commercial structures are also 1 to 3 stories in height. To the south, the Metro Gold Line runs along the middle of E. 1st Street. Across E. 1st Street on the corner of E. 1st Street and N. Lorena Street is a 1-story restaurant building. The crosswalk paving at this intersection is enhanced with red concrete squares. Heading east along E. 1st Street, single-family residences set back slightly from the road and on raised elevations. The land also slopes up moving east along E. 1st Street. Across N. Lorena Street to the west is a cemetery and memorial park. An existing wall runs along N. Lorena Street bordering the cemetery. Although the Project Building would be slightly taller than the existing structures within the immediate vicinity of the Project Site, the height and massing of the Project Building would not be incompatible with surrounding uses. The Project would only be 1 to 2 stories taller than the commercial building adjacent to the east and within the allowable height limit designated for the Project site.

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5 California Department of Transportation, "Officially Designated State Scenic Highways" <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm> (October 2013).

Impacts would be less than significant.

### **Views**

The southern portion of the vacant two-thirds of the Project Site on E. 1st Street located within C2-1 zoning is not subject to any height standard, but is subject to a maximum FAR limitation of 1.5:1. The height limit for the northern portion of the site zoned R3-1 is 45 feet, with a maximum FAR of 3:1. The section of the Project located on the northern portion of the vacant area within the C2-1 zone would be 70 feet in height above grade, and the portion within the R3-1 zone would be 51 feet above grade. The Applicant is requesting approval of a Density Bonus incentives pursuant to LAMC Section 12.22.A.25(e) to permit an additional 11 feet in height, for a maximum building height of 56 feet for the portion of the proposed project within R3-1 zoning. With approval of this density bonus request, the height of the proposed building would be within allowable height limitations for LAMC zoning C2-1 and R3-1.

Although it would alter the existing visual character of the Project Site by replacing vacant lot space with a mixed-use building, the Proposed Project would not degrade the existing visual character of the Project Site and surrounding area. Of the 7,500 square feet of open space proposed for the Project, 1,875 square feet would be landscaped. Substantial setbacks would be provided on E. 1st Street and N. Lorena Street that provide landscaped areas, including a designated "pedestrian plaza" on the corner of E. 1st Street and N. Lorena Street. The building frontage along N. Lorena Street would be landscaped with a variety of plants and street trees. Finally, the building is set at an angle along E. 1st Street to make space for a landscaped outdoor area along the Project Site boundary.

Since development of the Project Site would replace a vacant lot with a 4- to 5-story mixed-use building designed to provide approximately 1,875 square feet of landscaped area, including along the frontages of E. 1st Street and N. Lorena Street, the Proposed Project would alter the existing visual character of the site in a positive manner. The visual quality of the site and surrounding area would be enhanced through the provision of attractive landscaping and public open space.

Impacts would be less than significant.

### **Vandalism**

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall adjacent to public right-of-way. However, every building, structure or portion thereof, would be maintained in a safe and sanitary condition and good repair, and free from debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to *Municipal Code* Section 91.8104. As well as, maintaining that the exterior of all buildings and fences would be free

from graffiti when such graffiti is visible from a street or alley, pursuant to *Municipal Code*, Section 91.9104.15. Impacts would be less than significant.

### Shade and Shadow

Shade and shadow impacts may result if direct sunlight to the proposed buildings affects adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses have some reasonable expectations for direct sunlight and warmth from the sun. Per the *L.A. CEQA Thresholds Guide*, "facilities and operations sensitive to the effects of shading include routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors." These land uses are termed "shadow-sensitive" because sunlight is important to function, physical comfort of commerce. Based on the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if the Proposed Project's structures cast shadows for more than 3 hours each day between the hours of 9:00 AM and 3:00 PM during winter months, or for more than 4 hours each day between the hours of 9:00 AM and 5:00 PM during the summer months.

No shade sensitive uses are located adjacent to the site. The site is bordered by N. Lorena Street to the east, E. 1st Street to the south, a commercial building on the west and the Gold Line Motor Traction Station and a parking lot to the north. The Proposed Project's summer and winter solstice shadows at 4:00 PM and 3:00 PM respectively are illustrated in **Figure 4.1-1, Summer and Winter Solstice Shadows**. These two times were chosen as representative of peak shade and shadow cast by a 4- to 5-story building throughout the year. These models provide a conservative worst-case scenario for the amount of shadow cast across surrounding uses at any one time.

**North:** A surface parking lot is located to the north of the Project Site. The proposed building on the Project Site would shade a small portion of the parking lot during the winter months at approximately 3:00 PM. During the summer months, the buildings on the Project Site would not shade this parking lot. While a small portion of the parking lot would be shaded during the winter months, it is a usable outdoor area, and the Proposed Project would have no impact for this reason.

**South:** To the south of the Project Site, across E. 1st Street, is a single-story restaurant and surface parking lot. However, the proposed Project's shadow would not extend across E. 1st Street during either the winter or summer months. Therefore, there would be no impact.

**West:** The Evergreen Memorial Park and Crematory is located to the West of the Project Site across N. Lorena Street. The proposed building on the Project Site would not extend its shadow across N. Lorena Avenue during either the winter or the summer months. There would be no impact.

**East:** Located east of the Project Site is a 2-story commercial/retail market building. During the summer months at approximately 4:00 PM, the side of the commercial building adjacent to the Project Site would be partially shaded. During the winter months, the Project building would shade the surface parking lot associated with the commercial building (El Mercado de Los Angeles) at approximately 3:00 PM. Although there is outdoor second-story balcony space on the west side of this building facing the Project Site, this balcony is not routinely used.<sup>6</sup> El Mercado is considered to be an “indoor shopping and meeting place.”<sup>7</sup>

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

**Less than Significant Impact.** A significant impact may occur if the Proposed Project introduces new sources of light or glare on or from the Project Site that would be incompatible with the areas surrounding the Project Site, or that pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Proposed Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of Proposed Project sources; and (b) the extent to which Proposed Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

### Light

Night lighting for the Proposed Project would be provided to illuminate the building entrances and common open space areas, largely to provide adequate night visibility for residents and visitors and to provide a measure of security. Street lighting around the perimeter of the Project Site currently exists. The Project Site would include nighttime lighting along the building frontages on N. Lorena Street and E. 1st Street. Lighting would also be placed at the building pedestrian entrances and the vehicle driveways. In addition to the exterior ground-level nighttime security lighting, interior lighting associated with the Proposed Project would provide an additional source of nighttime illumination. Due to its close proximity with residential buildings, the Proposed Project would utilize outdoor lighting designed and installed with shielding to reduce light-sourced impacts surrounding the Project Site, such as adjacent residential properties or the public right-of-way.

<sup>6</sup> Based on Site observations.

<sup>7</sup> El Mercado de Los Angeles. <http://www.elmercadodelosangeles.com/index-en.php>.

Impacts would be less than significant.

### **Glare**

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The proposed architectural materials for the Project would include a mix of aluminum composite panels, fiber cement boards, wood slat screens and railings, exterior plaster, and low-emissivity glass. Landscaping in the form of parkway and street trees would be provided along E. 1st Street and N. Lorena Street that would buffer and partially screen the building from public view. Highly polished materials or highly reflective metal material and glass that could reflect light and create glare are not proposed. The Proposed Project would not introduce any new sources of glare that are incompatible with the surrounding areas. Additionally, the architectural materials to be used for the exterior would be limited to materials that do not cause excessive glare and reflected heat.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## Cumulative Impacts

**Less than Significant Impact.** Development of the Proposed Project in conjunction with the four related projects identified in **Table 3.0-2, Related Projects**, would result in an intensification of existing prevailing land uses in an already heavily urbanized area of East Los Angeles. However, as shown in **Figure 3.0-3, Related Projects Location Map**, none of the related projects are within the viewshed of the Proposed Project; therefore, none of these projects are located close enough to the Project Site to contribute to a cumulative change in aesthetic character. Development of related projects is expected to occur in accordance with adopted plans and regulations. With respect to the overall visual quality of the surrounding neighborhood, each of the related projects would be required to meet lighting requirements and submit a landscape plan and signage plan (if proposed) to the Los Angeles Department of City Planning for review and approval prior to the issuance of grading permits.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

### Impact Analysis

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

**No Impact.** As shown on Figure 2.0-2, Aerial Photograph of the Project Site, the Project Site encompasses a vacant lot and a traction power station for the Metro Gold Line, and is surrounded by commercial/retail structures and surface parking lots.

The Project Site is located within a developed and urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or near the Project Site. According to the California Department of Conservation "Los Angeles County Important Farmland 2010" map, the Project Site is designated as "urban and built-up land."<sup>8</sup> No portion of the Project Site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

**No Impact.** The Project Site is located within the jurisdiction of the City of Los Angeles and is subject to the applicable land use and zoning requirements of the LAMC. The Project Site is split between C2-1 and R3-1 zoning and has a land use designation of Community Commercial in the Boyle Heights Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. No Williamson Act contracts are in effect for the Project Site.<sup>9</sup>

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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8 California Department of Conservation, Division of Land Resource Protection, *Los Angeles County Important Farmland 2010*, map, Sheet 2 of 3 (January 2012). <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf>.

9 California Department of Conservation, Division of Land Resource Protection, "The Land Conservation (Williamson) Act" (2013), <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>.



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

**No Impact.** The Project Site is split between C2-1 and R3-1 zoning, and has a land use designation of Community Commercial in the *Boyle Heights Community Plan*. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- d. ***Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

**No Impact.** The Project Site is occupied by a surface lot and a traction power station for the Metro Gold Line. No forested lands or natural vegetation exists on or near the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- e. ***Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?***

**No Impact.** Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## Cumulative Impacts

**No Impact.** Development of the Proposed Project in combination with the four related projects would not result in the conversion of State-designated agricultural land from agricultural use to a nonagricultural use, nor result in the loss of forestland or conversion of forestland to nonforest use. The

most recent Important Farmland Map maintained by the Division of Land Resource Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.<sup>10</sup> The Project Site is located in an urbanized area in the City and does not include any State-designated agricultural lands or forest uses.<sup>11</sup>

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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10 California Department of Conservation, Division of Land Resource Protection (January 2012).

11 State of California Department of Conservation, Division of Land Resource Protection, "Farmland Mapping and Monitoring Program" (2013), <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>.

### 4.3. AIR QUALITY

#### Impact Analysis

**a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?***

**Less than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact could occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on December 7, 2012. Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. As discussed in **Section 4.13, Population and Housing**, the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is also consistent with the smart growth policies of the RCP and Compass Vision Strategies to increase housing density within close proximity to transit stations. The Project Site is located 0.25 miles from the Indiana Metro Gold Line Station and is well served by several Metro bus lines providing transit opportunities for residents and guests of the Proposed Project. As discussed in the Traffic Study (see **Appendix E**), the close proximity of the Proposed Project to neighborhood-serving commercial/retail land uses and regional transit along E. 1st Street would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, the Proposed Project would not conflict with or obstruct implementation of the 2012 AQMP.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**b. *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

**Less than Significant.** Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The Proposed Project would contribute to regional and localized air pollutant emissions during

construction and Project operation. These emissions have the potential to exceed SCAQMD emissions thresholds.

### **Construction Emissions**

The proposed development on the Project Site includes the construction of a new 4- to 5-story residential mixed-use building. Construction of the Project will occur over approximately 16 months. Construction would include two main phases: (1) grading/excavation/site preparation; and (2) building construction/site improvements. The building construction/site improvements phase includes the construction of the proposed building, utility connections, and landscape and hardscape areas.

These construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities during the grading/excavation/site preparation phase would primarily generate particle pollution. Particles less than 10 micrometers in diameter (PM10) and particles less than 2.5 micrometers in diameter (PM2.5) would be the primary sources of particle pollution. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project Site) would primarily generate nitrogen oxide (NOx) emissions. The application of architectural coatings, such as paint, during the building construction phase would primarily result in the release of volatile organic compound (VOC) emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The analysis of daily construction emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. **Table 4.3-1, Maximum Construction Emissions**, identifies the daily emissions estimated to occur on peak construction days for each construction phase. Equipment is assumed to be typical for a Type III residential building with underground parking and would include excavators, dozers, loaders, paving equipment, etc. These calculations assume legal compliance and that code-required dust control measures would be implemented as part of the Proposed Project during each phase of development. Control requirements for SCAQMD Rule 403 include, but are not limited to: applying water in sufficient quantities (at least three times per day) to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

**Table 4.3-1**  
**Maximum Construction Emissions**  
**(pounds/day)**

Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum	44.31	19.72	27.63	0.05	2.19	1.41
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

Notes: Refer to Air Quality Modeling in **Appendix A**. Construction assumptions (equipment, schedule, etc. based on information found in **Section 3.0, Project Description**.

Includes implementation of fugitive dust control measures required by SCAQMD under Rules 403 and 403.1. CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxides; PM<sub>10</sub> = particulate matter less than 10 microns; PM<sub>2.5</sub> = particulate matter less than 2.5 microns; VOC = volatile organic compound; SO<sub>x</sub> = sulfur oxides.

As shown in **Table 4.3-1**, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significant threshold for criteria pollutants during the construction phases. Therefore, construction emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). Additionally, during Project construction, all unpaved construction areas would be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting would reduce fugitive dust by as much as 55 percent. The construction area would also be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. All clearing, earth moving, or excavation activities would be discontinued during period of high winds (i.e., greater than 15 mph), to prevent excessive amounts of dust. All dirt/soil materials transported off site would be either sufficiently watered or securely covered to prevent excessive amount of dust. Trucks having no current hauling activity shall not idle but be turned off.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Operational Emissions**

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities after the Project is built and occupied. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod as recommended by the SCAQMD. The results of these calculations are presented in **Table 4.3-2, Maximum Operational Emissions**.

**Table 4.3-2  
Maximum Operational Emissions  
(pounds/day)**

Source	VOC	NOx	CO	SOx	PM10	PM 2.5
Maximum	4.87	6.24	29.65	0.05	3.51	1.02
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	No	No	No	No	No	No

*Notes: Refer to Air Quality Modeling in Appendix A. CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SOx = sulfur oxides. Construction assumptions (equipment, schedule, etc. based on information found in Section 3.0, Project Description.*

As shown in **Table 4.3-2**, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, operational emissions would also not contribute a considerable increase in emissions of the pollutants for which the Basin is currently in nonattainment (NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- c. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?***

**Less than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the project would add a considerable cumulative contribution to federal or State nonattainment pollutants. As the Basin is currently in State nonattainment for ozone, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, related projects plus the Project could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Proposed Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed before, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. The Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d. *Would the project expose sensitive receptors to substantial pollutant concentrations?***

**Less than Significant Impact.** Project construction activities and operations, as described above, may increase air emissions above current levels. Also, concentrations of pollutants may have the potential to impact nearby sensitive receptors. Sensitive receptors are defined as schools, residences, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions who would be adversely impacted by changes in air quality. The nearest sensitive receptors to the Project Site are the single-family residences located approximately 150 feet to the southeast across E. 1st Street.

The SCAQMD has developed localized significance thresholds (LSTs), based on the amount of pounds of emissions per day a project can generate, that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,<sup>12</sup> apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA). For PM<sub>10</sub>, the LSTs were derived based on requirements in SCAQMD Rule 403 and Rule 403.1—Fugitive Dust. For PM<sub>2.5</sub>, LSTs were derived based on a general ratio of PM<sub>2.5</sub> to PM<sub>10</sub> for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 11, which includes East Los Angeles. The nearest sensitive receptors

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<sup>12</sup> South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, June 2003, Revised October 21, 2009.

that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project are residential uses to the southeast of the Project Site. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 100 feet have been used to address the potential localized air quality impacts associated with the construction-related NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions for each construction phase.

### Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in **Table 4.3-3, Localized Significance Threshold (LST) Worst-Case Emissions**, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a 1.27-acre site in SRA 11. The closest distance used to determine the mass-rate emissions from the screening tables is 25 meters (81 feet). The allowable mass-rate emissions were linearly interpolated for a 1.27-acre site using the specified thresholds for 1- and 2-acre sites. Localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

**Table 4.3-3  
Localized Significance Threshold (LST) Worst-Case Emissions  
(pounds/day)**

Source	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction</b>				
Total mitigated maximum emissions	8.92	10.17	0.63	0.55
LST threshold	121.92	2,430.78	36.83	11.43
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Operational</b>				
Area/Energy emissions	0.14	4.15	0.03	0.03
LST threshold	121.92	2,430.78	16.51	3.81
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*Note: CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxide; PM<sub>10</sub> = particulate matter less than 10 microns; PM<sub>2.5</sub> = particulate matter less than 2.5 microns.*

It should be noted that LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling along the roadways. With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below LOS C, and for any intersection operating at LOS D or worse where the project would increase the V/C ratio by



two percent or more. A review of the *Traffic Memorandum for the 1st and Lorena Mixed-Use Project (Traffic Study)* indicates that the Project is forecast to result in incremental, but not significant, traffic impacts to the operation of nearby intersections in the AM and PM peak hours. The addition of Project traffic would not cause an increase in V/C ratios at any of the three intersections reviewed (Lorena Street / Cesar Chavez Avenue-Brooklyn Place; Lorena Street / 1st Street; and Indiana Street / 1st Street), nor would the addition of Project traffic cause the level of service to change at any study intersection. As stated in **Section 4.16, Transportation and Traffic**, impacts with respect to LOS and V/C are less than significant.

Because the Proposed Project would not worsen the LOS of any intersection below C, nor increase the V/C ratio by two percent or more for an intersection rated D or worse, the Project would not have the potential to cause or contribute to an exceedance of the California 1-hour or 8-hour CO standards of 20 parts per million (ppm) or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard at any local intersection. Impacts with respect to localized CO concentrations would be less than significant.

#### **Toxic Air Contaminants (TAC)**

As the Proposed Project consists of a mixed-use development containing apartments and commercial uses, the Proposed Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or noncarcinogenic TACs, and no toxic airborne emissions would typically result from Project implementation. Although the Project is located adjacent to the Metro Gold Line, Metro operation would not generate significant quantities of pollutants that would affect the Project. Since public transportation generally decreases the number of vehicle miles of travel (VMT), operation of the Gold Line improves air quality within the transportation corridor compared to areas without a major public transportation line.

Construction activities associated with the Proposed Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal levels that protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of TACs would be less than significant.

#### ***e. Create objectionable odors affecting a substantial number of people?***

**Less than Significant Impact.** A significant impact would occur if objectionable odors are generated that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as in sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are

anticipated. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant.

During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, and the application of architectural coatings such as paint and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** Development of the Proposed Project in conjunction with the four related projects in the Project vicinity would result in an increase in construction and operational emissions in an already urbanized area of the City of Los Angeles. According to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for pollutants for which the Basin is in nonattainment. As discussed previously, because the construction-related and operational daily emissions associated with the Proposed Project would not exceed the SCAQMD's recommended thresholds, emissions associated with the Proposed Project would not be cumulatively considerable. In addition, as shown on **Figure 3.0-3**, none of the related projects are near enough to the Proposed Project to contribute to a cumulatively considerable air quality effect.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.4 BIOLOGICAL RESOURCES

### Impact Analysis

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

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

The northern third of the Project Site currently contains a traction power station for the Metro Gold Line; the southern two-thirds of the Project Site are vacant. The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or US Fish and Wildlife Service (USFWS). No trees would be removed, trimmed, or otherwise disturbed during construction.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation is required.

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

**No Impact.** As previously indicated, the northern third of the Project Site currently contains a traction power station for the Metro Gold Line; the southern two-thirds of the Project Site are vacant. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- c. ***Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**No Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The northern third of the Project Site contains the traction power station for the Metro Gold Line. The vacant two-thirds of the Project Site consist of graded earth. Neither portion of the Project Site contains any wetlands or natural drainage channels. The Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- d. ***Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**No Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Proposed Project vicinity. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- e. ***Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related, significant adverse effect could occur if a project were to cause an impact that is

inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance.<sup>13</sup> As stated before, there are no trees within the vacant lot, and there is only one street tree bordering the site within the public right-of-way on N. Lorena Street that may be removed, trimmed, or otherwise disturbed during construction. This street tree is not one of the protected tree species (i.e., Valley Oak, California Live Oak, Southern California Black Walnut, Western Sycamore, or California Bay). The removal and placement of trees is subject to the review and approval of the Board of Public Works, Urban Forestry Division.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

**No Impact.** A significant impact would occur if the Proposed Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** The Proposed Project would have a less than significant impact upon biological resources with mitigation. Development of the Proposed Project in combination with the four related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special-status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS. No such habitat occurs near the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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13 City of Los Angeles Department of City Planning, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21

## 4.5 CULTURAL RESOURCES

### Impact Analysis

**a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?***

**No Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Proposed Project would disturb historic resources that presently exist within the Proposed Project Site. The northern third of the Project Site currently contains a traction power station for the Metro Gold Line; the southern two-thirds of the Project Site are vacant. The existing brick wall separating the northern third and the southern two-thirds of the Project Site would remain, protecting the structures housing mechanical and electrical equipment that would remain on-site.

Since the majority of the Project Site is vacant, and the structures housing mechanical equipment would not be demolished, there are no buildings to evaluate for eligibility to the National Register of Historic Places or the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Landmark. There is no concentration of historic buildings in the vicinity of the Proposed Project.<sup>14</sup> No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

**Less than Significant.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources presently exist within the Project Site. According to the “Summary of Impacts on Archaeological Properties” listed in the *Los Angeles Eastside Corridor Final EIS/EIR*, the Project Site and immediately surrounding areas do not contain any known archaeological resources.<sup>15</sup> Based on historical imagery, construction activity previously disturbed the Project Site from 2005 to 2009. The traction power station was constructed in 2009. It is anticipated that the Proposed Project would involve excavations up to approximately 25 feet in vertical height for construction of the subterranean parking on the northern portion of the site. The excavations are expected to expose fill and native soils. Thus,

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<sup>14</sup> City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010).

<sup>15</sup> City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010). Table 4.15-2.

the potential exists for the discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, no further evaluation of this issue is warranted at this time.

However, as a precautionary measure, the Department of City Planning recommends that if any archaeological materials are encountered during the course of Project development, all further development activity would halt and the services of an archaeologist would be secured. The archaeologist would assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The report would contain recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource and the Project Applicant would comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report. Project development may resume once copies of the archaeological survey, study, or report are submitted to the South Central Coastal Information Center (SCCIC). The archaeologist's survey, study, or report would be submitted prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit. If an archaeologist is needed the Applicant would contact the South Central Coastal Information Center (SCCIC) located at California State University (CSU) Fullerton, or a member of the Society of Professional Archaeologists (SOPA), or a SOPA-qualified archaeologist. Copies of the archaeological survey, study, or report would be submitted to the SCCIC Department of Anthropology.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. As previously mentioned, construction activity disturbed the Project Site from 2005 to 2009, and the traction power station was constructed in 2009. No previously recorded fossil site or other

paleontological resources have been documented in the vicinity of the Project.<sup>16</sup> However, there is a possibility that paleontological resources exist at subsurface levels and may be uncovered during excavation of the proposed basement levels and foundation elements.

As a precautionary measure, the Department of City Planning recommends that if any archaeological materials are encountered during the course of Project development, all further development activity would halt and the services of a paleontologist would be secured. The paleontologist would assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The report would contain recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource and the Project Applicant would comply with the recommendations of the evaluating paleontologist as contained in the survey, study, or report. Project development may resume once copies of the report are submitted to the Los Angeles County Natural History Museum.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***d. Would the project disturb any human remains, including those interred outside of formal cemeteries?***

**Less than Significant.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a Project-related, significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains. As detailed in a list of archaeological resources within the Project area, no known human burials have been identified on or in the vicinity of the Project Site.<sup>17</sup> However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur.

In the event that human remains are discovered during excavation activities, the following procedure would be observed; excavations would immediately stop and the County Coroner would be contacted. The Coroner has 2 working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. The Native American Heritage Commission would immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely

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<sup>16</sup> City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010). 4.15-10.

<sup>17</sup> City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010). Table 4.15-2.



descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the descendent does not make recommendations within 48 hours the owner would reinter the remains in an area of the property secure from further disturbance, or; if the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** Implementation of the Proposed Project, in combination with the other four related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site specific and are assessed on a site-by-site basis. Since there are no buildings slated for demolition at the Project Site, there are no structures to evaluate for eligibility to the National Register of Historic Places or the California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Landmark or Historic-Cultural Monument. The analysis concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. It is expected that related projects would also incorporate mitigation measures recommended by the City of Los Angeles, should they encounter cultural resources. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.6 GEOLOGY AND SOILS

### Impact Analysis

**a. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act.<sup>18</sup>

The Project Site is located within the Los Angeles Basin and Peninsular Ranges Geomorphic Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges and sediment-floored valleys. The dominant geologic structure features are northwest-trending fault zones that either die out to the northwest or terminate at east–west trending reverse faults that form the southern margin of the Transverse Ranges.

The Project Site is near the Elysian Park Thrust, which is located approximately 1.53 miles from the Project Site.<sup>19</sup> This thrust fault is a concealed, deep thrust fault that, in part, expresses itself at the surface as the Elysian Park Hills and the Repetto Hills and results in active folding along the trace of the Coyote Pass Escarpment. The seismic risks of this buried fault in terms of recurrence and maximum potential magnitude is not well established, and potential for surface rupture on the surface-verging splays at magnitudes higher than 6.0 cannot be precluded. Significant faults near the Project Site include the Whittier Fault, Coyote Pass Fault, and MacArthur Park Fault.<sup>20</sup>

However, the Project Site is not located within an Alquist-Priolo (AP) Earthquake Zone. The potential risk for surface ground rupture at the subject site is considered low.

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18 State of California, Department of Conservation, Division of Mines and Geology, Fault Zone Map (January 1977). [http://gmw.consrv.ca.gov/shmp/download/quad/LOS\\_ANGELES/maps/LOSANGELES.PDF](http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/LOSANGELES.PDF).

19 ZIMAS (2014).

20 City of Los Angeles Metro, *Los Angeles Eastside Corridor Final SEIS/EIR* (2010).

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**ii. Strong seismic ground shaking?**

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily upon the earthquake magnitude, the distance from the source, and the site-response characteristics. As previously discussed, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting. As previously mentioned, the Project Site is located approximately 1.53 miles from the Elysian Fold and Thrust Belt. This major buried thrust does not present a surface rupture hazard.<sup>21</sup>

Seismically induced settlement is often caused when loose- to medium-density granular soils are compacted during ground shaking. Alluvial materials in this area are generally dense, firm, moist, and predominantly fine grained. Some seismically induced settlement of the proposed structure should be expected as a result of strong ground shaking. However, due to the relatively dense and uniform nature of the underlying alluvial soils, which ranges from coarse sand to clay,<sup>22</sup> excessive differential settlements are not expected to occur. The Proposed Project is designed to the provisions of the most current California Building Code (CBC) and is intended to minimize the potential effects of ground shaking and would conform to the Los Angeles Building Code seismic standards as approved by the Department of Building and Safety.

Impacts would less than significant.

**Mitigation Measures:** No mitigation measures are required.

**iii. Seismic-related ground failure, including liquefaction?**

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is the loss

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<sup>21</sup> City of Los Angeles Metro, *Los Angeles Eastside Corridor Final SEIS/EIR (2010)*. 4.9-1.

<sup>22</sup> City of Los Angeles Metro, *Los Angeles Eastside Corridor Final SEIS/EIR (2010)*. 4.11-2.

of soil strength or stiffness due to buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low-density), saturated, fine- to medium-grained, cohesionless soils. The State of California's "Seismic Hazards Zone Maps, Los Angeles Quadrangle" indicates that the majority of the subject site is not located within an area designed as "Liquefiable."<sup>23</sup>

Groundwater levels east of Lorena Street have been historically greater than 50 feet beneath the existing ground surface (bgs). Groundwater levels measured at E. 1st Street and N. Lorena Street indicate that groundwater levels are expected to range from 62.5 to 82 feet bgs. Potentially perched groundwater conditions may be locally present.<sup>24</sup>

Following the *Recommended Procedures for Implementation of California Division of Mines and Geology (CDMG) Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California*,<sup>25</sup> liquefaction analysis is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Based on the previously mentioned information, the soils underlying the site would not be prone to liquefaction.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

#### iv. Landslides?

**No Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. Due to the lack of slopes on the site and surrounding areas, the probability of seismically induced landslides is expected to be minimal. Also,

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23 Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone Report for the Los Angeles Quadrangle, Los Angeles, California, Seismic Hazard Zone Report* (1999)  
[http://gmw.consrv.ca.gov/shmp/download/quad/LOS\\_ANGELES/maps/ozn\\_la.pdf](http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/ozn_la.pdf).

24 City of Los Angeles Metro, *Los Angeles Eastside Corridor Final SEIS/EIR* (2010).

25 Martin and Lew, *Recommended Procedures* (2002).

based on the State of California's "Seismic Hazard Zone Maps, Los Angeles Quadrangle,"<sup>26</sup> the Project Site is not in a designated earthquake-induced landslide hazard zone.

Impacts would not occur.

**Mitigation Measures:** No mitigation measures are required.

**b. Would the project result in substantial soil erosion or the loss of topsoil?**

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impacts if it would (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site.

Site preparation and construction activities have the potential to result soil erosion; however, stringent erosion controls imposed by the City of Los Angeles would reduce erosion through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. Excavation of the proposed basement is anticipated to remove the existing fill materials and expose the underlying native soils. Any existing fill soils not removed during the basement excavation or present at the proposed subgrade shall be removed and compacted for slab support, thus decreasing the potential for soil erosion.

Nevertheless, grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS), which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills.

The grading plan would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes, but is not limited

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26 Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone Report for the Los Angeles Quadrangle, Los Angeles, California, Seismic Hazard Zone Report (1999)*  
[http://gmw.consrv.ca.gov/shmp/download/quad/LOS\\_ANGELES/maps/ozn\\_la.pdf](http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/ozn_la.pdf).

to, the following measures: A deputy grading inspector would be on site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector would report weekly to LADBS; however, they would immediately notify LADBS if any conditions are violated. "Silt fencing" supported by hay bales and/or sand bags would be installed based on the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through any chain-link fencing potentially resulting in silt washing off site and creating mud accumulation impacts. "Orange fencing" would not be permitted as a protective barrier from the secondary impacts normally associated with grading activities. Movement and removal of approved fencing would not occur without prior approval by LADBS.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- c. ***Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the Proposed Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

Some seismically induced settlement should be expected as a result of strong ground shaking. However, the relatively dense and uniform nature of the underlying alluvial soils would not cause excessive differential settlements. Also, construction of the Proposed Project would comply with the City of Los Angeles Uniform Building Code (Building Code) to minimize the potential effects of ground shaking, as stated above, would be in place.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the Proposed Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

The on-site geologic materials are in the low-expansion range. Fill materials underlying the Project Site vary from coarse sand and gravel to silty clay and gravel of clay. Groundwater was encountered during exploration at a depth of between 62.5 and 82 feet bgs.<sup>27</sup> Based on the State of California's "Seismic Hazards Zone Maps, Los Angeles Quadrangle," the Project Site is not located in an area subject to liquefaction. This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Construction of the Proposed Project would be required to comply with the City of Los Angeles Uniform Building Code, which includes building foundation requirements appropriate to site-specific conditions.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

**No Impact.** The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed.

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<sup>27</sup> City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010).

Impacts would not occur.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** Geotechnical hazards are site specific and there is little, if any, cumulative geological relationship between the Proposed Project and any of the four related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Through the implementation of the mitigation measures recommended previously, Proposed Project impacts would be reduced to less than significant levels, and related projects would implement their own site-specific mitigation measures.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.



## 4.7 GREENHOUSE GAS EMISSIONS

### Impact Analysis

**a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**Less than Significant Impact.** A significant impact would occur if the project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The City of Los Angeles has not adopted specific Citywide significance thresholds for greenhouse gas (GHG) impacts. GHG emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature.

The principal GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). CO<sub>2</sub> is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO<sub>2</sub> equivalents (CO<sub>2</sub>e).

In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 focuses on reducing GHG emissions in California, and requires the CARB, the State agency charged with regulating Statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to Statewide levels in 1990 by 2020.

As a central requirement of AB 32, the CARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan, which was developed by CARB in coordination with the Cap-and-Trade program, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. As required by AB 32, CARB must update its Scoping Plan every 5 years to ensure that California remains on the path toward a low carbon future.

CARB updated the Scoping Plan in May 2014 through a Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED or 2014 Scoping Plan). CARB's updated projected "business as usual" (BAU) emissions in the 2014 Scoping Plan are based on current economic forecasts (i.e., as

influenced by the economic downturn) and certain GHG reduction measures already in place. The BAU projection for 2020 GHG emissions in California was originally estimated to be 596 metric tons CO<sub>2</sub> equivalent (MMTCO<sub>2</sub>e). The updated calculation of the 2014 Scoping Plan's estimates for projected emissions in 2020 totals 509 MMTCO<sub>2</sub>e. Considering the updated BAU estimate of 509 MMTCO<sub>2</sub>e by 2020, CARB estimates that the State would have to reduce GHG emissions by 21.6 percent from BAU without Pavley regulations which reduce GHG emissions in new passenger vehicles and the 33 percent renewable portfolio standard (RBS); or 15.7 percent from the adjusted baseline (i.e., with Pavley regulations and 33 percent RBS) in order to return to 1990 emission levels (i.e., 427 MMTCO<sub>2</sub>e) by 2020, instead of the 28.35 percent BAU reduction previously reported under the Scoping Plan.<sup>28</sup>

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities.

There are no federal, State, or local adopted thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the *CEQA Guidelines* Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a residential project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the *CEQA Guidelines*. As required in Section 15604.4 of the *CEQA Guidelines*, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Project; (2) a qualitative analysis or performance-based standards; (3) a quantification of the extent to which the Project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the Project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In addition, as a central component of the CEQA Guidelines, there is substantial evidence to support that compliance with the LA Green Building Code is qualitatively consistent with Statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan and 2014 Updated Scoping Plan. Among the many GHG reduction measures outlined later in this section, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards updated by the California Energy

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<sup>28</sup> *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED)*, Attachment D, page 11, CARB, May 2014.

Commission in 2013, and meet 50 percent construction waste recycling levels. The Scoping Plan and 2014 Scoping Plan encourages communities to adopt building codes that go beyond the State code. Accordingly, a new development Project that can demonstrate it complies with the LA Green Building Code is considered consistent with Statewide GHG-reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

To reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power (LADWP) to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizen to use less energy. Based on the 2012 US Department of Energy Annual Survey, the City's emission reduction programs reduced almost 97,000 tons of greenhouse gas emissions.<sup>29</sup>

### Construction

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as project-generated. As explained by the California Air Pollution Control Officer's Association (CAPCOA) in its 2008 white paper,<sup>30</sup> the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts.<sup>31</sup> Therefore, the construction analysis does not consider such GHG emissions.

All GHG emissions are reported on an annual basis. Emissions of GHGs were calculated using CalEEMod for each year of construction of the Proposed Project, and the results of this analysis are presented in **Table 4.7-1, Proposed Project Construction-Related Greenhouse Gas Emissions**. As shown in **Table 4.7-1**, the greatest annual increase in GHG emissions from construction activities would be 245.40 metric tons in 2015.

<sup>29</sup> City of Los Angeles, EnvironmentLA, Department Homepage, <http://environmentla.org/index2.htm> (2014).

<sup>30</sup> CAPOCA, "CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act," 2008, <http://www.energy.ca.gov/2008publications/CAPCOA-1000-2008-010/CAPCOA-1000-2008-010.PDF>.

<sup>31</sup> CEQA Guidelines, "Speculation," Section 15145.

**Table 4.7-1**  
**Proposed Project Construction-Related Greenhouse Gas Emissions**

Year	CO <sub>2</sub> e Emissions (Metric Tons per Year) <sup>a</sup>
2015	245.40
2016	35.47
<b>Total Construction GHG Emissions<sup>b</sup></b>	<b>280.87</b>

Source: CALEEMOD (2014).

<sup>a</sup> Construction CO<sub>2</sub> values were derived using CalEEMod Version 2013.2.2. Calculation data and results are provided in **Appendix A** of this Initial Study.

<sup>b</sup> N<sub>2</sub>O emissions account for 0.04 MTCO<sub>2</sub>e

Construction assumptions based on information found in **Section 3.0, Project Description**.

## Operation

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, hearth combustion, and generation of solid waste and wastewater, were calculated assuming code compliance with the LA Green Building Code. Emissions of operational GHGs are shown in **Table 4.7-2, Proposed Project Operational Greenhouse Gas Emissions**. The Project is required to comply with the L.A. Green Building Code. As shown, the net increase in GHG emissions generated by the Proposed Project with the GHG Reduction measures required by the LA Green Building Code would be 963.33 MTCO<sub>2</sub>e per year. The net increase in GHG emissions generated by the Proposed Project without GHG Reduction Measures would be 1,128.48 MTCO<sub>2</sub>e. This represents an approximately 14.8 percent reduction in GHG emissions as a result of the implementation of the L.A. Green Building Code and proximity to transit.

**Table 4.7-2**  
**Proposed Project Operational Greenhouse Gas Emissions**

Emissions Source	Project without GHG Reduction Measures (MTCO <sub>2</sub> e/year)	Project with GHG Reduction Measures (MTCO <sub>2</sub> e/year)	Percent Reduction
Construction (amortized)	9.36	9.36	0.00
Operational (mobile) sources*	886.98	740.11	16.56
Area sources	0.85	0.85	0.00
Energy	201.90	192.96	4.43
Waste	21.28	10.64	50.00
Water	12.12	9.41	22.36
<b>Annual Total</b>	<b>1,128.48</b>	<b>963.33</b>	<b>14.76</b>

Source: CalEEMod (2014). Emissions calculations are provided in **Appendix A, Air Quality Modeling**.

\* N<sub>2</sub>O emissions account for 0.04 MTCO<sub>2</sub>e per year.

As shown in **Table 4.7-2**, the Proposed Project's reduction in GHG emissions is consistent with Statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. The Proposed Project's proximity to transit (located less than 0.25 miles from the Indiana Metro Gold Line Station, as well as near the 30, 68, 330, 620, and 665 bus lines) and design features would serve to reduce the Project's GHG emissions by up to 14.76 percent. Based on these factors, the Proposed Project would be consistent with the intent of both AB 32 and SB 375, as previously discussed, with respect to reducing mobile source emissions associated with the Project's trip generation. Additionally, the utilization of low- and non-VOC-containing paints, sealants, adhesives, and solvents would be implemented in the construction of the project to further reduce the Proposed Project's greenhouse gas emissions.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

**Less than Significant Impact.** The goal of Assembly Bill 32 is to reduce Statewide GHG emissions to 1990 levels by 2020. In 2014, the CARB updated the Scoping Plan, which details strategies to meet that goal. In addition, Executive Order S-3-05 aims to reduce Statewide GHG emissions to 80 percent below 1990 levels by 2050. As previously mentioned, to reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals as drafted in their GreenLA and ClimateLA plans: increase the amount of renewable energy provided by the LADWP to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy. As described previously, through required implementation of the CCR Title 24 Part 6; and the LA Green Building Code, the Proposed Project would be consistent with all previously mentioned local and Statewide goals and policies aimed at reducing the generation of GHGs. The Proposed Project's generation of GHG emissions would not make cumulatively considerable contribution to conflicting with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gases.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

### Discussion

- a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**Less than Significant Impact.** The Proposed Project would not result in the routine transport, use, or disposal of hazardous materials. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the site, and use of these substances would comply with State health codes and regulations. The Proposed Project would not create a significant hazard to the public or the environment.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

**Less than Significant Impact with Mitigation.** A Phase I Environmental Site Assessment Report, including a site inspection, review of historical sources, and an assessment of asbestos-containing materials, lead-based paint, mold, and methane gas was completed by Anderson Environmental on August 29, 2014 (see **Appendix C, Phase I ESA**).

The Project Site was occupied by the Boyle Height Lumber Company/Earl Taylor Lumber from at least 1908 through 1995. During this time, the onsite configuration of buildings changed in the 1920s and again in the 1960s. Onsite improvements consisted of offices, lumber storage sheds, and a saw mill. A residential dwelling existed on the south portion of the parcel in 1946 but it had been demolished by 1948.

In 1951, the south portion of the parcel was improved with a restaurant structure and associated parking lot. Sometime between 1995 and 2005, the existing lumber yard and restaurant were demolished. By 2005, the parcel was utilized as a temporary storage yard by the Metropolitan Transportation Authority (MTA) during construction of the nearby Metro Gold Line. By 2010, the north portion of the parcel had been improved with the MTA substation and the remainder of the parcel (the subject property) consisted of paved vacant land.

The Project Site is not listed on any of the environmental regulatory databases researched, and none of the other sites listed on the regulatory database report pose a significant threat to the subject property as there is no indication of a release at the respective sites, or the sites are located cross or down gradient of the subject property and in excess of 1/10 mile from the subject property.

MTA has been issued permits to operate a diesel-fueled internal combustion engine as part of an emergency electrical generator. The permit to operate was first granted in 2010, and the permit is active. All electrical equipment operated by MTA, including the generator, is located on the north portion of the Parcel 5179-019-900, which would remain untouched by the proposed Project. The generator is not expected to represent a significant environmental concern to the proposed Project.

As there are no onsite structures, the potential for asbestos containing materials and lead based paint at the Project Site are considered low. Additionally, radon potential at the Project Site is considered low. There are no visible or olfactory indications of the presence of mold, nor are there obvious indications of significant water damage.

A former oil well is located onsite, approximately 154 feet north from the centerline of E. 1st Street and 162 feet east from the centerline of N. Lorena Street. The former well was owned by Boyle Royalties Co. The drilling of the well commenced on March 21, 1949, and was completed on April 8, 1949. Log and core records indicate oil sand was penetrated at 4,587 feet bgs, the maximum depth of the well. Boyle Royalties Co. submitted a proposal to abandon the well on April 15, 1949, as there were no oil or gas showings of commercial importance encountered in the well. The well was subsequently plugged using cement. Boyle Royalties Co. issued an abandonment report on June 7, 1949. The former oil well represents an environmental concern to the subject property due to the common practice during drill activities to deposit soil cuttings from the well into nearby pits or excavations. The cuttings commonly contained elevated levels of crude oil, petroleum hydrocarbons and metals, and there is a potential that these hazardous materials are present in the property subsurface. As such, the former oil well and potential subsurface contamination due to former onsite drilling activities is considered a recognized environmental condition. It is very unlikely that any significant soil segregation and excavation would be required as part of site grading and construction of the underground garage. Prior to grading activities, soil testing would occur to confirm that no significant contamination exists. If soil contamination is discovered during site grading, all impacted soils should be managed according to State and federal laws.

Additionally, it is likely that the abandonment of the oil-well in 1949 does not meet current abandonment standards. The California Department of Conservation, Division of Oil Gas, and Geothermal Resources (DOGGR) should be contacted to determine if the well abandonment meets

current standards or if any re-abandonment procedures would be necessary prior to development on site. Implementation of mitigation measure **VIII-160** would be required to reduce impacts relating to soil contamination to less than significant.

### **Methane Gas**

According to the City of Los Angeles "Methane and Methane Buffer Zones" map,<sup>32</sup> the Project Site is located within a methane buffer zone. Environmental impacts may result from Project implementation due to its location in an area of potential methane gas zone. Due to potential risks associated with construction in Methane Zones, prior to construction, a methane assessment for the Project site would occur and applicable methane mitigation systems would be during project buildout.

**Mitigation Measures:** The following mitigation measures are proposed to reduce impacts relating to hazardous materials, to the fullest extent possible.

#### **VII-160 Hazardous Materials**

- Pursuant to the Los Angeles Building Code, the Applicant will engage in the Construction Site Plan Review (CSPR) process with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). The CSPR process includes, but is not limited to locating excavating, and conducting a methane leak test on the well, providing DOGGR with a site plan indicating the footprint of the proposed structure and well location, and provide DOGGR with a well evaluation and work plan to re-abandon the well, as necessary.

#### **c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if (a) the project involved a risk of accidental explosion or release of hazardous substances (including but not limited to oil, pesticides, chemicals, or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for

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32 Methane and Methane Buffer Zones, City of Los Angeles, Department of Public Works, 2004, map, [http://methanetesting.org/PDF/LA\\_MethaneZones.pdf](http://methanetesting.org/PDF/LA_MethaneZones.pdf).



the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The closest school to the Project Site is the Ramona High School, located at 231 S. Alma Avenue, approximately 0.3 miles southeast of the Project Site. The Proposed Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

**Less than Significant Impact.** As noted earlier, a Phase I ESA was conducted for the Project Site by Andersen Environmental in August 2014. The Phase I ESA was conducted in general accordance with ASTM Standard Practice E 1527-05 and the United States Environmental Protection Agency (USEPA) All Appropriate Inquiry (AAI) Rule. A summary of the environmental concerns are as follows:

No relevant information was discovered regarding the presence of underground storage tanks (USTs) or monitoring wells on the Project Site. There would be no impact.

**Methane Zone**

As stated before, the Project Site is located within a methane buffer zone according to the City of Los Angeles "Methane and Methane Buffer Zones" map.<sup>33</sup> Additionally, an oil well was advanced on the Project Site to a depth of 4,587 feet bgs circa 1949. The well was plugged using cement and abandoned. However, oil wells, even when properly abandoned, can act as preferential pathways for subsurface gases to reach the surface. Due to the potential environmental risk associated with construction in

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33 City of Los Angeles, Methane Zone map, [http://methanetesting.org/PDF/LA\\_MethaneZones.pdf](http://methanetesting.org/PDF/LA_MethaneZones.pdf).

methane and methane buffer zones, and the presence of an abandoned oil well on the subject property, a methane assessment would be conducted prior to any redevelopment activities. Based on the results of the survey (i.e. methane concentrations detected), a methane barrier will be required to mitigate the accumulation of methane beneath the slab and from entering the structure.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

**No Impact.** The closest public airports to the Project Site are the Burbank Airport and the Los Angeles International Airport (LAX). However, neither airport is located within 2 miles of the Project Site. Additionally, the Project Site is not in an airport hazard area.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

**No Impact.** The Proposed Project is not within the vicinity of a private airstrip and not within an area that would expose residents and workers to a safety hazard.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- g. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-

by-case basis considering the degree to which the project may require a new (or interfere with an existing) emergency response or evacuation plan, and the severity of the consequences.

The Proposed Project is not located on or near an adopted emergency response or evacuation plan.<sup>34</sup> Construction of the Project may require temporary and/or partial street closures due to construction activities. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns and/or impede public access or travel on public rights-of-way. Development of the Proposed Project may temporarily affect access on N. Lorena Street and E. 1st Street during construction. Environmental impacts may result from project construction because of limited access to emergency response equipment. However, prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Impacts would be less than significant.

**Mitigation Measures:** Mitigation measures are not required.

***h. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

**No Impact.** The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).<sup>35</sup>

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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<sup>34</sup> *City of Los Angeles Safety Element*, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>

<sup>35</sup> City of Los Angeles Department of Planning, *Zone Information and Map Access System*, website: <http://zimas.lacity.org/>, accessed May 2014.

## Cumulative Impacts

**Less than Significant Impact.** Development of the Proposed Project in combination with the four related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impacts associated with the Proposed Project would be less than significant with mitigation incorporated, and are not cumulatively considerable. As shown on **Figure 3.0-3**, none of the related projects are near enough to the Project to create a cumulatively considerable impact. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials, which would further reduce impacts associated with related projects. Therefore, when in compliance with local, State and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less than significant cumulative impacts with respect to hazardous materials.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.9 HYDROLOGY AND WATER QUALITY

### Discussion

**a. *Would the project violate any water quality standards or waste discharge requirements?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or would cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water that does not meet the quality standards of local agencies in charge of regulating surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

### Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project exist: (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earth-moving activities that when not controlled may generate soil erosion via storm runoff or mechanical equipment. Under the NPDES, since the Project Site is greater than one acre in size, the Project Applicant is responsible for preparing a Stormwater Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system.

Surface water runoff from the Project Site would be collected on the site and directed toward existing storm drains with adequate capacity in the Project vicinity. Pursuant to local practice and City policy, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits.

Additionally, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. The Proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¼ inch of rainfall in a 24-hour period, which would reduce the Proposed Project's impact to the stormwater infrastructure. The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Operational Impacts**

The northern third of the Project Site consists of a traction power station for the Metro Gold Line, which generates minimal surface water runoff. The southern two-thirds of the Project Site currently consist of graded earth on a vacant lot, and does not generate surface water runoff. Surface water runoff from the Proposed Project would be directed to adjacent storm drains and would not percolate into the groundwater table beneath the site. Potential impacts to surface water runoff would be mitigated to a level of insignificance by incorporating stormwater pollution control measures. The Proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¼ inch of rainfall in a 24-hour period. When in compliance with the LID Ordinance, the Proposed Project would reduce the amount of surface water runoff. City of Los Angeles Ordinances No. 172,176 and No. 173,494 specify Stormwater and Urban Runoff Pollution Control that requires the application of Best Management Practices (BMPs). The Proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles LARWQCB. Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**No Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

As mentioned before, the northern third of the Project Site consists of a traction power station for the Metro Gold Line, which generates minimal surface water runoff. The southern two-thirds of the Project Site currently consist of graded earth on a vacant lot, and do not generate surface water runoff. Surface water runoff from the Proposed Project Site would be directed to adjacent storm drains and would not percolate into the groundwater table beneath the Project Site. Groundwater levels measured at E. 1st Street and N. Lorena Street indicate that groundwater levels are expected to range from 62.5 to 82 feet bgs.<sup>36</sup> Potentially perched groundwater conditions may be locally present. Review of the *Seismic Hazard Zone Report for the Los Angeles Quadrangle* indicates that the historical high groundwater level is greater than 50 feet bgs at Lorena Street.<sup>37</sup> The Proposed Project would excavate soils beneath the site to a depth of approximately 25 feet below grade and therefore would not impact the groundwater table.

Impacts would not occur.

**Mitigation Measures:** No mitigation measures are required.

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36 City of Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/EIR (2010). 4.9-2.

37 Department of Conservation, Division of Mines and Geology, *Seismic Hazard Zone Report for the Los Angeles Quadrangle, Los Angeles, California, Seismic Hazard Zone Report (1999)*  
[http://gmw.consrv.ca.gov/shmp/download/quad/LOS\\_ANGELES/maps/ozn\\_la.pdf](http://gmw.consrv.ca.gov/shmp/download/quad/LOS_ANGELES/maps/ozn_la.pdf).

- c. ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity. Implementation of the Proposed Project would not increase site runoff or result any changes in the local drainage patterns. Implementation of the SWPPP, however, would reduce the amount of surface water runoff after storm events because the Proposed Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing  $\frac{3}{4}$  inch of rainfall in a 24-hour period.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- d. ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

**No Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. Existing drainage conditions would be maintained. The Proposed Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.



**e. *Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level that exceeds the capacity of the storm drain system serving the Project Site. A Project-related significant adverse effect would also occur if the Proposed Project would substantially increase the probability that polluted runoff would reach the storm drain system or that would increase runoff of any water.

An existing stormwater drain is located adjacent to the Project Site along N. Lorena Street. This drain connects to an enclosed below-ground drain running along the alleyway adjacent to the east side of the Project Site. Drainage channels flow from the Project Site south across E. 1st Street, as well as to the west across N. Lorena Street.<sup>38</sup> Storm drain facilities are owned and maintained by the City of Los Angeles. The Proposed Project would not exceed the capacity of existing drainage systems. Runoff from the Project Site currently would be collected on the site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention would be required as part of the LID/SUSMP implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Proposed Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first ¼ inch of rainfall in a 24-hour period. The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Impacts would be less than significant.

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<sup>38</sup> County of Los Angeles Department of Public Works, "Los Angeles County Storm Drain System," <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm>.

**Mitigation Measures:** No mitigation measures are required.

**f. *Would the project otherwise substantially degrade water quality?***

**No Impact.** A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. As a typical mixed-use multifamily and commercial building, the Proposed Project does not include potential sources of contaminants that could potentially degrade water quality and would comply with all federal, State, and local regulations governing stormwater discharge.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**g. *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

**No Impact.** A significant impact would occur if the Proposed Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood that results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the *Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map* for the Project area, the Project Site is not located within a designated flood zone.<sup>39</sup> The Proposed Project would not place housing within a 100-year flood hazard area.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**h. *Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?***

**No Impact.** A significant impact may occur if the Project Site was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a highly urbanized area, and no changes to the local

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39 Federal Emergency Management Agency, "Flood Insurance Rate Map (FIRM) (2013), <http://www.fema.gov/floodplain-management/flood-insurance-rate-map-firm>.

drainage pattern would occur with implementation of the Proposed Project; therefore, the Proposed Project would not have the potential to impede or redirect floodwater flows.

No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

***i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?***

**No Impact.** A significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. Based on the map of Inundation and Tsunami hazards in the City of Los Angeles, the Project Site is not located within a potential inundation area. Based on the distance of large bodies of water, including dams, from the Project Site, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

***j. Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?***

**No Impact.** A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Proposed Project Site is not located in a potential seiche or tsunami zone. With respect to the potential impact from a mudflow, the Project Site is relatively flat and is surrounded by urban development; the Project Site is located greater than one mile from the Santa Monica Mountains, which are the closest hills to the Project Site. Therefore, there are no sources of mudflow within the vicinity of the Project Site.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## Cumulative Impacts

**Less than Significant Impact.** Development of the Proposed Project in combination with the four related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets and flows to the nearest drainage improvement areas. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and related project sites because this part of the City is already generally developed with impervious surfaces. In addition, none of the four identified related projects are near enough to the Project Site to create a cumulatively considerable impact. Under the requirements of the LID Ordinance, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing  $\frac{3}{4}$  inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program would therefore result in a cumulative reduction to surface water runoff because the development in the surrounding area would be limited to infill developments and redevelopment of existing urbanized areas. The Proposed Project would not make a cumulative contribution to the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.10 LAND USE AND PLANNING

### Impact Analysis

#### *a. Would the project physically divide an established community?*

**No Impact.** A significant impact may occur if the Proposed Project is sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located within an urbanized area of East Los Angeles and is consistent with the existing physical arrangement of the properties within the vicinity of the site. No separation of uses or disruption of access between land use types would occur as a result of the Proposed Project. Implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

#### *b. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

**Less than Significant Impact.** A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use and zoning plans. At the regional level, the Project Site is located within SCAG's planning area. The Proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the SCAQMD. At the local level, development of the Project Site is guided by the *General Plan* of the City of Los Angeles, the LAMC, and

the Boyle Heights Community Plan, which are intended to guide local land use decisions and development patterns.

### Regional Plans

**SCAQMD Air Quality Management Plan.** As noted in **Section 5.3, Air Quality**, the Proposed Project would not exceed the daily emissions thresholds during the construction or operational phases. Furthermore, the Proposed Project would be consistent with the AQMP.

**SCAG Regional Comprehensive Plan.** The Project Site is located within the six-county region that composes the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The Proposed Project would be consistent with policies set forth in the RCP because it would redevelop an underutilized surface lot into a high-density multifamily residential development with project-serving retail uses, thereby maximizing a property that is easily accessible to mass transit and least likely to cause an adverse environmental impact. The Proposed Project would add approximately 49 residential units in the Boyle Heights community, generating up to 198 new residents. This population and housing growth would be consistent with current SCAG RCP growth projections for the City of Los Angeles.

### Local Plans

#### **City of Los Angeles General Plan**

The Proposed Project would conform to the applicable objectives outlined in the City of Los Angeles General Plan (General Plan).<sup>40</sup> The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements: 10 citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which provides individual plans for each of the City's 35 Community Planning Areas.

The elements that would be most applicable to the Proposed Project are the Air Quality Element, Land Use Element, Housing Element, Conservation Element, Open Space Element, and Transportation Element. Analysis of these elements follows.

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<sup>40</sup> City of Los Angeles General Plan.

### ***Air Quality Element***

The Proposed Project would comply with SB 375 and AB 32 by contributing to a reduction in greenhouse gas (GHG) emissions through integrated land use, housing, and transportation planning. The key component of GHG emissions is the reduction of emissions from passenger vehicles, which represents about one-third of overall GHG emissions in the United States. Land use is among the top strategies to reduce such emissions. Compact development, which includes a mix of land uses, access and proximity to transit, and concentrations of population and/or employment as a result of high-density residential and/or commercial development, can reduce congestion, lower infrastructure costs, and reduce household expenses related to transportation and energy, according to a 2010 report published by the Urban Land Institute.<sup>41</sup> The key to successful compact development is a land use pattern that has a high-quality pedestrian network and a variety of land uses within walking distance of one another.<sup>42</sup>

The Proposed Project's location would be located 0.25 miles northwest of an existing Metro station and close to numerous bus lines and mixed land uses (including housing, employment, and public space). In addition, existing uses within walking distance include schools, restaurants, and other commercial and office buildings. As previously discussed, emissions resulting from construction and operational uses would not exceed SCAQMD thresholds. Additionally, an air filtration system would be installed and maintained and would to further reduce any impacts to air quality. Air filtration filters would meet or exceed the ASHRAE Standard 52.2 and Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety. Impacts would be less than significant. As such, the Proposed Project would conform to the Air Quality Element.

### ***Land Use Element***

The Proposed Project is approximately ¼ mile from an existing Metro station. This is consistent with the City's intent that the highest development intensities are targeted generally within ¼ mile of the transit stations.<sup>43</sup>

The 49 on-site residential units and the retail establishments are the type of development encouraged by the City because they place new transit-oriented development in a commercial and high-density residential area, while preserving the surrounding neighborhoods. The Land Use Element states that a considerable mix of uses should be accommodated to provide population support and enhance activity

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41 Urban Land Institute, *Land Use and Driving: The Role Compact Development Can Play in Reducing Greenhouse Gas Emissions* (Washington, DC: Urban Land Institute, 2010). 4.

42 Urban Land Institute, *Land Use and Driving* (2010). 5.

43 *City of Los Angeles General Plan*, "Land Use Element," Goal 3k, Policy 3.15.3.

near the stations. This may encompass a range of retail, commercial, offices, personal services, entertainment, restaurants, and housing that serve both transit users and local residents.<sup>44</sup>

The Proposed Project would provide jobs and housing for professional workers. The on-site commercial and public space would be designed to attract and increase pedestrian activity by facing the N. Lorena Avenue and E. 1st Street frontages.<sup>45</sup> Interest at the street level would be created by maintaining retail frontage along building edges. Future residents and retail workers would be approximately 0.25 miles or just a few minutes of walking time from the existing Metro station. The convenience of the Proposed Project's location near transit would be an incentive for many people to use public transportation.

The Project Site's proximity to existing bus stops and the Metro Gold Line would reduce the need for automobile trips and miles traveled and increase ridership. The Project's mix of land uses, such as housing, employment, and public space, works to reduce trips. As a result, the Proposed Project would accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.<sup>46</sup> The construction of 49 units of new housing and the addition of retail opportunities in this specific location would significantly increase the livability and economic activity in the Boyle Heights neighborhood. As such, the Proposed Project would conform to the goals and policies of the Land Use Element.

### ***Housing Element***

As stated in the Framework Element, the City of Los Angeles has an insufficient number of vacant properties to accommodate the cumulative amount of population growth that has been forecast.<sup>47</sup> The supply of land zoned for residential development is the most constrained in the context of population-growth forecasts. Thus, should growth and new development in the City occur, it will most likely require the recycling and/or intensification of existing developed properties or conversion of certain uses. The Proposed Project is the redevelopment of an underutilized property (empty surface lot) with a mix of land uses.

The Proposed Project would build 49 multifamily residential units close to a multitude of public transit options within a dense urban commercial area with existing single- and multifamily residential structures. It is the type of new housing desired by the City.<sup>48</sup> The nearest residential uses are single-

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44 *City of Los Angeles General Plan, "Land Use Element," Objective 3.4, Policy 3.4.1.*

45 *City of Los Angeles General Plan, "Land Use Element," Objectives 3.16 and 3.8, Policy 3.15.4.*

46 *City of Los Angeles General Plan, "Land Use Element," Objective 3.1.*

47 *City of Los Angeles General Plan, "Framework Element."*

48 *City of Los Angeles General Plan, "Open Space and Conservation Element," Objective 6.4, Policy 6.4.8.*



family homes across E. 1st Street to the southwest, while another community of homes exists on Cheesebroughs Lane adjacent to El Mercado de Los Angeles to the east. In addition, the Project would offer the residents who live in the residences an attractive public space within walking distance and new venues for shopping and socializing. The Housing section of the Framework Element states that the improvement of the jobs and housing relationships in subareas of the City may be accomplished through the reuse of commercially zoned corridors and development at transit stations that afford the opportunity for the development of a mix of uses, including housing, local retail, and creative offices. The Proposed Project represents this vision and unites good planning practices by integrating housing with a mix of land uses and transportation nearby.

According to the City's Housing Element 2013–2021, the City of Los Angeles will need a variety of housing units to accommodate evolving household types and sizes, and a greater variety of housing price points that people at all income levels can afford. The City has continuously gained residents since its founding and is expected to have 4,320,600 residents by 2035.<sup>49</sup> Households without children, especially those headed by householders ages 55 and older, are expected to increase in the next decade. More than half (55.3 percent) of the City's households have only one or two persons, according to the 2010 Census. The City has been pursuing a sustainable strategy for long-term growth that encourages growth in higher-intensity commercial and mixed-use districts, centers, and boulevards, and in proximity to transit. The Proposed Project would assist in providing long-term growth with higher density, and as such, would conform to the Housing Element.

#### ***Open Space and Conservation Element***

The Proposed Project would provide approximately 7,500 square feet of open space in the form of walkways and a landscaped residential courtyard. This would make a positive contribution to the neighborhood, where there is a current lack of public space in the immediate vicinity.<sup>50</sup> The new public space would enhance the neighborhood's open space resources and aesthetics while providing gathering space for residents, employees, and visitors to socialize.<sup>51</sup>

#### ***Transportation Element***

The Proposed Project is in close proximity to a variety of public transit opportunities and facilities. The Indiana Metro Gold Line Station is located less than 0.25 miles from the Project Site, and the closest

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49 SCAG, Regional Transportation Plan 2012-2035, Growth Forecast Appendix (April 2012).

50 *City of Los Angeles General Plan, "Open Space and Conservation Element," Objective 4.2.*

51 *City of Los Angeles General Plan, Open Space and Conservation Element," Objective 4.2.*

Metro Bus stop is located at N. Lorena Street and E. 1st Street. Metro lines 30, 68, 254, 330, 605, and 620 all run in the vicinity of the Project area. The development of the Proposed Project with residential and retail uses would promote ground-floor pedestrian activity and circulation, create direct pedestrian connections between the Project and the Metro transit infrastructure, and conform to the Transportation Element's policies and objectives.<sup>52</sup>

### **Los Angeles Municipal Code**

The Proposed Project would not conflict with the goals, objectives, and allowable land uses in the Boyle Heights Community Plan and the LAMC.<sup>53</sup> The southern portion of the Project Site is zoned C2-1 and northern portion is zoned R3-1. As previously described, the C2 Commercial zone permits a variety of residential, retail, and office uses, and the R3 Residential zone permits multiple dwelling uses. The Proposed Project comprises 49 residential units as well as approximately 10,000 square feet of neighborhood-serving retail uses. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

### **Floor Area**

The zoning designation for the Project Site is split between C2-1 and R3-1. Because the Project Site is within two zoning designations, the FAR is calculated separately for each zoning designation. The total site area for the lots zoned C2-1 is 27,201 square feet; buildable area is 22,677 square feet. Allowable floor area for this parcel based on the allowable FAR of 1.5 is 34,016 square feet. The total site area for the lots zoned R3-1 is 27,951 square feet; buildable area is 22,729 square feet. Total proposed FAR would be 90,000 square feet and would result in a FAR of 2:1. Therefore, the Project complies with LAMC floor area requirements.

### **Density**

Per the City of Los Angeles General Plan, Community Commercial land use areas, which correspond with C2 and R3 zoning designations, are allowed a residential density of between 29 and 109 units/net acre, and a minimum of 400 square feet/unit.<sup>54</sup> As previously mentioned, the City of Los Angeles permits a wide range of housing densities to accommodate various housing types. Total proposed area for the Project is 90,000 square feet. Taking into account the proposed parking, retail, and common areas, the

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52 *City of Los Angeles General Plan*, "Transportation Element," Objective 3.5, Policy 3.12.

53 City of Los Angeles Department of City Planning, "Parcel Profile Reports," Zoning Information and Map Access System (ZIMAS), <http://www.zimas.lacity.org>.

54 *City of Los Angeles General Plan*, Housing Element, 2-6 (2013).

Project proposes 38,210 square feet of area for residential uses. As mentioned previously, the Project Site would consist of 49 residential units, which falls within the allowable residential density bracket and exceeds the minimum average unit size.<sup>55</sup> Therefore, the Proposed Project would satisfy the density requirements of the City of Los Angeles General Plan.

### ***Open Space***

As stated in **Section 3.0, Project Description**, the Proposed Project would be compliant with the open space requirements of the SNAP. The Proposed Project would provide code-required residential open space. Based on the number of units and the mix of unit types, approximately 7,500 square feet of open space is proposed, including a residential courtyard, amenities, and private open space.

The City of Los Angeles Landscape Ordinance requires that at least one tree (not including palm trees) be provided in new residential projects for each 500 square feet of landscaped area in the project.<sup>56</sup> The Proposed Project would be required to provide 15 on-site trees.

### ***Parking***

As indicated above, parking for the Proposed Project would be in a single-story subterranean garage within the portion of the Project oriented towards E. 1st Street; ground level parking would be provided for the northern portion of the Project. Based on the number of residential units, 49 parking spaces are required. The Project would also require 20 commercial parking spaces and one loading space. The Project Building would provide the required 66 parking spaces and one loading space (67 total spaces). In addition to the vehicle-parking requirement, the Proposed Project would provide 64 long and short term bicycle parking spaces. Vehicle and bicycle parking would satisfy the requirements set forth in the LAMC.

### **Boyle Heights Community Plan**

All on-site development activity is subject to the land use regulations of the Boyle Heights Community Plan (Community Plan). The Community Plan aims to preserve and enhance the positive characteristics of existing residential neighborhoods, while providing a variety of housing opportunities with compatible new housing. The Plan also aims to improve the function, design, and economic vitality of the commercial corridors, planning the remaining commercial and industrial development opportunity sites for needed job-producing uses that improve the economic and physical condition of the Boyle

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<sup>55</sup> 38,210 square feet/49 units = 780 square feet/unit.

<sup>56</sup> City of Los Angeles, Landscape Ordinance No. 170,978, Guidelines C—Air Quality Enhancement (1996).

Heights community. Finally, the Plan calls for maximizing the development opportunities of the rail transit system. The Boyle Heights Community Plan designates the Project Site as Community Commercial. The Proposed Project, which would provide a mixed-use residential/retail development in an underutilized area of Hollywood, would conform to the goals, objectives, and land uses identified in the Community Plan.

#### ***Adelante Eastside Redevelopment Project***

The Proposed Project is located within the Adelante Eastside Redevelopment Project (Redevelopment Project) Area. The Redevelopment Project identifies several objectives, including the preservation of industrial and commercial uses within the community, the promotion of a stable industrial base to provide jobs for the community, and enhancing the existing shopping areas to provide alternative commercial choices for residents. The Project Site is specifically designated for Residential and Commercial uses in the Redevelopment Plan, and the Proposed Project would also be subject to goals designed to guide residential development in commercially zoned areas. The Proposed Project would conform to these planning objectives by creating high-density residential opportunities in an underutilized area of Boyle Heights.

#### **Plan Consistency**

As discussed previously, the Proposed Project would not conflict with local and regional plans applicable to the Project Site. The Applicant would request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, and building and tenant improvements.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

#### **c. *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***

**No Impact.** A project-related significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed previously, no such plans presently exist that govern any portion of the Project Site. Further, the Project Site is located in an area that is already fully developed with residential and commercial uses and is also within a heavily urbanized area of Los Angeles. Therefore, the Proposed Project would not have the potential to cause such effects.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that the four related projects would generally be compatible with the zoning and land use designations of each related Project Site and its existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. The Proposed Project's land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.11 MINERAL RESOURCES

### Impact Analysis

- a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?*

**No Impact.** A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally important mineral resource, or if the project development would convert an existing or future regionally important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis, considering (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone 2 (MRZ-2) Area, or other known or potential mineral resource area; and (b) whether the mineral resource is of regional or Statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.<sup>57</sup> No mineral resources are known to exist beneath the Project Site. No impacts associated with the loss of availability of a known mineral resource would occur.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

**No Impact.** A significant impact may occur if a project site is located in an area used or available for extraction of a regionally important mineral resource, or if the development would convert an existing or future regionally important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally important mineral resource extraction. As noted, the Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area.<sup>58</sup> The Project Site

<sup>57</sup> City of Los Angeles Department of City Planning, *Environmental and Public Facilities Map* (September 1996).

<sup>58</sup> City of Los Angeles Department of City Planning, *Environmental and Public Facilities Map* (September 1996).

is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**No Impact.** Section 15355 of the State CEQA Guidelines defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” As discussed previously, the Proposed Project would have no impact on mineral resources. It is not known if any of the four related projects would result in the loss of availability of known mineral resources. Regardless, the Proposed Project would have no incremental contribution to the potential cumulative impact on mineral resources.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## 4.12 NOISE

### Impact Analysis

- a. ***Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

**Less than Significant Impact.** A significant impact may occur if a project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise-level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

#### Construction

Construction-related noise impacts would be significant if, as indicated in Section 112.05 of the LAMC, noise from construction equipment within 500 feet of a residential zone exceeds 75 decibels (dB{A}) at a distance of 50 feet from the noise source. This noise limitation does not apply where compliance is technically infeasible. "Technically infeasible" means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site, noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at any nearby noise-sensitive use, would also normally result in a significant impact. The City of Los Angeles CEQA Thresholds Guide defines sensitive uses as "residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks."<sup>59</sup>

Construction of the Proposed Project would require the use of heavy equipment for grading, excavation, and foundation preparation, installation of utilities, paving, and building construction. There would be a different mix of equipment operating during each construction phase, and noise levels would vary based on the amount of equipment in operation and the location of each activity. Equipment is assumed to be

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59 City of Los Angeles, *L.A. CEQA Thresholds Guide* (2006). 1.1-3.



typical for a mixed-use building with underground parking and would include excavators, dozers, loaders, paving equipment, etc.

The US Environmental Protection Agency (USEPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site is presented in **Table 4.12-1, Noise Range of Typical Construction Equipment**, and **Table 4.12-2, Typical Outdoor Construction Noise Levels**, respectively, at a distance of 50 feet from the noise source (i.e., reference distance). The noise levels shown in **Table 4.12-1** represent composite noise levels associated with typical construction activities, and take into account both the number of pieces of heavy construction equipment that are typically used during each phase of construction and their spacing. As shown in **Table 4.12-2**, construction noise during the heavier initial periods of construction is presented as 86 dB(A) Equivalent Continuous Sound Level (Leq) when measured at a reference distance of 50 feet from the center of construction activity.<sup>60</sup> These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dB(A) per doubling of distance. For example, a noise level of 84 dB(A) Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dB(A) Leq at 100 feet from the source to the receptor, and reduce by another 6 dB(A) Leq to 72 dB(A) Leq at 200 feet from the source to the receptor.

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60 Although the peak noise levels generated by certain construction equipment may be greater than 86 dB(A) at a distance of 50 feet, the equivalent noise level would be approximately 86 dB(A) Leq (i.e., the equipment does not operate at the peak noise level over the entire duration).

**Table 4.12-1**  
**Noise Range of Typical Construction Equipment**

<b>Construction Equipment</b>	<b>Noise Level in dB(A) Leq at 50 Feet<sup>a</sup></b>
Front loader	73-86
Truck	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saw	72-82
Pneumatic impact equipment	83-88
Jackhammer	81-98
Pump	68-72
Generator	71-83
Compressor	75-87
Concrete mixer	75-88
Concrete pump	81-85
Back hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Source: US Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, EPA-68-04-0047 (1971).

<sup>a</sup> Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

**Table 4.12-2**  
**Typical Outdoor Construction Noise Levels**

<b>Construction Phase</b>	<b>Approximate Leq dB(A) with Mufflers</b>			
	<b>50 Feet</b>	<b>60 Feet</b>	<b>100 Feet</b>	<b>200 Feet</b>
Ground clearing	82	80	76	70
Excavation, grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: US Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliance*, PB 206717 (1971).

Project construction activities generating noise would include site preparation/excavation/grading and the physical construction and finishing of the proposed structures. Land uses on the properties surrounding the Project Site primarily include surface parking lots, commercial, and residential uses. Among these land uses, residential uses have been identified and depicted in **Figure 4.12-1, Noise Monitoring and Sensitive Receptor Location Map**, as the most likely sensitive receptors to experience noise-level increases during Project construction. To identify the existing ambient noise levels at these nearby off-site sensitive receptors as well as in the general vicinity of the Project Site, noise measurements were taken with a Larson Davis Model 831 sound level meter, which conforms to industry standards set forth in American National Standard Institute (ANSI) S1.4-1983 (R2001)—Specification for Sound Level Meters. Additionally, this noise meter meets the requirement specified in Section 111.01(l) of the City of Los Angeles Municipal Code (LAMC) that the instruments be “Type S2A” standard instruments or better (See **Appendix D, Noise Background and Modeling Data**). This instrument was calibrated and operated according to the manufacturer’s written specifications. At the measurement sites, the microphone was placed at a height of approximately 5 feet above grade.

Noise measurements were taken at nine noise-sensitive locations along the Eastside Corridor, which extends from Alameda Street in Central Los Angeles east through the Boyle Heights community. As previously mentioned, the metro Gold line services East Los Angeles, including the Boyle Heights community. The majority of existing noise results from transit operations on the Metro Gold Line, which are a function of the transit vehicle, speed, number of vehicles in the daytime and nighttime hours, and the distance of the alignment from sensitive receptors.<sup>61</sup> The type of track and number of cars per train also affect the level of noise generated by rail operations. Existing noise levels are shown in **Table 4.12-3, Existing Ambient Daytime Noise Levels along the Eastside Corridor**.

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61 Los Angeles Metro, Los Angeles Eastside Corridor Final SEIS/SEIR (2002).

**Table 4.12-3  
Existing Ambient Daytime Noise Levels along the Eastside Corridor**

<b>Location</b>	<b>Measured Ldn</b>	<b>Measured Peak-Hour Leq</b>
LA Housing Authority	72	73
Pecan Park	75	75
Evergreen Cemetery	68	67
Ramona High School (Indiana Street)	70	68
Our Lady of Lourdes School	71	69
Guadalupe Church	72	71
Casa Telacu Apartments	65	64
LA Hampa Hongwanji Buddhist Temple	66	68
Single-family residences, Third Street at I-710	70	73

*Source: Los Angeles Eastside Corridor Final SEIS/SEIR (2002).*

As shown, the highest noise levels were recorded at Pecan Park along E. 1st Street near the US 101 Freeway, while the lowest levels were noted at Casa Teluca Apartments on Third Street at Dangler Avenue. Evergreen Park, located to the west of the Project Site, recorded a peak-hour Leq of 67 dB(A).

The measured noise levels surrounding the Project Site are shown in **Table 4.12-4, Existing Ambient Daytime Noise Levels in Project Site Vicinity**. As shown, these noise levels are consistent with the noise levels for the surrounding community as shown in **Table 4.12-3**. Primary noise sources consist of traffic noises, especially from the Metro Gold Line which runs adjacent to the Project Site. Based on site observation, the Gold Line runs approximately every three minutes.

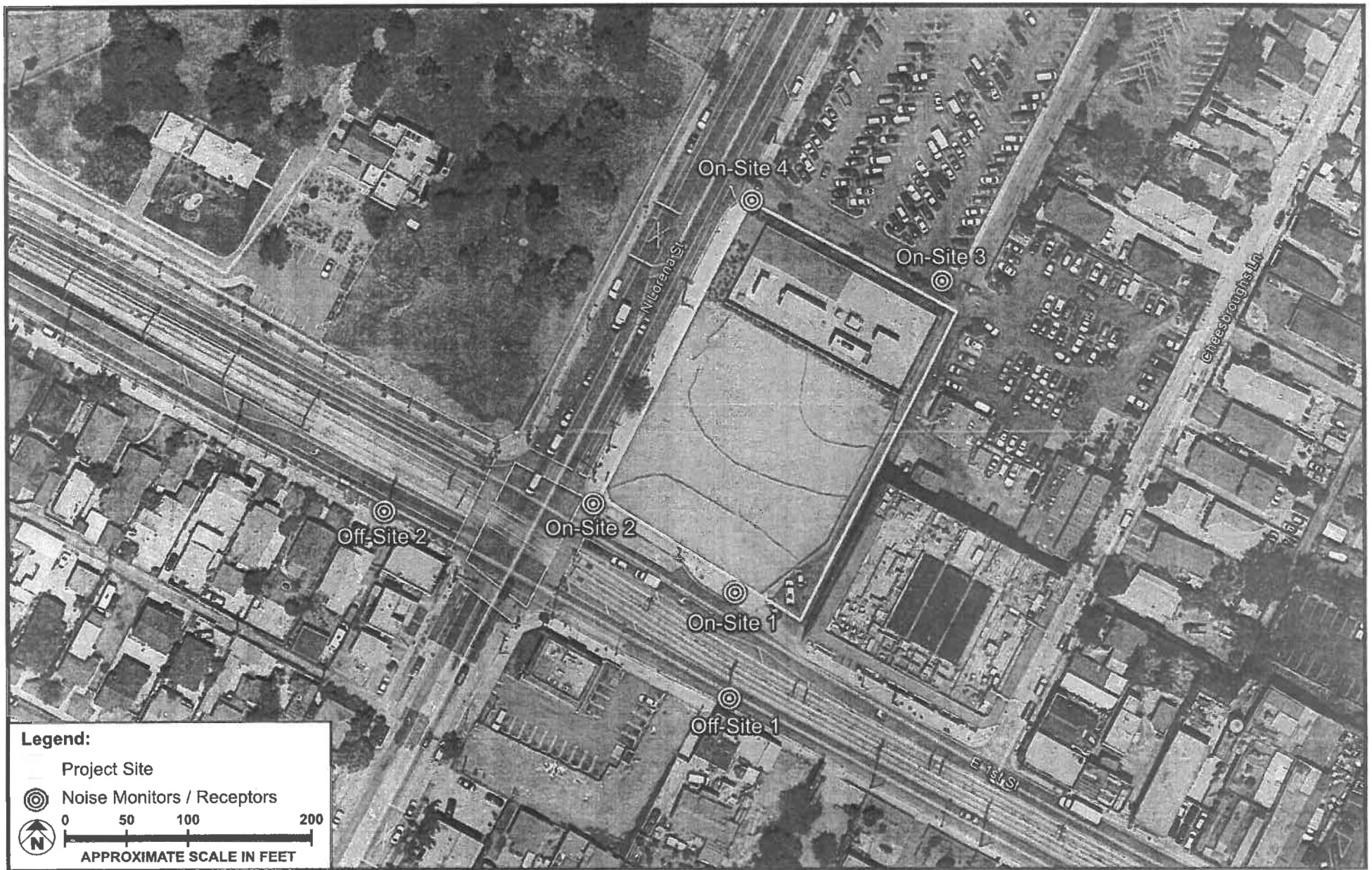
**Table 4.12-4  
Existing Ambient Daytime Noise Levels in Project Site Vicinity**

<b>Location</b>	<b>Primary Noise Sources</b>	<b>Leq</b>	<b>Lmin</b>	<b>Lmax</b>
South side of E. 1st Street opposite Project Site	Traffic noise along E. 1st Street, pedestrian activity	68.3	54.5	86.0
South side of E. 1st Street west of the E. 1st and Lorena Street intersection	Traffic noise along E. 1st Street and N. Lorena Street, pedestrian activity	67.7	51.9	84.0
On Project Site—E. 1st Street	Traffic noise along E. 1st Street, pedestrian activity	67.3	56.9	84.9
On Project Site—corner of E. 1st Street and N. Lorena Street	Traffic noise along E. 1st Street and N. Lorena Street, pedestrian activity	71.3	56.2	89.5
Northwest corner of Project Site on N. Lorena Street	Traffic noise along N. Lorena Street, pedestrian activity	64.3	54.8	87.1
Northeast corner of Project Site	Traffic noise from N. Lorena Street, parking lot activity	65.0	52.9	76.9

*Source: Noise modeling data sheets can be seen in Appendix D.*

*Note: Noise measurements were calculated between 7:00 PM to 9:00 PM on August 16, 2014.*

Due to the use of construction equipment during the construction phase, the Proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those listed in **Table 4.12-2**. It should be noted that any increase in noise levels at off-site receptors during construction of the Proposed Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., excavation and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed buildings) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.



SOURCE: Google Earth - 2014; Meridian Consultants, LLC - 2014

FIGURE 4.12-1

As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site noise-sensitive location. The *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a 3-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at a noise-sensitive use, would also normally result in a significant impact. Since construction activities at the Project Site would last for more than 10 days in a 3-month period, the Proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors would be increased by 5 dB(A) or more. Based on the results shown in **Table 4.12-5, Estimated Exterior Construction Noise at Nearest Sensitive Receptors**, the ambient exterior noise levels at neither of the identified off-site sensitive receptors would be exceeded by 5 dB(A) or more. Based on the criteria established in the *L.A. CEQA Threshold Guide*, a substantial temporary or periodic increase in ambient noise levels would occur at the identified off-site sensitive receptors.

**Table 4.12-5  
Estimated Exterior Construction Noise at Nearest Sensitive Receptors**

<b>Sensitive Land Uses</b>	<b>Distance to Project Site (feet)</b>	<b>Existing Monitored Daytime Ambient Noise Levels (dB[A] Leq)</b>	<b>Estimated Peak Construction Noise Levels (dB[A] Leq)*</b>	<b>Noise-Level Increase (dB[A] Leq)</b>
Single-family residential behind small commercial structure south of the Project Site	200	68.3	75.3	7.0
Single-family residential west of the E. 1st Street and Lorena Street intersection	170	67.7	76.7	9.0

\* Construction assumption based on information provided by the Applicant.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and between 6:00 PM and 8:00 AM on Saturday. Construction is prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. In addition, pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the Proposed Project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the Proposed Project would exceed the existing ambient noise

levels at two of the identified off-site sensitive receptors by more than the 5 dBA threshold established by the *L.A. CEQA Thresholds Guide* during all construction phases. As such the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Impacts would be less than significant.

**Mitigation Measures:** Mitigation measures are not required.

## **Operational**

### ***Parking Garage Noise***

Noise would be generated within the new parking garage associated with the Proposed Project. Parking would be provided within a single-level subterranean parking garage within the portion of the Project oriented towards E. 1st Street; ground level parking would be provided for the northern portion of the Project. Sources of noise within the parking structure would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. As the subterranean parking level serving the Proposed Project would be entirely underground and enclosed, noise generated at these levels would likely be imperceptible at ground level locations on and adjacent to the Project Site. As is typical for multi-family residential buildings, cars would enter and exit the structure throughout the day and night. As such, the Department of City Planning recommends the driveway ramps be constructed of noise-attenuating materials such as concrete surfaces.

### ***HVAC Equipment***

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structure. Although the Project represents an increase of 49 units and 10,000 square feet of commercial space, and therefore the use of more HVAC equipment than is currently used on the vacant lot (no HVAC equipment is currently in use on the Project Site), the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the Project vicinity. Additionally, today's HVAC equipment is significantly quieter than existing equipment used in the buildings surrounding the Project Site. The operation of this and any other on-site stationary sources of noise would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by



more than 5 decibels. Thus, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project vicinity, and impacts associated with mechanical equipment would be reduced to less than significant levels through code compliance measures.

***Exposure to Ambient Noise Levels***

Environmental impacts to future occupants may result from the Proposed Project's implementation due to mobile noise. As previously mentioned, the Metro Gold Line runs directly adjacent to the Project Site along E. 1st Street and is the primary mobile noise source in the immediate vicinity of the Project. However, the Project building would be oriented with frontage on N. Lorena Street, and the side of the building lining E. 1st Street would be oriented on a diagonal away from the road, minimizing noise impacts. In addition, no outdoor balconies are proposed. The dwelling units associated with the Project would be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. The Proposed Project would adhere to California Code of Regulations building standards in designing walls that attenuate noise to the level necessary to meet applicable noise standards. The Project Applicant would submit to the City's Department of Building and Safety evidence of a means of sound insulation sufficient to mitigate interior noise levels below a Community Noise Equivalent Level (CNEL) of 45 dB(A) in any habitable room of the Proposed Project.

Impacts would less than significant.

**Mitigation Measures:** No mitigation measures are required.

***b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?***

**Less than Significant Impact.** Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for

most people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

### Construction

Construction activities for the Proposed Project have the potential to generate low levels of ground-borne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (e.g., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to ground-borne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second (ips) RMS, this threshold applies to ground-borne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings are used to evaluate potential impacts related to project construction. Based on the FTA and Caltrans criteria, construction impacts relative to ground-borne vibration would be considered significant if the following were to occur:<sup>62</sup>

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.5 ips at any building that is constructed with reinforced concrete, steel, or timber.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.3 ips at any engineered concrete and masonry buildings.

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62 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006; and California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual*, June 2004.

- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.2 ips at any nonengineered timber and masonry buildings.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 ips at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for ground-borne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, such as schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

**Table 4.12-6, Vibration Source Levels for Construction Equipment**, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in **Table 4.12-6**, vibration velocities could range from 0.003 to 0.089 ips PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

**Table 4.12-6  
Vibration Source Levels for Construction Equipment**

Equipment	Approximate PPV (in./sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Truck	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Final Report (2006).

There are no known historic or otherwise vibration-sensitive structures within 25 feet of the Project Site. As previously described, sensitive structures are defined as "residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks." As shown in **Table 4.12-6**, at distances greater than 25 feet from the Project Site boundary, construction-related vibration levels would not exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, there would be no potential for Project construction to result in vibration levels

exceeding the most restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

In terms of human annoyance resulting from vibration generated during construction, the single-family residential uses located near the Project Site could be exposed to increased vibration levels. **Table 4.12-7, Estimated Vibration Levels at Nearest Sensitive Receptors**, shows that construction-generated vibration levels experienced at the identified sensitive receptors would not exceed the 80 VdB thresholds for the residential uses. As such, the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically feasible.

**Table 4.12-7  
Estimated Vibration Levels at Nearest Receptors**

Sensitive Land Uses	Distance to Project Site (feet)	Estimated Vibration Levels (VdB)
<b>Single-family residential behind small commercial structure south of the Project Site</b>		
Grading/Site Preparation	200	58.4
Building Construction/Site Improvements	200	60.4
<b>Single-family residential west of the E. 1st and Lorena Street intersection</b>		
Grading/Site Preparation	170	59.9
Building Construction/Site Improvements	170	61.8

*Note: Based on construction assumptions.*

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Operational Vibration**

The Proposed Project would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although ground-borne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public

roadways. While refuse trucks may be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring near the Project Site. Although the Proposed Project would result in an increase in traffic, groundborne vibration as a result of regular vehicle traffic would not be perceptible.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

**Less than Significant Impact.** A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in **Table 4.12-8, Community Noise Exposure (CNEL)**, to increase by 3 dB(A) in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dB(A) or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dB(A) CNEL at homes where the resulting noise level would be at least 70 dB(A) CNEL. In addition, any long-term increase of 5 dB(A) CNEL or more is considered to cause a significant impact. In order to achieve a 3 dB(A) CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dB(A) over ambient conditions as constituting a LAMC violation.

**Table 4.12-8  
Community Noise Exposure (CNEL)**

<b>Land Use</b>	<b>Normally Acceptable<sup>a</sup></b>	<b>Conditionally Acceptable<sup>b</sup></b>	<b>Normally Unacceptable<sup>c</sup></b>	<b>Clearly Unacceptable<sup>d</sup></b>
Single-family, duplex, mobile homes	50–60	55–70	70–75	above 75
Multifamily homes	50–65	60–70	70–75	above 75
Schools, libraries, churches, hospitals, nursing homes	50–70	60–70	70–80	above 80
Transient lodging—motels, hotels	50–65	60–70	70–80	above 75
Auditoriums, concert halls, amphitheaters	—	50–70	—	above 70

Land Use	Normally Acceptable <sup>a</sup>	Conditionally Acceptable <sup>b</sup>	Normally Unacceptable <sup>c</sup>	Clearly Unacceptable <sup>d</sup>
Sports arena, outdoor spectator sports	—	50–75	—	above 75
Playgrounds, neighborhood parks	50–70	—	67–75	above 75
Golf courses, riding stables, water recreation, cemeteries	50–75	—	70–80	above 80
Office buildings, business, and professional Commercial	50–70	67–77	above 75	—
Industrial, manufacturing, utilities, agriculture	50–75	70–80	above 75	—

Source: Office of Planning and Research, *State of California General Plan Guidelines* (in coordination with the California Department of Health Services) (October 2003; City of Los Angeles, *General Plan, "Noise Element"* (adopted February 1999).

<sup>a</sup> Normally Acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

<sup>b</sup> Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

<sup>c</sup> Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and necessary noise insulation features included in the design.

<sup>d</sup> Clearly Unacceptable: New construction or development should generally not be undertaken.

## Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dB(A) or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway segment would need to double during peak hours in order for a 3 dB(A) increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can be assumed to be less than significant.

According to the Traffic Study provided for the Proposed Project and discussed in **Section 4.16 Traffic and Transportation**, the proposed development would result in a maximum net increase of 458 trips, including 24 morning peak-hour trips (6 inbound, 18 outbound) and 42 afternoon peak-hour trips (25 inbound, 17 outbound). As discussed in **Section 4.16**, all three study intersections (Lorena Street / Cesar Chavez Avenue-Brooklyn Place; Lorena Street / 1st Street; and Indiana Street / 1st Street) are expected to continue to operate at LOS B or better during both the morning and afternoon peak hours under Existing with Project conditions. All three intersections are also expected to continue to operate at LOS B or better during both the morning and afternoon peak hours under Future with Project conditions. The V/C ratio at all of the study intersections would incrementally, but not significantly, increase with the addition of ambient traffic, related project traffic and Project traffic. Therefore, the Proposed Project would not have the potential to double the traffic volumes on any roadway segment near the Project

Site or increase roadway noise levels by 3 dB(A). Traffic-generated noise impacts would be considered less than significant.

### **Operational Noise—Stationary Noise Sources**

New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed building at the Project Site. The design of this equipment would be required to comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dB. Because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by 5 dB on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. Impacts would be less than significant.

### **Parking Garage Noise**

Noise would be generated by activities within the new subterranean parking garage associated with the southern portion of the Project, and the ground-level parking associated with the northern portion of the Proposed Project. Sources of noise within the parking structures would include engines accelerating, doors slamming, car alarms sounding, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and evening, when the largest number of people would enter and exit the Project Site. As the subterranean parking level serving the Project would be almost entirely underground and enclosed, noise generated would likely be imperceptible at ground-level locations on and adjacent to the Project Site. Any parking noise that may be audible from outside of the parking garage would be substantially similar to the existing noise generated at the surface parking lot on the Project Site. Operational-related noise generated by motor-driven vehicles within the Project Site is regulated under the LAMC. With regard to motor-driven vehicles, Section 114.02 of the LAMC prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dB.

Additionally, the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact.** A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at any off-site noise-sensitive location. The *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a 3-month period, which would increase ambient exterior noise levels by 5 dB(A) or more at a noise-sensitive use, would also normally result in a significant impact.

As discussed previously, the Proposed Project would comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Impacts would be less than significant.

**Mitigation Measures:** Mitigation measures are not required.

**e. For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** A significant impact may occur if a Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of a project site. There are no airports within a 2-mile radius of the Project Site, nor is the Project Site within any airport land use plan or airport hazard zone. The Proposed Project would not expose people to excessive noise levels associated with airport uses.

No impact would occur.

**Mitigation Measures:** No mitigation measures are required.



**f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip.

No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** Development of the Proposed Project in conjunction with the four related projects would result in an increase in construction- and traffic-related noise as well as on-site stationary noise sources in the already urbanized Boyle Heights area of the City of Los Angeles. However, the Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area. Any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's Noise Ordinance, as well as with mitigation measures that may be prescribed pursuant to CEQA provisions requiring potentially significant impacts to be reduced to the extent feasible. With respect to cumulative traffic noise impacts, it should be noted that the Proposed Project's mobile source vehicular noise impacts are based on the predicted traffic volumes as presented in the Project Traffic Study. Thus, the future predicted noise levels include the traffic volumes from the Proposed Project and future traffic levels associated with ambient growth and the related projects. Based on the Proposed Project's estimated trip generation, it is clear that the Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Proposed Project's noise volumes would not be cumulatively considerable. Thus, the cumulative impact associated with noise would be less than significant.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.13 POPULATION AND HOUSING

### Impact Analysis

- a. *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

**Less than Significant Impact.** A significant impact may occur if a project would locate new development, such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing growth shall be made considering (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy, and would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

### SCAG Regional Comprehensive Plan

In October 2008, SCAG approved and adopted the 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future (2008 RCP) for the SCAG Region.<sup>63</sup> The *2008 RCP* is a long-term comprehensive plan that provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental, and overall quality-of-life needs. The *2008 RCP* was intended to serve as an advisory document for local agencies in the SCAG region. The following principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region:

- *Improve mobility for all residents.* Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- *Foster livability in all communities.* Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing, and equal distribution of environmental benefits.

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63 Southern California Association of Governments, *2008 Regional Comprehensive Plan (2008)*.

- *Enable prosperity for all people.* Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- *Promote sustainability for future generations.* Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

### **SCAG Regional Transportation Plan Sustainable Communities Strategy**

In April 2012, SCAG adopted the Regional Transportation Plan 2012-2035 Sustainable Communities Strategy (RTP/SCS).<sup>64</sup> As a designated Metropolitan Planning Organization (MPO) under federal law, SCAG is responsible for developing and adopting a long-range RTP every 4 years. The plan evolved out of a massive outreach undertaking involving a broad range of stakeholders across the region to update the shared vision for the region's sustainable future. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act. The RTP/SCS focuses on the interconnected components of economic, social, and transportation investments required to achieve a sustainable regional multimodal transportation system. The goals and policies of the RTP/SCS require the participation of individual municipalities and multi-level investment of stakeholders throughout the region.

### **SCAG Compass Growth Vision**

The SCAG *Compass Growth Vision*, adopted in 2004, and incorporated into the 2008 RCP, encourages better relationships between housing, transportation, and employment.<sup>65</sup> The *Compass Growth Vision* is driven by four key principles: (1) Mobility—Getting where we want to go, (2) Livability—Creating positive communities, (3) Prosperity—Long-term health for the region, and (4) Sustainability—Preserving natural surroundings.<sup>66</sup> Additionally, the *Compass Growth Vision* incorporates a 2 percent growth strategy that will increase the region's mobility by:

- Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars.
- Designing safe, attractive transit centers and plazas that people enjoy using.

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64 Southern California Association of Governments (SCAG), Regional Transportation Plan 2012-2035 Sustainable Communities Strategy, adopted April 2012.

65 Southern California Association of Governments, *Compass Growth Vision (2004)*.

66 Southern California Association of Governments, *Compass Growth Vision (2004)*.

- Creating mini-communities around transit stations, with small businesses, urban housing, and restaurants all within an easy walk.

The Proposed Project is consistent with the goals and strategies of the 2008 RCP and the *Compass Growth Vision Strategy* discussed above. With respect to regional growth, SCAG forecasts that the population in the City of Los Angeles Subregion will increase to 4.34 million persons by 2030. As shown in **Table 4.13-1, SCAG's 2012 Regional Transportation Plan Growth Forecast for the City of Los Angeles Subregion**, the forecast from 2010 through 2030 projects growth of 290,797 additional persons, which yields a 6.7 percent growth rate.

**Table 4.13-1**  
**SCAG's 2012 Regional Transportation Plan Growth Forecast for the City of Los Angeles Subregion**

Projection Year	Population	Household	Person/Household
2010	4,057,484	1,386,658	2.92
2030	4,348,281	1,578,850	2.75
<b>Net Change from 2010 to 2030</b>	<b>290,797</b>	<b>192,192</b>	<b>(0.17)</b>
Percent Change	6.70%	13.20%	(5.8)

Source: SCAG, 2012 Regional Transportation Plan Update (adopted April 2012).

Based on the community's current household demographics (e.g., an average of 4.04 people per household for the Boyle Heights area), the construction of 49 additional residential units on the Project Site would result in an increase in approximately 198 residents in the City of Los Angeles.<sup>67</sup> The overall increase in housing units and population would be consistent with the SCAG forecast of 192,192 additional households and approximately 290,797 people in the City of Los Angeles between 2010 and 2030. As such, the Proposed Project would not cause unexpected growth (i.e., new housing or employment generators). The Proposed Project would not accelerate development in an undeveloped area that exceeds projected/planned levels for the year of the Proposed Project occupancy that would result in an adverse physical change in the environment or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. The Proposed Project would be consistent with the goals and strategies of SCAG's Regional Comprehensive Plan and the *Compass Growth Vision Strategy*.

<sup>67</sup> Los Angeles Department of City Planning Demographic Research Unit, *Statistical Information, Local Population and Housing Estimates*, <http://planning.lacity.org/DRU/Loc/LocFrame.cfm?geo=CP&loc=Hwd&sgo=ct&rpt=PnH&yxr=Y09>.

The Proposed Project would provide residential units and neighborhood-serving retail commercial uses on currently undeveloped and underutilized sites. No displacement of existing housing would occur with the Proposed Project. As stated before, the proposed mixed-use residential and retail uses and densities are consistent with the allowable uses and densities permitted by the LAMC zoning code and General Plan land use designations. The Proposed Project is the type of project encouraged by SCAG and City policies to accommodate growth in urban centers located close to existing employment centers and mass transit.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

**No Impact.** A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing displacement shall be made considering the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the project, in terms of net loss of market-rate and affordable units
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area
- The land use and demographic characteristics of the project area and the appropriateness of housing in the area
- Whether the project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, Housing and Urban Development (HUD) Consolidated Plan and Comprehensive Housing Affordability Study (CHAS) policies, redevelopment plan, Rent Stabilization Ordinance, and the RCPG.

The Proposed Project would consist of development of new housing, and commercial uses on a site that is currently occupied by a vacant lot and a traction power station for the Metro Gold Line. No displacement of existing housing would occur with the Proposed Project. The proposed uses are consistent and allowable with respect to the zoning and General Plan land use designations.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**c. *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

**No Impact.** The Proposed Project would consist of the development of new housing and commercial uses on a site that is currently occupied by a vacant lot and a traction power station for the Metro Gold Line. No displacement of existing housing would occur.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

### Cumulative Impacts

**Less than Significant Impact.** Approximately four related projects are currently planned for development within a 1.5-mile radius of the Proposed Project. These projects would introduce additional residential, commercial/retail, office, parking, and open space uses to the City of Los Angeles. Any residential projects would result in population growth in the City of Los Angeles, while other types of related projects could result in indirect population growth. As shown in **Table 4.13-2, Projected Cumulative Housing Units**, the Proposed Project and related projects would consist of residential developments that would cumulatively contribute approximately 4,596 new residential dwelling units to the area generating approximately 18,568 new residents.<sup>68</sup>

**Table 4.13-2  
Projected Cumulative Housing Units**

<b>Related Projects (by Housing Type)</b>	<b>Total Housing Units</b>	<b>Total Residents<sup>a</sup></b>
Apartments	4,450	17,978
Condominiums	97	392
<b>Related Projects Total</b>	<b>4,547</b>	<b>18,370</b>
Revised Project Net Total	49	198
<b>Cumulative Total</b>	<b>4,596</b>	<b>18,568</b>

*Note: For the full list of related projects, please refer to Table 3.0-5, Related Projects.*

<sup>a</sup> Based on a generation rate of 4.04 residents per dwelling units. Los Angeles Department of City Planning Demographic Research Unit, Boyle Heights Community Plan Area.

<sup>68</sup> Based on a generation rate of 4.04 residents per dwelling units. Los Angeles Department of City Planning Demographic Research Unit, Boyle Heights Community Plan Area.

As discussed previously, the Proposed Project would not exceed the growth projections of SCAG's RCP for the City of Los Angeles Subregion. In addition, the Proposed Project is the type of project encouraged by SCAG and City policies to accommodate growth in urban centers that are close to existing employment centers and mass transit. Because the Proposed Project would not displace any residents, and the population growth potentially associated with the Proposed Project has already been anticipated and planned for within the Boyle Heights area, the Proposed Project's population growth would not be cumulatively considerable.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.14 PUBLIC SERVICES

### Impact Analysis

*a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

*i. Fire protection*

**Less than Significant with Project Mitigation.** Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; for a commercial land use, the distance is 1 mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Proposed Project would include 49 dwelling units with approximately 10,000 square feet of commercial uses on the Project Site. The Proposed Project would generate approximately 198 new residents. Therefore, the Proposed Project could potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 2, located at 1962 E. Cesar E. Chavez Avenue, approximately 1.4 miles northwest of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 2 to the Project Site, fire protection response is considered adequate.

The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire-flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system while the required gpm is flowing. The existing fire hydrants on E. 1st Street and N. Lorena Street are adequate for the fire flow needs for the



Proposed Project; no new public fire hydrant installations are anticipated. However, the Proposed Project would include the incorporation of mitigation measure **XIV-10** to ensure that potential impacts to fire services are less than significant.

Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** The following mitigation measure is proposed to reduce impacts to a less than significant level.

**XIV-10                      Fire Protection**

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall be no more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

***Cumulative Impacts***

**Less than Significant Impact.** The Proposed Project, in combination with the four related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for the development of new fire stations in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to fire protection services impacts.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**ii. Police protection.**

**Less than Significant with Project Mitigation.** For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for police services anticipated at the time of completion and occupancy of the Project compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is located in the Hollenbeck division of the LAPD's Central Bureau. The Hollenbeck Area is 15.2 square miles in area and includes the communities of Aliso Village, Boyle Heights, El Sereno, Estrada Court, Hermon, Hillside Village, Lincoln Heights, Montecito Heights, Monterey Hills, Pico Gardens, Ramona Gardens, Rose Hill Courts, and University Hills. Boyle Heights is served by the Hollenbeck Community Police Station, located at 2111 E. 1st Street. Within the Hollenbeck Area, the Proposed Project is located within Reporting District (RD) 469. RD 469 is defined by the following boundaries: Cesar E. Chavez Avenue to the north, S. Indiana Street to the east, E. Sixth Street to the south, and N. Lorena Street to the west.

***Construction***

Construction sites have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns, thereby increasing demand upon the local police department. As such, the Proposed Project would install fences around the site to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Operation**

Implementation of the Proposed Project would result in an increase of residents and visitors, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. As such, the Proposed Project would implement mitigation measure **XIV-30** to enhance the safety of the Project Site.

Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** The following mitigation measure is proposed to reduce impacts to a less than significant level.

#### **XIV-30          Public Services (Police)**

- The plans shall incorporate the *Design Guidelines* (defined in the following sentence) relative to security, semi-public and private spaces, which may include, but not be limited to, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "*Design Out Crime Guidelines: Crime Prevention Through Environmental Design*", published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits.

### ***Cumulative Impacts***

**Less than Significant Impact.** The Proposed Project, in combination with the four related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on

small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to police protection services impacts.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**iii. Schools.**

**Less than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for school facilities which would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for school services anticipated at the time of project completion and occupancy compared to the expected level of service available, considering, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions that would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by several LAUSD public schools, as shown in **Table 4.14-1, LAUSD Public Schools within the Project Area.**

**Table 4.14-1  
LAUSD Public Schools within the Project Area**

<b>School</b>	<b>Address</b>	<b>Distance from Project Site (miles)</b>	<b>Students Served</b>
Belvedere Elementary School	3724 E. 1st Street	0.5	Kindergarten through fifth grade
Harrison Elementary School	3529 City Terrace Drive	1.2	Kindergarten through sixth grade
Anton Elementary School	831 N. Bonnie Beach Place	1.1	Kindergarten through sixth grade
Kennedy Elementary School	4010 Ramboz Drive	1.5	Kindergarten through sixth grade
City Terrace Elementary School	4350 City Terrace Drive	1.9	Kindergarten through fifth grade
Malabar Elementary School	3200 E. Malabar Street	0.5	Kindergarten through sixth grade
Belvedere Middle School	312 N. Record Avenue	0.7	Sixth through eighth grade
Mariana Elementary School	4215 E. Gleason Street	1.1	Kindergarten through sixth grade
City of Angeles Independent Studies	221 S. Eastman Avenue	0.5	Kindergarten through twelfth grade
Theodore Roosevelt High School	456 S. Matthews Street	1.0	Ninth through twelfth grade
Felicitas and Gonzalo Mendez High School	1200 Plaza Del Sol	1.9	Ninth through twelfth grade
Ramona High School	231 S. Alma Avenue	0.3	Seventh through twelfth grade
Esteban E. Torres High School	4211 Dozier Street	1.1	Ninth through twelfth grade

Source: Los Angeles Unified School District (2014).

As shown in **Table 4.14-2, Proposed Project Estimated Student Generation**, the Proposed Project would generate a maximum of approximately 11 elementary students, 6 middle school students, and 6 high school students, for a total of approximately 23 students.<sup>69</sup>

**Table 4.14-2  
Proposed Project Estimated Student Generation**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Multifamily residences <sup>a</sup>	49 du	10	5	5	20
Commercial/retail <sup>b</sup>	10,000 sq. ft.	1	1	1	3
	<b>Total</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>23</b>

Source: Los Angeles Unified School District, *School Fee Justification Study* (September 2002).

<sup>a</sup> Student generation rates are as follows for residential uses: 0.2042 elementary, 0.0988 middle, and 0.0995 high school students per unit.

<sup>b</sup> Student generation rates are as follows for commercial uses: 0.0149 elementary, 0.0069 middle, and 0.0067 high school students per 1,000 square feet.

Note: du = dwelling units; sq. ft. = square feet.

It is likely that some of the students generated by the Proposed Project would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD. The Project Applicant will be required to pay mandatory developer fees pursuant to California Education Code Section 17620(a)(1) to offset the Proposed Project's demands upon local schools.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

#### ***Cumulative Impacts***

**Less than Significant Impact.** As shown in **Table 4.14-3, Projected Cumulative Student Population**, the four related projects and Proposed Project combined would cumulatively contribute approximately 949 elementary school students, 460 middle school students, and 461 high school students. This would create an increased cumulative demand on local school districts. Nonetheless, the related projects

<sup>69</sup> Los Angeles Unified School District, *School Fee Justification Study* (September 2002). Student generation rates are as follows for residential uses: 0.2042 elementary, 0.0988 middle, and 0.0995 high school students per unit.

would be required to pay school developer fees, pursuant to California Education Code, Section 17620(a)(1), which would further alleviate cumulative impacts.

**Table 4.14-3  
Projected Cumulative Student Population**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Multifamily residences <sup>a</sup>	4,547 du	929	450	451	1,830
Office <sup>b</sup>	203,800 sq. ft.	5	3	3	11
Retail <sup>c</sup>	208,400 sq. ft.	4	2	2	9
<b>Related Projects Total:</b>		<b>938</b>	<b>455</b>	<b>456</b>	<b>1,850</b>
<b>Project Net Total:</b>		<b>11</b>	<b>5</b>	<b>5</b>	<b>21</b>
<b>Cumulative Total</b>		<b>949</b>	<b>460</b>	<b>461</b>	<b>1,871</b>

Source: Los Angeles Unified School District, *School Fee Justification Study* (September 2002).

Note: du = dwelling units; sq. ft. = square feet.

<sup>a</sup> Student generation rates are as follows for residential uses: 0.2042 elementary, 0.0988 middle, and 0.0995 high school students per unit

<sup>b</sup> Student generation rates are as follows for office uses: 0.0233 elementary, 0.0108 middle, and 0.0104 high school students per 1,000 square feet.

<sup>c</sup> Student generation rates are as follows for retail/commercial uses: 0.0149 elementary, 0.0069 middle, and 0.0067 high school students per 1,000 square feet.

Impacts would be less than significant with Project mitigation.

**Mitigation Measures:** Mitigation measures for the four related projects would be comparable to the mitigation measures for the Proposed Project.

#### iv. Parks

**Less than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of completion and occupancy of the Project compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). A significant impact would occur if the Proposed Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The Public Recreation Plan, a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards.<sup>70</sup> The standard ratio of neighborhood and community parks to population is 4 acres per 1,000 residents within a 1- to 2-mile radius for neighborhood and community parks. The Project Site is located within a highly urbanized area of the Hollywood community and, as shown in **Table 4.14-4, Recreation and Park Facilities within the Project Area**, has access to approximately 82.7 acres of parkland and public recreation facilities within a 2-mile radius. These facilities range in size from a 0.2-acre pocket park to the 35.1-acre Hazard Park and Recreation Center, which is the largest municipally owned and operated park in the world. It is estimated that the development of the Proposed Project would result in an increase of 446 new residents to the Hollywood Community Plan area.

**Table 4.14-4  
Recreation and Park Facilities within the Project Area**

Park Name	Park Size (acres)	Park Amenities	Distance to Project Site (mi)
Evergreen Recreation Center	5.8	Auditorium, basketball courts, children's play area, indoor gym, community room	0.59
Wabash Recreation Center	1.4	Auditorium, basketball courts, children's play area, indoor gym, community room	0.94
Roosevelt Pool	N/A	Year round, outdoor pool	0.95
Garcia Recreation Center	4.0	Barbeque pits, basketball courts, children's play area, indoor gym, picnic tables	0.99
Lani Vest Pocket Park	0.2	Pocket park. Open space	1.12
Boyle Heights Sports Center	6.9	Barbeque pits, baseball diamond, basketball court, children's play area	1.14
Hollenbeck Park and Recreation Center	13.9	Auditorium, barbeque pits, basketball courts, children's play area, community room, gym	1.23
Henry Alvarez Memorial Park	0.7	Basketball courts, children's play area, picnic tables, soccer field	1.37
Ramona Gardens Recreation Center	1.3	Auditorium, baseball diamond, basketball court	1.37
Costello Recreation Center	2.4	Baseball diamond, basketball court, soccer field, children's play area, community room	1.49
State Street Recreation Center	4.3	Baseball diamond, basketball courts, children's	1.5

70 City of Los Angeles General Plan, Service Systems Element.



Park Name	Park Size (acres)	Park Amenities	Distance to Project Site (mi)
		play area, community room	
Hazard Park and Recreation Center	35.1	Auditorium, barbeque pits, basketball courts, children's play area, indoor gym, tennis courts	1.64
Prospect Park	1.7	Pocket Park. Children's play area	1.68
Aliso Pico Recreation Center	1.1	Children's play area, basketball courts, indoor gym, baseball diamond, tennis courts	1.7
Pecan Park and Recreation Center	4.5	Basketball courts, children's play area, indoor gym, picnic tables, pool, volleyball courts	1.73
<b>Total Parkland</b>	<b>82.7</b>		

Source: City of Los Angeles Department of Recreation of Parks, Location Map, <http://raponline.lacity.org/maplocator>.

Existing parkland satisfies the need for parkland for the current population. Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Proposed Project would generate a need for approximately 0.2 acres of public parkland. This demand would be met through a combination of (1) on-site open space proposed within the Project, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. Based on the number of units and mix of unit types, approximately 6,175 square feet of open space would be required for the Project Site. A total of 7,500 square feet of open space is proposed. The Proposed Project would result in minimal demand for park services based on a slight increase in residential population. Any demand would be met through payment of applicable taxes in accordance with LAMC Section 17.12(a) or 17.58.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### ***Cumulative Impacts***

**Less than Significant Impact.** As discussed previously, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the four related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the East Los Angeles area to accommodate cumulative demands created by increased residential development. Similar to the Proposed Project's requirement to pay Quimby fees to improve recreation and park facilities, the related projects that include residential units would be required to pay similar applicable Quimby fees or the City's Dwelling Unit Construction Tax pursuant to LAMC Section

21.10.3(a)(1), to mitigate impacts upon park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**v. Other public services**

***Libraries***

**Less than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries) that would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for library services anticipated at the time of project completion compared to the expected level of service available, considering, as applicable, scheduled improvements to existing library services (renovation, expansion, addition, or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library [LAPL]).

Within the City of Los Angeles, the LAPL provides library services at the Central Library, seven regional branch libraries, 56 community branches, and two bookmobile units consisting of five individual bookmobiles. Approximately 6.5 million books and other materials compose the LAPL collection. The LAPL branches currently serving the Project Site include the Benjamin Franklin Branch Library, located at 2200 E. 1st Street, approximately 1.1 miles northwest of the Project Site; the Malabar Branch Library, located at 2801 Wabash Avenue, approximately 0.9 miles north of the Project Site; and the Robert Louis Stevenson Branch Library, located at 803 Spence Street, approximately 0.7 miles south of the Project Site. Both the Malabar Library and the Robert Louis Stevenson Library currently meet the library demands of the surrounding community and would be able to meet the Proposed Project's demand for library services.

Impacts would be less than significant.

***Cumulative Impacts***

**Less than Significant Impact.** The four related projects that have a residential component could generate additional residents who could increase the demand upon library services. This increase in resident population, combined with the resident population generated by the Proposed Project, would increase demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for \$178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on this, the Proposed Project would not make a considerable contribution to impacts on the City's library system.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.15 RECREATION

### Impact Analysis

- a. ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

**Less than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project completion and occupancy compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

As stated in **Section 3.0, Project Description**, approximately 6,175 square feet of open space would be required for the proposed Project. A total of approximately 7,500 square feet of open space is proposed. Approximately 1,875 square feet of this open space would be landscaped.

Notwithstanding the availability of on-site recreational amenities and open space areas, it is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in **Table 4.14-3, Recreation and Park Facilities within the Project Area**, there are 15 existing, new, and recently improved parks and recreation facilities within the Project Area totaling approximately 82.7 acres that are available to serve the future residents and retail visitors to the Project Site. Due to the fact that over 82 acres of parkland and recreational areas exist within two miles of the Project Site, the addition of 198 residents associated with the Proposed Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facilities would occur or be accelerated. As stated previously, any demand would be met through payment of applicable taxes in accordance with LAMC Section 17.12(a) or 17.58.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required

***b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

**Less than Significant Impact.** A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As stated before, a total of 7,500 square feet of open space is proposed. As noted in **Table 4.14-4**, there are 15 existing, new, and recently improved parks and other recreational facilities within the Project area totaling more than 82 acres that are available to serve the future residents and retail visitors to the Project Site. Although the Proposed Project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the Project area. The Proposed Project's increased demands upon recreational facilities would not by itself result in the construction of a new park, which might have an adverse physical effect on the environment.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** As discussed above, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the four related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the Hollywood area to accommodate cumulative demands created by increased residential development. Similar to the Proposed Project's requirement to pay Quimby fees to improve recreation and park facilities, the related projects that include residential units would be required to pay similar recreation taxes and/or applicable Quimby fees to mitigate impacts on park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.16 TRANSPORTATION AND TRAFFIC

### Impact Analysis

- a. *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

The following section summarizes and incorporates by reference information from the *Traffic Memorandum for the 1st and Lorena Mixed-Use Project (Traffic Study)* prepared by Linscott, Law & Greenspan.<sup>71</sup> The *Traffic Study* is included as **Appendix E** to this Initial Study.

**Less than Significant Impact.** A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding the Los Angeles Department of Transportation's (LADOT's) recommended level of service. Based on the *L.A.CEQA Thresholds Guide*, the determination of whether the project results in a significant impact is based on whether an increase in the V/C ratio on the intersection operating condition would result after the addition of project traffic of one of the following:

- V/C ratio increase > 0.040 if final LOS<sup>72</sup> is C
- V/C ratio increase > 0.020 if final LOS is D
- V/C ratio increase > 0.010 if final LOS is E or F

LADOT has developed a sliding scale methodology in which the minimum allowable increase in the V/C ratio attributable to a project decreases as the V/C ratio of the intersection increases.

The level of service definitions for intersections may be found in **Table 4.16-1, Level of Service Definitions for Intersections.**

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<sup>71</sup> Linscott, Law & Greenspan, *Traffic Memorandum for the 1st and Lorena Mixed-Use Project* (June 2015).

<sup>72</sup> "Final LOS" is defined as projected future conditions, which include project, ambient, and related project growth, but do not include project traffic mitigation.

**Table 4.16-1  
Level of Service Definitions for Intersections**

<b>Level of Service</b>	<b>Signalized V/C Ratio</b>	<b>Definition</b>
A	0.000–0.600	<b>EXCELLENT.</b> No vehicle waits longer than one red light and no approach phase is fully used
B	0.601–0.700	<b>VERY GOOD.</b> An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.707–0.800	<b>GOOD.</b> Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801–0.900	<b>FAIR.</b> Delays may be substantial during portions of the rush hours, but enough lower-volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901–1.000	<b>POOR.</b> Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	<b>FAILURE.</b> Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

*Source: LADOT (2014).*

### Estimated Trip Generation

Trip-generation estimates for the Proposed Project were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012).<sup>73</sup> **Table 4.16-2, Trip Generation Estimates—Daily Trips**, summarizes the trip generation rates used to arrive at Project trip generation estimates for the daily peak-hour periods.

<sup>73</sup> Institute of Transportation Engineers, *Trip Generation, 9th Edition*, 2012.

**Table 4.16-2  
Trip Generation Estimates—Daily Trips**

Land Use	Size	Daily Trip Ends Volumes	Peak-Hour Trips		
			In	Out	Total
<b>Proposed Project</b>					
Apartment	49 du	313	13	12	25
Commercial	10,000 sq. ft.	500	25	23	48
<b>Transit/Walk-In Trips</b>					
Apartments (15%)		(47)	(2)	(2)	(4)
Commercial (15%)		(75)	(4)	(3)	(7)
<b>Driveway Subtotal</b>		<b>691</b>	<b>32</b>	<b>30</b>	<b>62</b>
<b>Pass-by Trips</b>					
Commercial (50%)		(213)	(11)	(10)	(21)
<b>Net Increase</b>		<b>478</b>	<b>21</b>	<b>20</b>	<b>41</b>

As shown in **Table 4.16-2**, the Proposed Project is anticipated to generate a net total of 478 weekday trips (239 inbound trips and 239 outbound trips) and weekend midday peak-hour trips (21 inbound trips and 20 outbound trips). Since the total number of trips generated for daily, AM, and PM peak-hour trips would be less than the *L.A. CEQA Thresholds Guide* guideline of 500 daily trips and 43 peak-hour trips, traffic impacts resulting from increased trips would be less than significant.

#### **Construction—Traffic**

The Proposed Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The addition of these vehicles into the street system would contribute to increased traffic in the Project vicinity. The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The Proposed Project's construction trip traffic would be a fraction of the operational traffic, which would not cause any significant impacts at the studied intersection. Therefore, it is not anticipated that they could contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. A construction work site traffic control plan would be submitted to DOT for review and approval prior to the start of any construction work. The plan would show the location of any roadways or sidewalk closures, traffic detours, hours of operation, protective devices, warning signs, and access to abutting properties. DOT also recommends that all construction-related traffic be restricted to off-peak hours.



Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Operational Traffic**

Three study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in the *Traffic Study* and correspond to locations where potential traffic impacts from the Proposed Project are most likely to occur. The intersections identified for analysis are as follows:

1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place
2. Lorena Street / 1st Street
3. Indiana Street / 1st Street

### **Project Impacts**

#### ***Existing with Project Impacts***

**Table 4.16-3, Existing with Project Conditions—Intersection Level of Service AM Peak Hour; Table 4.16-4, Existing with Project Conditions—Intersection Level of Service PM Peak Hour; and Table 4.16-5, Existing with Project Conditions—Intersection Level of Service for Saturday Peak Hours,** summarize the level of service for the existing with Project conditions at the analyzed intersections for the AM, PM and Saturday peak hours, respectively. The analysis summarized in **Table 4.16-3, Table 4.16-4 and Table 4.16-5** indicates that for the AM, PM and Saturday peak hours, the addition of Proposed Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in V/C ratios would be less than the threshold for a significant impact to occur, since there is an average increase in V/C ratios of 0.003 Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the “Existing With Project” conditions.

**Table 4.16-3**  
**Existing with Project Conditions—Intersection Level of Service Peak Hour**

Intersection	AM Peak Hour				Change in V/C	Significant Impact?
	Existing V/C	Existing LOS	Existing with Project V/C	Existing with Project LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.397	A	0.400	A	0.003	No
2. Lorena Street / 1st Street	0.568	A	0.571	A	0.003	No
3. Indiana Street / 1st Street	0.413	A	0.413	A	0.005	No

Source: Linscott, Law & Greenspan (June 2015).

**Table 4.16-4**  
**Existing with Project Conditions—Intersection Level of Service PM Peak Hour**

Intersection	PM Peak Hour				Change in V/C	Significant Impact?
	Existing V/C	Existing LOS	Existing with Project V/C	Existing with Project LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.510	A	0.515	A	0.005	No
2. Lorena Street / 1st Street	0.633	B	0.637	B	0.004	No
3. Indiana Street / 1st Street	0.400	A	0.400	A	0.000	No

Source: Linscott, Law & Greenspan (June 2015).

**Table 4.16-5**  
**Existing with Project Conditions—Intersection Level of Service for Saturday Peak Hours**

Intersection	PM Peak Hour				Change in V/C	Significant Impact?
	Existing V/C	Existing LOS	Existing with Project V/C	Existing with Project LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.413	A	0.421	A	0.008	No
2. Lorena Street / 1st Street	0.521	B	0.525	B	0.004	No
3. Indiana Street / 1st Street	0.395	A	0.406	A	0.011	No

Source: Linscott, Law & Greenspan (June 2015).

### **Future with Project Impacts**

Table 4.16-6, Future with Project Conditions—Intersection Level of Service AM Peak Hour; Table 4.16-7, Future with Project Conditions—Intersection Level of Service PM Peak Hour; and Table 4.16-8 Future with Project Conditions—Intersection Level of Service for Saturday Peak Hours, summarize the results of the future with Project conditions intersections analysis during the weekday morning and

afternoon and Saturday peak hours. Future Project traffic volumes include volumes associated with an ambient growth rate of 1.0 percent through 2017.

**Table 4.16-6**  
**Future (2016) with Project Conditions—Intersection Level of Service AM Peak Hour**

Intersection	AM Peak Hour				Change in V/C	Significant Impact?
	Future Pre-Project V/C	Pre-Project LOS	Future with Project V/C	Future with Project LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.407	A	0.411	A	0.004	No
2. Lorena Street / 1st Street	0.582	A	0.584	A	0.002	No
3. Indiana Street /1st Street	0.424	A	0.429	A	0.005	No

Source: Linscott, Law & Greenspan (June 2015).

**Table 4.16-7**  
**Future (2016) with Project Conditions—Intersection Level of Service PM Peak Hour**

Intersection	PM Peak Hour				Change in V/C	Significant Impact?
	Future Pre-Project V/C	Pre-Project LOS	Future with Project V/C	Future with Project LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.522	A	0.527	A	0.005	No
2. Lorena Street / 1st Street	0.648	B	0.653	B	0.004	No
3. Indiana Street / 1st Street	0.409	A	0.409	A	0.000	No

Source: Linscott, Law & Greenspan (June 2015).

**Table 4.16-8**  
**Future (2016) with Project Conditions—Intersection Level of Service for Saturday Peak Hours**

Intersection	PM Peak Hour				Change in V/C	Significant Impact?
	Future Pre-Project V/C	Pre-Project LOS	Future with Project V/C	Future with Project LOS		
1. Lorena Street / Cesar Chavez Avenue-Brooklyn Place	0.424	A	0.431	A	0.003	No
2. Lorena Street / 1st Street	0.533	B	0.538	B	0.005	No
3. Indiana Street / 1st Street	0.405	A	0.416	A	0.011	No

Source: Linscott, Law & Greenspan (June 2015).

The analysis summarized in **Table 4.15-6, 4.16-7 and 4.16-8** indicates that for peak hours, the addition of Proposed Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in V/C would be less than the threshold for a significant impact to occur, since there is an average increase in V/C ratios of .003.

As previously mentioned, all of the study intersections are currently operating at LOS A or B during the peak hours. The forecast change in operations during the AM, PM and Saturday peak hours in comparing the Existing to Existing with Project conditions, as well as Future to Future with Project conditions, is determined to be less than significant at the three study intersections. Therefore, the Project-related traffic impacts are determined to be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- b. *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

**No Impact.** No congestion management program (CMP) freeway-monitoring segment or intersection analysis is required, and there would be no Project-related impacts to the CMP. The Proposed Project would not conflict with any travel demand measures.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- c. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

**No Impact.** This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths. No aviation-related use would occur.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- d. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**Less than Significant Impact.** A significant impact may occur if a project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not

include unusual or hazardous design features. However the Proposed Project will include new vehicular access driveways to the Project Site that, if not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project area. The Proposed Project would not include unusual or hazardous design features and will include a new vehicular access to the Project Site, which would be properly designed and constructed to ensure the safety of pedestrian circulation in the Project area.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***e. Would the project result in inadequate emergency access?***

**Impacts would be less than significant.** A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

As stated in **Section 4.8, Hazards and Hazardous Materials**, The Proposed Project is not located on or near an adopted emergency response or evacuation plan.<sup>74</sup> Development of the Project Site may require temporary and/or partial street closures due to construction activities. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns and/or impede public access or travel upon public rights-of-way. Development of the Proposed Project may temporarily affect access on N. Lorena Street and E. 1st Street during construction.

As described previously, the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to review requirements of the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. The Proposed Project would not be expected to result in inadequate emergency access.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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<sup>74</sup> City of Los Angeles General Plan, "Safety Element," Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>.

- f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

**No Impact.** For the purpose of this Initial Study, a significant impact may occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on or off site.

The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any Class I or Class II bikeway systems.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** Development of the Proposed Project in conjunction with the four related projects would result in an increase in average daily vehicle trips and peak-hour vehicle trips in the Central City area. The *Traffic Study* for the Proposed Project applied a 1-percent annual growth rate in traffic volumes, which was assumed per LADOT guidelines, in order to account for cumulative impacts. As noted previously all increases in V/C ratios in the AM, PM and Saturday peak hours would be less than the thresholds for a significant impact to occur and the Proposed Project's contribution to cumulative impacts is less than significant for all of the study intersections analyzed.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.17 UTILITIES AND SERVICE SYSTEMS

### Impact Analysis

**a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

**No Impact.** A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable (RWQCB). Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information that may be required by the appropriate RWQCB. The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The LARWQCB enforces wastewater treatment and discharge requirements for properties in the Project area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and therefore is subject to the State's wastewater treatment requirements. Wastewater from the Project Site would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**b. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**Less than Significant Impact.** A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. Based on the *L.A.CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion and occupancy; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Boyle Heights Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

## Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles in Sylmar at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by the LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months; thus, the plant operates at between 75 and 90 percent capacity, respectively. Therefore, the LAAFP has a remaining treatment capacity of approximately 50 to 150 mgd, depending on the season.

As shown in **Table 4.17-1, Estimated Project Water Demand**, the Proposed Project would generate a demand for approximately 3,934 gallons per day (gpd) of water, significantly below available capacity. In accordance with the *L.A. CEQA Thresholds Guide*, the base estimated water demand was based on 120 percent of the Bureau of Sanitation sewerage generation factors for residential and commercial categories.<sup>75</sup> The estimate was then adjusted to reflect the 20 percent water conservation mandate pursuant to the LA Green Building Code. The LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation; meet and exceed Title 24 Standards updated by the California Energy Commission on in 2013; and meet 50 percent construction waste recycling levels. Consequently, based on the estimates provided in **Table 4.17-1**, implementation of the Proposed Project is not expected to measurably reduce the LAAFP's capacity of 600 mgd; therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less than significant impact.

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<sup>75</sup> City of Los Angeles, Bureau of Sanitation, "Sewer Generation Factors," 2004.



**Table 4.17-1  
Estimated Project Water Demand**

Type of Use	Size of Use	Demand Factor <sup>a</sup>	Daily Demand (gpd)
Mixed-Use Residential	49 du	80 gal/unit/day	3,920
Commercial	10,000 sq. ft.	96 gal/1,000 sq. ft./day	960
<i>Subtotal</i>	—	—	<i>4,880</i>
<i>Less 20 Percent per LA Green Building Code</i>			<i>976</i>
<b>Total Project Demand</b>			<b>3,934</b>

*Note: sq. ft. = square feet; du = dwelling units; gal = gallons  
a 120 percent sewage-generation loading factor*

The required minimum fire flow for the development is estimated to be approximately 4,000 gpm based on the Proposed Project's scale and density. The existing fire hydrants located on N. Lorena Street and E. 1st Street are adequate for fire-flow needs for the Proposed Project; no new public fire hydrant installations are anticipated for the Proposed Project.

In the event that any further water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area and would not create a significant impact to the physical environment. This is largely because (1) any disruption of service would be of a short-term nature, (2) the replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Potential impacts resulting from water infrastructure improvements would be less than significant.

### **Wastewater Treatment Facilities and Existing Infrastructure**

Based on the criteria established in the *L.A.CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or the General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the HTP. The HTP treats an average daily flow of 362 million gallons per day (mgd) and has the capacity to treat 450 mgd.<sup>76</sup> This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.<sup>77</sup> As shown in **Table 4.17-2, Proposed Project Estimated Wastewater Generation**, the Proposed Project would generate approximately 3,149 gpd of wastewater, representing a fraction of 1 percent of the available capacity.

**Table 4.17-2  
Proposed Project Estimated Wastewater Generation**

Type of Use	Size of Use	Wastewater Generation Rate (gpd/unit) <sup>a</sup>	Total Wastewater Generated (gpd)
Mixed-Use Residential	49 du	64 gpd/unit	3,136
Commercial	10,000 sq. ft.	80 gpd/1,000 sq. ft.	800
<i>Total Wastewater Generation</i>			<i>3,936</i>
<i>Less 20 percent per LA Green Building Code</i>			<i>787</i>
<b>Total Project Wastewater Generation</b>			<b>3,149</b>

Note: sq. ft. =square feet; du = dwelling units.

<sup>a</sup> L.A.CEQA Thresholds Guide, Exhibit M.2-12 (2006).

In accordance with the *L.A. CEQA Thresholds Guide*, the base estimated sewer flows were based on Bureau of Sanitation sewerage generation factors for residential and commercial categories.<sup>78</sup> The estimate was then adjusted to reflect the 20 percent water conservation mandate pursuant to the *LA Green Building Code*. As already noted, the *LA Green Building Code* requires projects to achieve a 20 percent reduction in potable water use and wastewater generation; meet and exceed Title 24 Standards updated by the California Energy Commission in 2013; and meet 50 percent construction-waste recycling levels. The HTP has a remaining capacity to treat an 88 additional mgd and would have adequate capacity to serve the Proposed Project.

Impacts would less than significant.

<sup>76</sup> City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, [http://san.lacity.org/lasewers/treatment\\_plants/hyperion/index.htm](http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm).

<sup>77</sup> City of Los Angeles Department of Public Works, Bureau of Sanitation, "Hyperion Treatment Plant," [http://san.lacity.org/lasewers/treatment\\_plants/hyperion/index.htm](http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm).

<sup>78</sup> Bureau of Sanitation (2004).

**Mitigation Measures:** No mitigation measures are required.

- c.        *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**No Impact.** A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As described previously, the Proposed Project would not result in a significant increase in site runoff. Runoff from the Project Site would be collected on-site and directed toward existing storm drains in the Project vicinity. The Proposed Project will be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first ¼ inch of rainfall in a 24-hour period. Thus, the rate of post-development runoff and pollutants from the parking area would be reduced under the Proposed Project. The Proposed Project would not create or contribute water runoff that would exceed the capacity of existing or planned stormwater drainage systems.

No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

- d.        *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?***

**Less than Significant Impact.** A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project completion; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

According to the City's Urban Water Management Plan (UWMP), the City's projected demand for water during dry seasons would be 2,236,000 acre-feet per year (afy) for 2015 and 2,188,000 afy for 2020.<sup>79</sup>

As shown in **Table 4.17-1**, the Proposed Project's net increase for water demand would be 3,934 gpd or 4.4 afy. The Proposed Project's net increase for water demand would represent less than 0.1 percent of the City's total demand. Additionally, the proposed Project is consistent with growth projections in the UWMP. The UWMP projects adequate water supplies through 2020. As such, the Proposed Project would have a less than significant impact on water demand.

In addition, pursuant to LAMC Section 122.03(a), the Proposed Project is required to utilize water-saving devices, including but not limited to urinals equipped with flushometer valves, which flush with a maximum of 1.28 gallons. The Proposed Project would also comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures for landscaped areas.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- e. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

**Less than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in **Section 4.17 (b)**, the sewage flow will ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Proposed Project.<sup>80</sup>

Impacts would less than significant.

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79 City of Los Angeles Department of Public Works. *City of Los Angeles Urban Water Management Plan* (2011).

80 City of Los Angeles, Department of Public Works, Bureau of Sanitation, "Hyperion Treatment Plant."

**Mitigation Measures:** Mitigation measures are not required.

**f. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

**Less than Significant Impact.** A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP) or the Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the *SRRE*.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Chiquita Canyon Landfill and the Manning Pit Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Chiquita Canyon Landfill currently has a remaining capacity of 4.9 million tons,<sup>81</sup> while the Manning Pit Landfill has a remaining capacity of 540,000 tons.<sup>82</sup> Thus, the Chiquita Canyon Landfill and Manning Pit Landfill combined have a remaining permitted daily intake of approximately 5.4 million tons. The Chiquita Canyon Landfill has an estimated remaining life of 4 years. An expansion of the Chiquita Canyon Landfill that would increase capacity by 23,872,000 tons (a 21-year life expectancy) is currently proposed, and it is anticipated that the Chiquita Canyon Landfill will have sufficient capacity to serve the Proposed Project.

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81 County of Los Angeles Department of Public Works, *2011 Annual Report, Los Angeles Countywide Integrated Waste Management Plan* (Alhambra, CA: County of Los Angeles Department of Public Works, August 2012).

82 County of Los Angeles Department of Public Works, "Spreading Facility Information," <http://www.ladpw.org/wrd/spreadingground/information/facdept.cfm?facinit=21>.

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The solid waste disposal needs would be directed to the local recycling facilities and landfills described above. Based on a gross development size of 55,153 square feet and a standard waste generation rate of 4.38 pounds/square foot, it is estimated that the construction of the Proposed Project would generate approximately 121 tons of debris during the construction process.<sup>83</sup>

As shown in **Table 4.17-3, Expected Operational Solid Waste Generation**, the Proposed Project's net generation during the life of the Proposed Project would be 256 pounds per day. This estimate is conservative because it does not factor in any recycling or waste diversion programs.

**Table 4.17-3  
Expected Operational Solid Waste Generation**

Type of Use	Size	Waste Generation Rate <sup>a</sup> (lb./unit/day)	Total Solid Waste Generated (lb./day)
Mixed-Use Residential	49 du	4 lb./du/day	196
Commercial	10,000 sq. ft.	.006 lb./sq. ft./day	60
<b>Total Project Waste Generation</b>			<b>256</b>

Note: sq. =square feet; du = dwelling units.

<sup>a</sup> City of Los Angeles Bureau of Sanitation, *Solid Waste Generation*, 1981. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?**

**Less than Significant Impact.** A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a residential mixed-use building with ground-floor retail uses and would comply with all federal, State, and local statutes and regulations regarding proper disposal.

<sup>83</sup> US EPA Report No. EPAA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, page A-1. <http://www.epa.gov/wastes/hazard/generation/sqg/cd-rpt.pdf>.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## **Energy**

**Less than Significant Impact.** CEQA Appendix F: Energy Conservation states that the goal of conserving energy implies wise and efficient energy use. The means of achieving this goal include decreasing overall per capita energy consumption; decreasing reliance on fossil fuels such as coal, natural gas, and oil; and increasing reliance on renewable energy sources. Energy conservation implies that a project's cost effectiveness be reviewed in terms of energy requirements and the corresponding monetary cost.

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on energy shall be made considering the following factors: (a) the extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities; (b) whether and when the needed infrastructure was anticipated by adopted plans; and (c) the degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements. A significant impact would occur if the Proposed Project required additional energy supply facilities and/or distribution infrastructure, creating significant direct or indirect impacts to the environment.

The proposed Project would comply with the California Energy Commission 2013 Building Energy Efficiency Standards (Title 24, Part 6). The Standards focus on several key areas to improve the energy efficiency of newly constructed buildings, and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations. The 2013 Standards also include updates to the energy efficiency divisions of the California Green Building Code Standards (Title 24, Part 11). A set of prerequisites has been established for both the residential and nonresidential Reach Standards, which include efficiency measures that should be installed in any building project striving to meet advanced levels of energy efficiency. Energy Commission staff estimates that the implementation of the 2013 Building Energy Efficiency Standards may reduce Statewide annual electricity consumption by approximately 613 gigawatt-hours per year, electrical peak demand by 195 megawatts, and natural gas consumption by 10 million therms per year. Some of these Standards are:

1. Installed gas-fired space heating equipment shall have an Annual Fuel Utilization Ratio (AFUE) of 0.90 or higher.
2. Installed electric heat pumps shall have a Heating Seasonal Performance Factor (HSFP) of 8.0 or higher.

3. Installed cooling equipment shall have a Seasonal Energy Efficiency Ratio (SEER) higher than 13.0 and an Energy Efficiency Ratio (EER) of at least 11.5.
4. Installed tank-type water heaters shall have an Energy Factor (EF) higher than 0.6.
5. Installed tankless water heaters shall have an EF higher than 0.80.
6. Duct-leakage testing shall be performed to verify a total leakage rate of less than 6 percent of the total fan flow.
7. Building lighting in the kitchen and bathrooms within the dwelling units shall consist of at least 90 percent ENERGY STAR qualified hard-wired fixtures (luminaires).

Compliance with the Los Angeles Green Building Code Tier 1 requirements include a requirement to exceed the 2008 energy efficiency standards defined in the California Energy Code Title 24, Part 6, by 15 percent.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** As previously mentioned, the water demand for the Proposed Project would be 3,934 gpd. Water demand for the Project plus four related projects would be approximately 0.33 million gallons per day (mgd), significantly below the capacity of the LAAFP, which is able to treat approximately 600 mgd. Therefore, the LAAFP has the capacity to treat water for the Project and all related projects. With regard to stormwater, the Proposed Project and all related projects would be required to demonstrate compliance with Low Impact Development (LID) Ordinance standards and retain or treat the first  $\frac{3}{4}$  inch of rainfall in a 24-hour period, and therefore would not create or contribute water runoff that would exceed the capacity of the City's stormwater drainage system. Finally, wastewater from the Project Site, as well as from related projects, would be conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the HTP and would be treated according to the wastewater treatment requirements enforced by the LARWQCB. The Project plus related projects would generate approximately 0.26 mgd, significantly below the capacity of the HTP which is able to treat approximately 88 mgd.

Implementation of the Proposed Project in conjunction with the four related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for the disposal of City of Los Angeles waste past 2029 due to a lack of space. The



Proposed Project would contribute approximately 47 tons of solid waste per year. The Project plus related projects would generate approximately 3,803 tons of solid waste per year, representing under 1 percent of the current remaining capacity of the Chiquita Canyon Landfill and the Manning Pit Landfill, which combined have a remaining permitted daily intake of approximately 5.4 million tons. As with the Proposed Project, related projects would participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills. Although there is currently adequate capacity to accommodate the cumulative disposal needs of the Proposed Project and related projects, it should be noted that continued capacity beyond the year 2029 is uncertain and speculative to address in this Initial Study. Solutions to resolve the regional solid waste disposal needs are continuously being investigated at the State, regional and local levels. Nevertheless, since there is currently adequate capacity to accommodate the cumulative disposal needs of the Proposed Project and related projects, the Project's operational solid waste demands are less than cumulatively considerable.

Cumulative impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## 4.18 MANDATORY FINDINGS OF SIGNIFICANCE

### Impact Analysis

- a. ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

**No Impact.** A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the environmental topics addressed in this Initial Study. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less than significant cultural resource impacts, provided the mitigation measures listed previously are implemented. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or prehistory.

No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

- b. ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

**Less than Significant Impact.** A significant impact may occur if the Proposed Project, in conjunction with the four related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities would be less than significant.

Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

- c. ***Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?***

**Less than Significant with Project Mitigation.** A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures noted in **Sections 4.1 through 4.17.**

Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** Applicable mitigation measures noted in **Sections 4.1 through 4.17** would be required.

## 5.0 REFERENCES

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*City of Los Angeles General Plan, "Safety Element," Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles (1996).*

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## 6.0 LIST OF PREPARERS

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**Los Angeles Department of City Planning**

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Greg Shoop <greg.shoop@lacity.org>

## usc health sciences campus condition

1 message

**Shana Bonstin** <shana.bonstin@lacity.org>

Thu, Sep 10, 2015 at 12:57 PM

To: Greg Shoop <greg.shoop@lacity.org>

Hi Greg. I wrote it up for you.....

2. Site Plan. The uses and development.....and floor plans labeled "Revised Exhibit A" as modified by the City Planning Commission. Prior to the issuance of any permits.....Department of City Planning, Metro Neighborhood Project Section for verification of compliance with the imposed conditions.

a) The five pedestrian access points identified in slide \_\_\_ of the Applicants Presentation to CPC on September 10th, 2015, shall be designed with increased visibility and access. Stairways shall be increased to approximately 10 feet.

b) A stairway from the sidewalk to the elevated outdoor platform (?) shall be added at the corner of San Pablo and Alcatraz (street/road).

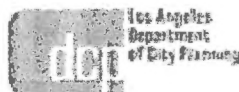
c) Additional articulation on the East Elevation shall be added to visible walls in the form of additional and varied finishes, greenwalls (climbing vegetation) and solar panels. There shall be no blank walls unless they

d) For all elevations, facade features or finishes in addition to the beige, yellow, and brick walls shall be added to provide visual interest.

e) A landscape and irrigation plan shall indicate compliance with the Landscape Ordinance section—of the LAMC. Vegetation planters shall be increased in size to accommodate full growth as depicted on the landscape plan.

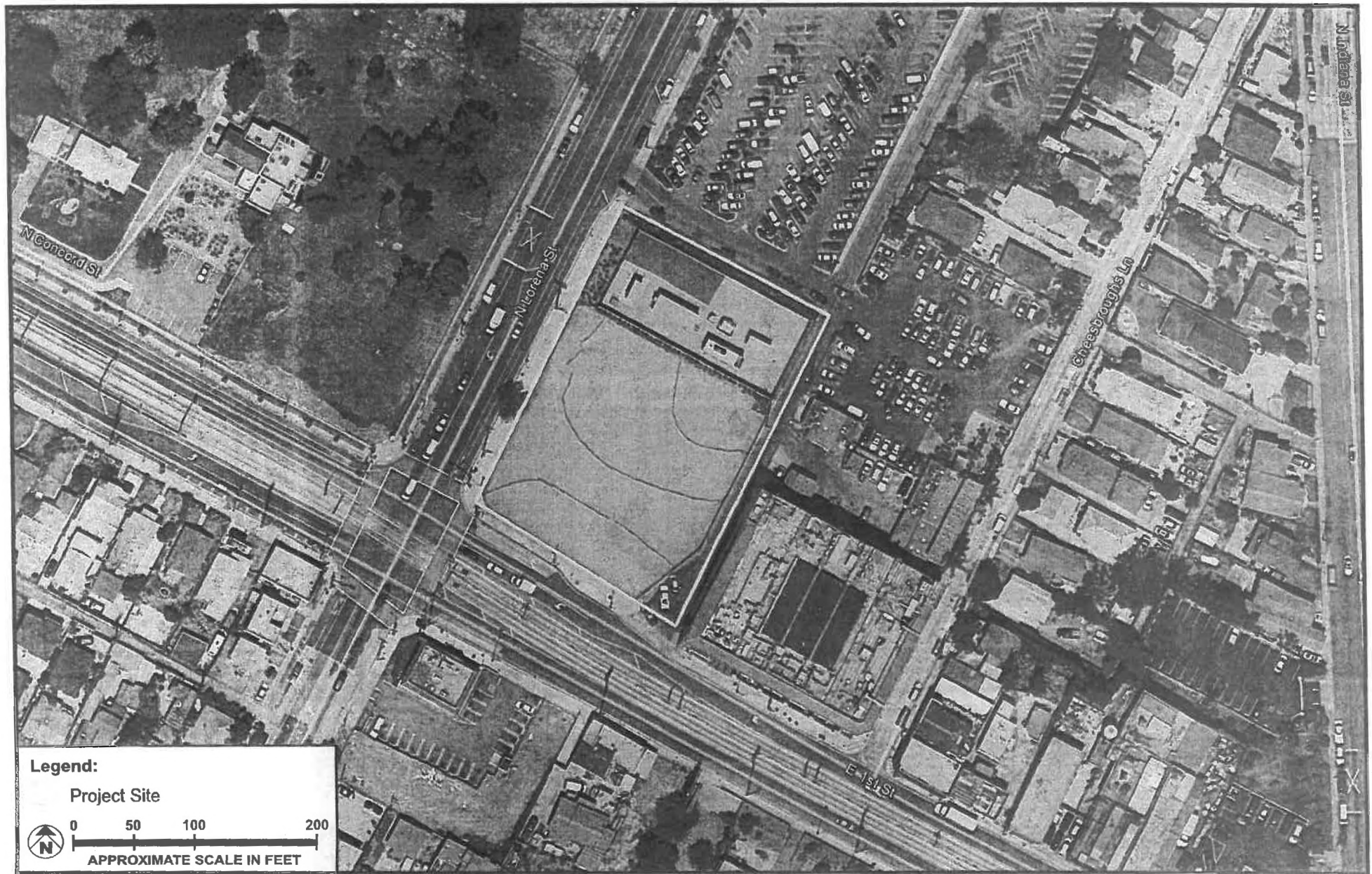
f) Solar panels shall be incorporated on the roof (?) shall be or may be?

\*\*\*make sure your powerpoint and applicant's powerpoint is included in the case file.



**Shana Bonstin, Senior City Planner**  
**Plan Implementation Division-Metro Neighborhood Projects**  
**200 North Spring Street, Room 621, Los Angeles, 90012**  
shana.bonstin@lacity.org | 213.978.1217



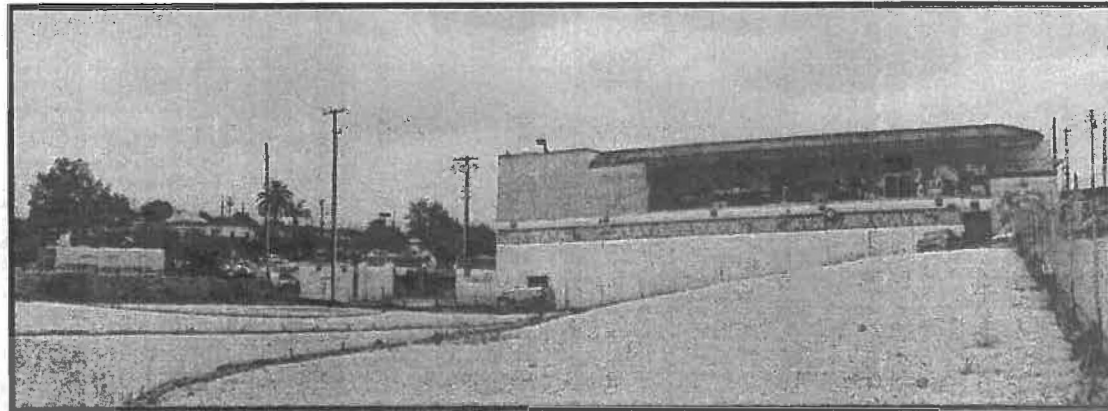


SOURCE: Google Earth - 2014; Meridian Consultants, LLC - 2014

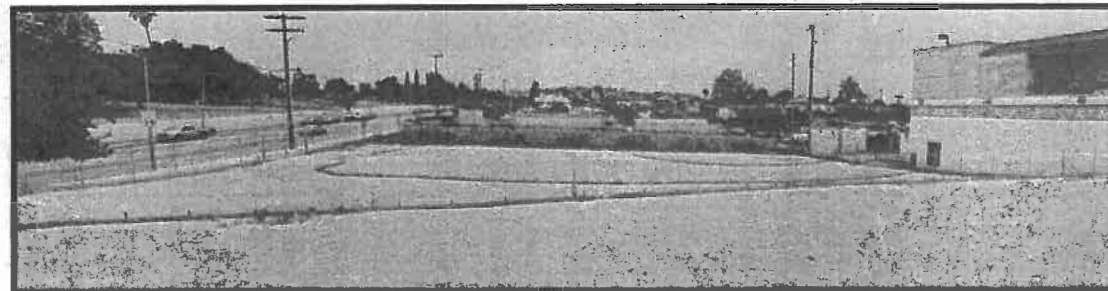
FIGURE 2.0-2



2. View of subject site, southerly facing from Lorena Street



7. View of subject site, northeasterly facing from Lorena Street.



9. View of subject site, northeasterly facing from 1<sup>st</sup> Street.

SOURCE: Meridian Consultants, LLC - 2014

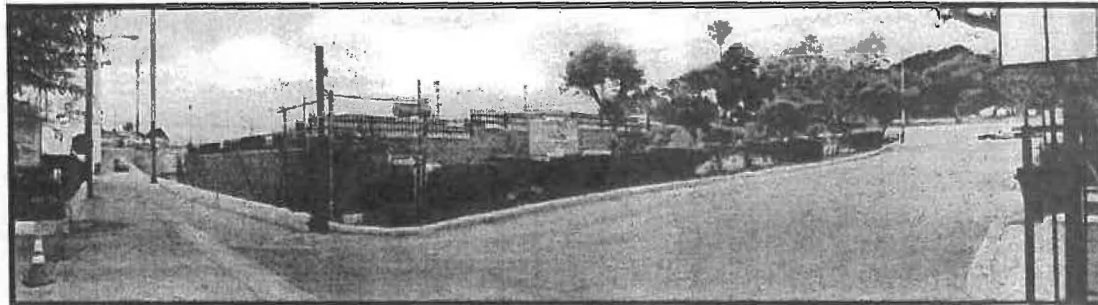
FIGURE 2.0-3



11. View of subject site, northwesterly facing from 1<sup>st</sup> Street.



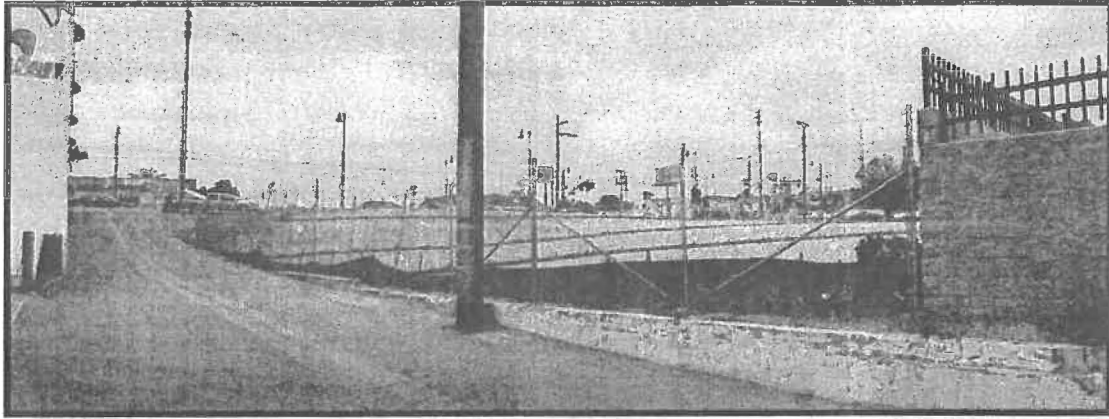
12. View of subject site, northwesterly facing from 1<sup>st</sup> Street.



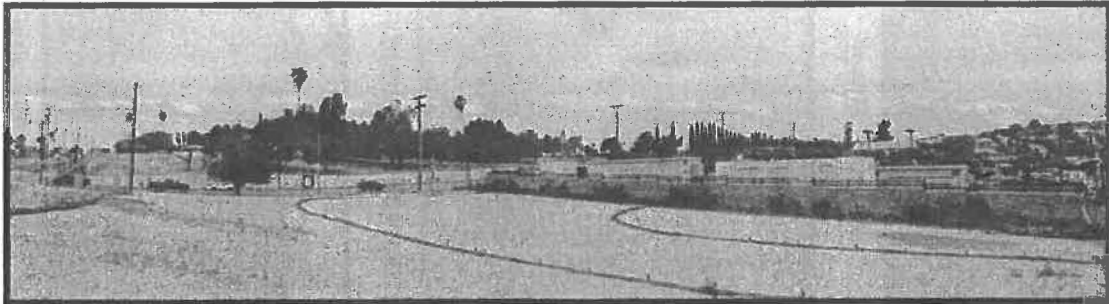
13. View of subject site, southwesterly facing from abutting alley.

SOURCE: Meridian Consultants, LLC - 2014

FIGURE 2.0-4



14. View of subject site, southwesterly facing from abutting alley.



15. View of subject site, southwesterly facing from abutting alley.



21. View of abutting alley, northeasterly facing from 1<sup>st</sup> Street.

SOURCE: Meridian Consultants, LLC - 2014

FIGURE 2.0-5



10. View of subject site, northwesterly facing from 1<sup>st</sup> Street.

SOURCE: Meridian Consultants, LLC - 2014

FIGURE 2.0-6

**Meridian**  
Consultants

Existing Conditions

069-002-14



SOURCE: Zimas - 2014

FIGURE 2.0-7

## 3.0 PROJECT DESCRIPTION

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### PROPOSED DEVELOPMENT

The Proposed Project is seeking a 4- to 5-story, 90,000-square-foot mixed-use building on the Project Site containing 49 apartment units and approximately 10,000 square feet of ground-floor retail commercial space. The Project Site consists of approximately 1.27 acres (55,153 square feet) located within the C2-1 and R3-1 Zones.

The southern portion of the building, located in the C2-1 zone on E. 1st Street and wrapping around N. Lorena Street will be 5 stories. As shown in **Figure 3.0-1, Proposed Building Site Plan**, the portion oriented towards E. 1st Street will contain 4 stories of apartment units over the ground floor retail commercial space, with one level of subterranean parking. The ground floor would also contain a residential lobby, pedestrian plaza, and residential courtyard. The northern portion of the building, located in the R3-1 zone, will be 4 stories with a maximum height of 51 feet and will contain 3 stories of apartment units over a ground level parking. Project development would only occur on the vacant two-thirds of the Project Site (which is then further separated into “northern” and “southern” portions); the existing brick wall separating the northern third of the Project Site containing the traction power station would remain; and the traction power station would remain unchanged by the Proposed Project.

### Architectural Design

As displayed in **Figure 3.0-2, Proposed Building Elevation**, the portion of the Proposed Building located within C2-1 zoning would be approximately 70 feet in height to the top of the roof, and the portion located within R3-1 zoning would be 51 feet in height to the top of the roof. Architectural materials would include a mix of aluminum composite panels, perforated sheet metal guardrails, fiber cement boards, wood slat screens and railings, exterior cement plaster, and glass.

### Open Space and Landscaping

The Proposed Project would provide residential open space as required by the Boyle Heights Community Plan. Based on the number of units and the unit types, approximately 6,175 square feet of open space would be required. Approximately 7,500 square feet of open space is proposed. Approximately 1,875 square feet of this open space would be landscaped.

### Floor Area

The zoning designation for the Project Site is split between C2-1 and R3-1. Because the Project Site is within two zoning designations, the FAR is calculated separately for each zoning designation. The total site area for the lots zoned C2-1 is 27,201 square feet; buildable area of this area is 22,677 square feet.





**Substitute Environmental Mitigation Measures**

**12. Hazardous Materials.**

(a) Pursuant to the Los Angeles Building Code, the Applicant will engage in the Construction Site Plan Review (CSPR) process with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). The CSPR process includes, but is not limited to locating, excavating, and conducting a methane leak test on the well, providing DOGGR with a site plan indicating the footprint of the proposed structure and well location, and provide DOGGR with a well evaluation and work plan to re-abandon the well, as necessary. Any well abandonment plan shall be prepared by a licensed Petroleum Engineer and shall be reviewed and approved by the City's Petroleum Administrator. All well abandonment shall be consistent with DOGGR requirements and all well abandonment activities shall be open to inspection to the Petroleum Administrator and/or his/her designee to ensure public health and safety, regulatory consistency, and industry best practices.

(b) Prior to the issuance of any grading or building permits related to the construction of the Project, Applicant shall retain a qualified environmental professional (as defined in Title 40 Code of Federal Regulations § 312.10 Definitions) to conduct a Phase II environmental site assessment of the project site and submit the assessment to the Department of City Planning. If the Phase II environmental site assessment determines hazardous and/or toxic substances are located on the project site, Applicant shall consult with appropriate oversight agencies, including the department of Toxic Substances Control and the Los Angeles Regional Water Quality Control Board, and implement remediation measures to minimize human exposure and prevent further environmental contamination. No grading or building permits shall be issued until a letter of No Further Action Letter is obtained, if required, from an appropriate agency.

**13. Public Services (Fire Protection).** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

**14. Public Services (Police).** The plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits. In addition, the Applicant agrees to provide the following:

- A. One dwelling unit will be designated for an on-site property manager;
- B. Two case managers will be present for the Project;
- C. Tenants will be asked to sign a disclosure statement acknowledging the restaurant hours and operations at El Mercado;
- D. A comprehensive surveillance system (cameras) will be provided;
- E. Signs will be posted in the Lorena Plaza garage indicating no parking at the El Mercado lot.
- F. A 24-hour "hot line" phone number shall, be provided for the receipt of complaints from the community regarding the subject facility. It will be posted in location(s) in plain view and accessible to the general public.

**Additional Conditions**

General Description and Operations

- 1. The 49-unit building, a mix of one-, two-, and three-bedroom apartments, will primarily serve families. 50% of the apartments (24 units) will be reserved primarily for families experiencing homelessness, of which 50% will be for families with disabilities (12 units). The remaining 50% (24 units) will be regular affordable apartments, targeting veterans and their families.

Design and Construction

- 1. All windows and openings facing El Mercado's building will be removed.
- 2. Sound reduction methods (e.g. thicker walls and insulation) will be incorporated throughout the project, including the walls facing El Mercado. These measures will serve to reduce sound coming from El Mercado operations during the life of the proposed Project.
- 3. The building along 1<sup>st</sup> Street will be set back greater than the standard sidewalk to increase El Mercado's visibility for traffic heading eastbound on 1<sup>st</sup> Street as specified in Exhibit A (Plot Plan).

Traffic and Parking

- 1. The project will provide a 2.5' setback along the alley to accommodate the potential for a future widening for a two-way alley along the development site. The applicant will undertake the coordination for City approval.
- 2. Resident tenants' cars will have "Lorena" parking stickers to make vehicles easily identifiable.

Commercial Space

- 1. Community-serving uses will be incorporated into the general commercial space, such as an early learning center/childcare facility.



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 PASADENA CA 91103  
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LORENA PLAZA  
 MIXED USED DEVELOPMENT

Client Project No.  
 Project Address  
 114 116 122 NDR LN LORENA STREET  
 3401 3407 3411 3418 EAST 19TH STREET  
 LOS ANGELES, CALIFORNIA 90064

SCHEMATIC DESIGN



The City and County represented herein and this drawing, if prepared by GONZALEZ RODALE Architects, are for the use solely with respect to the project and GONZALEZ RODALE Architects shall retain all ownership, proprietary and other intellectual rights including copyright and they shall not be used by others for any other purpose without the prior written permission of GONZALEZ RODALE Architects.

CITY APPROVAL

APPROVED IN CHARGE

DATE REVIEWED

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## Attachment D

### Additional Measures Regarding Archeological and Paleontological Resources

Metro is requiring the following mitigation measures be implemented in addition to those specified in the Mitigated Negative Declaration prepared for the Project by the City of Los Angeles (City of Los Angeles, Department of City Planning, No. ENV-2014-2392-MND) originally adopted by the Director of Planning on March 2, 2016, as amended by the City Council on March 6, 2018 to include the “Substitute Environmental Mitigation Measures” set forth in the revised Exhibit A to the Department of City Planning’s Letter of Determination for the Project:

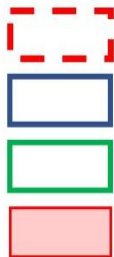
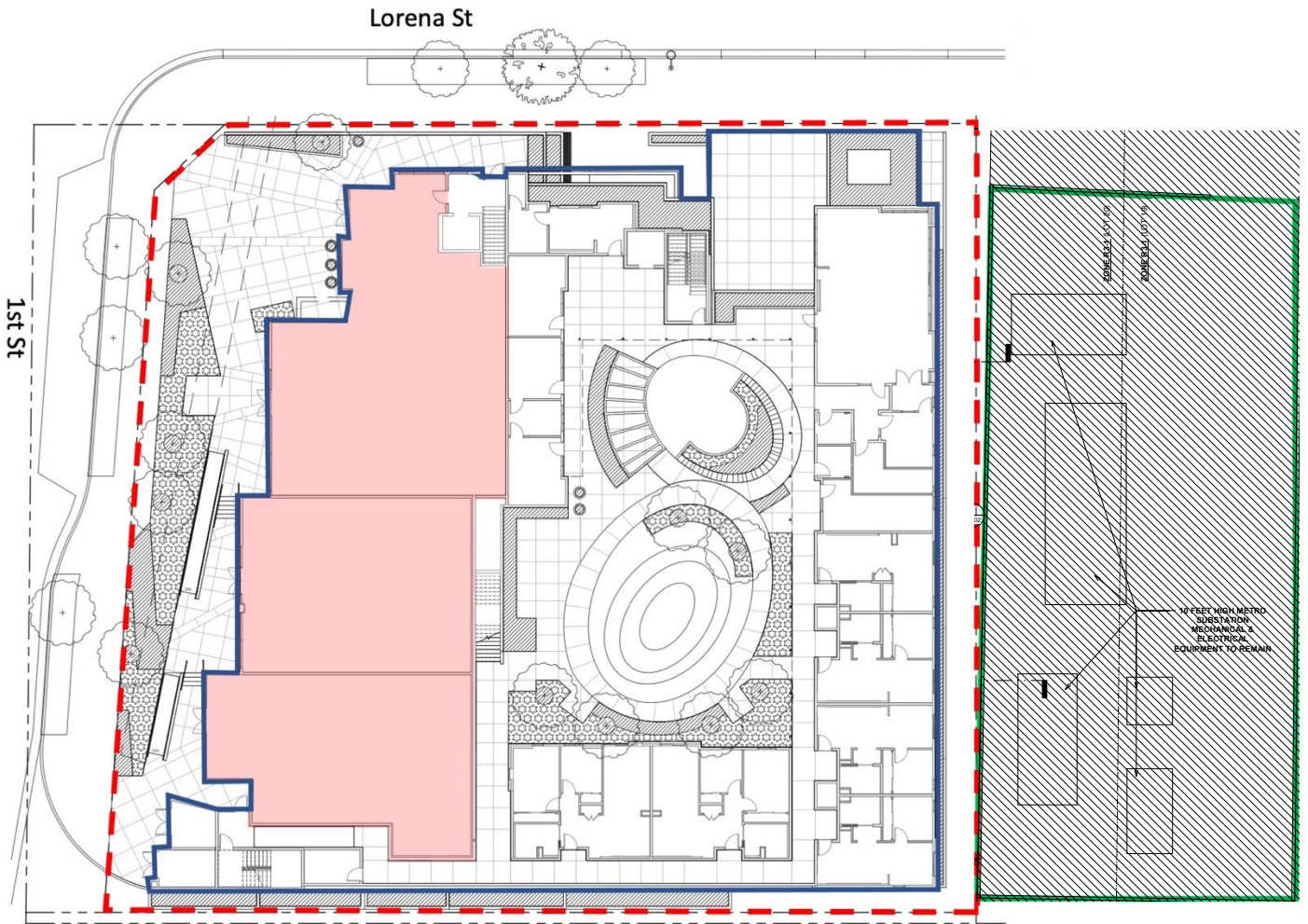
1. Prior to any Project-related earth-moving activity, Developer shall retain the services of a vertebrate paleontologist approved by the Natural History Museum of Los Angeles County Vertebrate Paleontology Section (the “**Approved Paleontologist**”) to manage a paleontologic resource impact mitigation program in support of earth-moving activities associated with construction.
2. The Developer shall provide Metro with a report from the Approved Paleontologist that indicates such Approved Paleontologist’s determination whether construction of the Project has the potential, with respect to the soil on the Site, to require excavation or blasting of parent material in older alluvium or in any younger alluvium lying below the uppermost five feet of such alluvium.
3. Where avoidance of parent material in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium is not feasible, Developer shall:
  - 3.1. Ensure that all on-site construction personnel receive Worker Education and Awareness Program (WEAP) training that (a) educates such personnel in the regulatory framework that provides for protection of paleontological resources, and (b) provides such personnel with a familiarity with the diagnostic characteristics of the materials with the potential to be encountered and the appropriate procedures to be implemented if fossil remains are uncovered by earth-moving activities.
  - 3.2. Ensure that the Approved Paleontologist prepares a Paleontological Resource Management Plan (“**PRMP**”) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction.
  - 3.3. Ensure that the Approved Paleontologist oversees the implementation of the PRMP, if unique paleontological resources are encountered during any excavation or blasting activities on the Site.
  - 3.4. Monitor blasting and earth-moving activities in older alluvium and in any younger alluvium lying below the uppermost five feet of such alluvium using a qualified

paleontologist or an archeologist that is cross-trained in paleontology (the “**Monitor**”) to determine if unique paleontological resources are encountered during any excavation or blasting activities, consistent with the Approved Paleontologist’s specified protocols or other comparable protocols.

- 3.5. Ensure that the Monitor recovers fossil remains uncovered by earth-moving activities.
  - 3.6. Ensure that the Monitor records associated specimen/sample data (taxon, element) and corresponding geologic (stratigraphic rock unit, stratigraphic level, lithology) and geographic site data (location, depth), and will plot site locations on maps of the study area.
  - 3.7. Ensure that all identifiable fossil remains are fully treated and that such treatment includes preparation of the remains by a paleontologic technician to the point of identification; identification to the lowest taxonomic level possible by knowledgeable paleontologists; curating and cataloguing the remains, plotting fossil site locations on maps of the study area, and entry of associated specimen data and corresponding geologic and geographic site data into appropriate computerized data bases by the technician; placement of the remains in the appropriate museum repository fossil collection for permanent storage and maintenance; and archiving of all associated data at the appropriate museum repository, where the data, along with the fossil remains, will be made available for future study by qualified scientific investigators. (Vertebrate and invertebrate fossil remains will be placed in the Natural History Museum of Los Angeles County’s Vertebrate Paleontology and Invertebrate Paleontology Sections, respectively. Fossil plant remains will be placed in the University of California Museum of Paleontology.)
  - 3.8. Ensure that the Approved Paleontologist prepares a comprehensive final report of results and findings that describes study area geology/stratigraphy, summarizes field and laboratory methods used, includes a faunal list and an inventory of curated/catalogued fossil remains, evaluates the scientific importance of the remains, and discusses the relationship of any newly recorded fossil site in the study area to relevant fossil sites previously recorded from other areas.
4. Prior to commencement of any construction, the Developer shall retain a qualified archaeologist meeting the Secretary of Interior’s Professional Qualifications Standards for archaeology to (a) prepare a Cultural Resources Monitoring and Treatment Plan for known and unknown resources that are eligible or potentially eligible for the California Register or are unique archaeological resources; and (b) oversee any Monitors proposed in the plan.

# Attachment E

## Site Plan and Renderings



Ground leased premises

Project building footprint

Existing Metro L (Gold) Line Traction Power Substation

Commercial space



View facing northeast from 1<sup>st</sup> and Lorena St



View facing east from Lorena St



# Next stop: vibrant communities.

**1<sup>st</sup> & Lorena Joint Development**  
Planning & Programming Committee  
February 17, 2021  
Legistar File: 2020-0834



# Recommendations

AUTHORIZE execution of a JDA, ground lease and other development-related documents with A Community of Friends, or an affiliate thereof, for the construction and operation of a mixed-use affordable housing project on a portion of the Metro-owned property at the northeast corner of 1<sup>st</sup> and Lorena Streets in Boyle Heights in accordance with a term sheet attached to the Board report

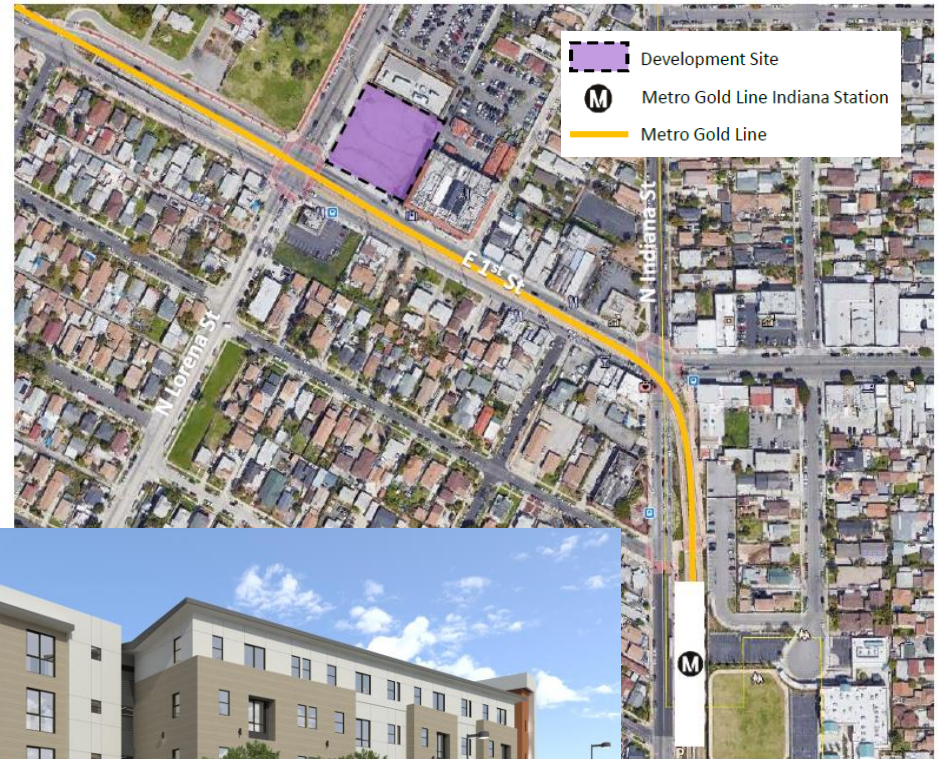
AUTHORIZE an exception to the Joint Development Policy, to allow for a \$711,963 (approximately 57%) discount to the \$1,254,963 adjusted fair market capitalized rent for the development site, which is above the current policy limit of 30%

ACTIONS related to the environmental review and clearance of the project



# Site/Project Overview

- Development Site:
  - 0.8-acre portion of 1.3 acres of Metro property
- Proposed Project:
  - 49 apartments (32 PSH units for formerly homeless; 16 family affordable units; and one manager's unit)
  - Up to 7,500 sq. ft. of commercial space



# Background/Outreach

- ENA executed in June 2013
- CEQA-related administrative appeals and litigation have added almost four years to the development process, along with additional cost
- Proposed project is fully entitled and CEQA cleared by the City of LA; partially funded; construction plans are 75% complete
- Developer-led outreach has included
  - General community meetings/workshops
  - Meetings with community stakeholders (including community organizations, tenants, property owners and small businesses)
  - Two community open houses at one of the Developer's completed supportive housing developments in Lincoln Heights
  - Door-to-door direct engagement with residents in the area surrounding the development site
  - Multiple meetings with the BHNC, the BHNC PLUC and the Metro-established Boyle Heights Joint Development Design Review Advisory Committee (most recently in December 2020)

# Key JDA & Ground Lease Terms

- Key JDA Terms

- Metro's receipt of \$1,131/month holding rent, which will be applied to the capitalized rent due under the ground lease
- Recovery of certain Metro support costs via developer deposits
- Conditions for execution of the ground lease

- Key Ground Lease Terms

- 75-year term, with no options to extend
- \$543,000 capitalized rent
- Percentage of project rent (25%) for the commercial space
- Percentage of net proceeds (20%) from sales and refinancings
- Pro-rata share of developer construction cost savings
- Affordable housing occupancy restricted to households earning 30-50% of AMI

# Oil Well/Capitalized Rent Discount

- An exploratory oil well (abandoned in 1949) on the site needs to be re-abandoned to current regulatory standards
- Developer will complete the re-abandonment at its cost (est. \$1,460,037), a substantial commitment given the unknown nature of this work.
- Fair market capitalized rent for the development site has been adjusted downward from \$2,715,000 to \$1,254,963 to reflect re-abandonment cost
- \$543,000 in capitalized rent represents a discount of 57% (\$711,963) off the adjusted rent, which is in excess of the JD policy limit of 30%
- Proposed discount is necessary for the project's financial feasibility after analyzing project's finances and funding alternatives
- The proposed higher discount results from the following factors:
  - Extra costs related to CEQA litigation
  - Current reduced tax credit valuations = less equity for the project
  - Restricted affordable rents that cannot be set to absorb higher costs
  - Limited or restricted public subsidies available to support the project

# Next Steps

- Execute the JDA
- Finalize project design and community updates
  - BHNC PLUC in 1<sup>st</sup> quarter of 2021
- Meet the conditions necessary for Ground Lease execution:
  - Secure all project financing, including tax credit equity
  - Satisfy entitlement-related conditions/Secure building permits
- Execute the Ground Lease and start construction (anticipated in 4<sup>th</sup> quarter of 2021)
- Complete construction (anticipated in 4<sup>th</sup> quarter of 2023)