



# DRAFT ENVIRONMENTAL IMPACT REPORT

## Times Mirror Square Project

Environmental Case: ENV-2016-4676-EIR  
State Clearinghouse No.: 2017061083

**Project Location:** 121, 145, 147 S. Spring Street; 100, 102, 106, 108, 110, 118, 120, 124, 126, 128, 130, 140, 142 S. Broadway; 202, 212, 214, 220, 224, 228, 230, 234 W. 1st Street; 205, 211, 221 W. 2nd Street, Los Angeles, California 90012

**Community Plan Area:** Central City


**Council District:** 14 - Huizar

**Project Description:** The Times Mirror Square Project would develop a new mixed-use development and rehabilitate the Times, Plant, and Mirror Buildings on the approximately 3.6-acre city block bounded by W. 1st Street, S. Spring Street, W. 2nd Street, and S. Broadway Street in the Center City/Historic Core District of Downtown Los Angeles (Project). New development, consisting of the 37-story "North Tower" and 53-story "South Tower" would be located in the west sector of the block, which is oriented toward S. Broadway, with frontages on W. 1st Street and W. 2nd Street. The existing Executive Building at the corner of W. 1st Street and S. Broadway and parking garage at the corner of W. 2nd Street and S. Broadway would be demolished to allow for the development of the Project's new mixed-use component (North and South Towers). The North and South Towers, which would be constructed above a five-story parking podium, would contain a maximum of 1,127 residential units and up to 34,572 square feet of commercial floor area. The parking podium would be an above-ground structure forming the streetfront of the new development and base for the residential towers. The space below the podium would contain an additional nine levels of subterranean parking. The combined commercial and residential floor area would total up to 1,135,803 square feet. The existing Times, Plant, and Mirror Buildings have a combined floor area of 376,105 square feet. In total, including new construction and existing buildings to remain, the Project proposes up to 1,511,908 square feet of floor area. This would result in a maximum floor area ratio (FAR) of 9.42:1.

**PREPARED FOR:**  
The City of Los Angeles  
Department of City Planning

**PREPARED BY:**  
ESA

**APPLICANT:**  
Onni Times Square LP

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March 2019





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# EXECUTIVE SUMMARY

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This chapter of the Draft Environmental Impact Report (EIR) is prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Times Mirror Square Project (Project). In accordance with State *CEQA Guidelines* Section 15123, this chapter provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; describes areas of controversy known to the lead agency and issues to be resolved; and summarizes environmental impacts.

## 1. Project Location

The Times Mirror Square site (Project Site) comprises the city block bounded by W. 1st Street, S. Spring Street, W. 2nd Street, and S. Broadway. The 160,578 square foot lot (or 3.6 acres) is located within the northern portion of the City of Los Angeles (City) Central City Community Plan Center City/Historic Core district. Land uses to the north of W. 1st Street consist of the Los Angeles Civic Center and Grand Park. The 10-story Los Angeles Police Department Headquarters Building is located immediately to the east of the Project Site. The Los Angeles City Hall is located diagonally across S. Spring Street and W. 1st Street from the Project Site. Low- and mid-rise office buildings, parking structures, and surface parking lots are located south of the Project Site. The 10-story Federal Courthouse is located directly west of the Project Site.

The Project Site is also located adjacent to the future Los Angeles County Metropolitan Transportation Authority (Metro) 2nd Street and Broadway Station, one of the three subway stations that are part of Metro's Regional Connector Project.<sup>1</sup> The Metro Los Angeles Civic Center/Grand Park Station is located approximately 750 feet to the northwest of the Project Site. The Civic Center/Grand Park Station is a heavy rail subway station that serves two subway lines, the Red Line and Purple Line. The Red Line connects the Civic Center to Union Station, Hollywood, and North Hollywood. The Purple Line connects Union Station with the Wilshire/Western Station. The Red and Purple Lines provide further connection to three light rail transit lines serving downtown Los Angeles: the Blue and Expo Lines at the 7th Street/Metro Center Station and the Gold Line at Union Station, which is a major hub for public transportation, including Amtrak, Metrolink, and other bus lines providing national, regional, and local access.

The Project Site is currently occupied by five structurally distinct but internally connected buildings previously occupied by the Los Angeles Times offices, a bank,

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority, Regional Connector Transit Project, <https://www.metro.net/projects/connector/>. Accessed December 2018.

and other office uses. The buildings include the 8-story Times Building, the 4-story Plant Building, the 10-story Mirror Building, the 6-story parking structure, and the 6-story Executive Building. Combined, the Times, Plant, Mirror, and Executive Buildings have a total floor area of approximately 559,863 square feet.

## **2. Proposed Project**

The Project proposes to preserve and rehabilitate the Times, Plant, and Mirror Buildings and demolish the Executive Building and parking structure for construction of the new North and South Towers. A proposed Paseo would separate the existing Times, Plant, and Mirror Buildings from the new towers and intersect the Project Site between the W. 1st Street and W. 2nd Street sidewalks. The three buildings, which have a total existing floor area of approximately 376,105 square feet, currently include office and cafeteria uses, and are aligned along S. Spring Street, with frontages along both W. 1st Street and W. 2nd Street. Under the Project, there would be approximately 307,288 square feet of commercial office uses, approximately 18,817 square feet of commercial restaurant uses, and an approximately 50,000 square-foot grocery store. The three retained and rehabilitated historic buildings would be separated from the west side of the block by the Paseo.

The Project's North and South Towers would be constructed over a 5-story Podium and, from street grade, the North Tower would rise 37 stories or approximately 495 feet above grade. The South Tower would rise 53 stories or approximately 665 feet above grade. The North Tower would contain 450 residential units and the South Tower would contain 677 residential units, for a total of 1,127 residential units. Total residential floor area within the two towers would be approximately 1,071,692 square feet. With the addition of open space amenities, lounges, loading areas, and an additional 34,572 square feet of restaurant uses, total new construction would amount to 1,135,803 square feet. The Project would provide 1,240 bicycle parking spaces for the residential uses and 34 bicycle parking spaces for the commercial uses. The Project is designed for approximately 1,744 vehicle parking spaces in the five-level above-ground Podium and nine-level subterranean parking structure.

Project implementation would require a number of discretionary entitlements and related approvals: Transfer of Floor Area Rights from the Los Angeles Convention Center to the Project Site; Vesting Conditional Use Permit to permit floor area averaging; Master Conditional Use Permit to permit the on-site and off-site sale and consumption of alcoholic beverages; Vesting Tentative Tract Map for the merger and re-division of the Project Site for condominium purposes, including a waiver of the Advisory Agency's Parking Policy for Condominiums and a Haul Route approval, construction permits, and other permits and approvals as needed.

### 3. Public Review Process

As further described in Chapter I, *Introduction*, the City circulated a Notice of Preparation (NOP) to State, regional, and local agencies, and members of the public for a 32-day review period, commencing June 30, 2017 and ending July 31, 2017. The City prepared an Initial Study, which determined that the Project had the potential to result in significant impacts associated with a number of environmental issues. The NOP and Initial Study are provided in Appendices A-1 and A-2 of this Draft EIR.

In addition, a public scoping meeting was held on July 25, 2017 in the Ronald F. Deaton Civic Auditorium of the Los Angeles Police Department Police Administrative Building located at 100 W. 1st Street, Los Angeles, California 90012. Scoping meeting materials and letters and comments received during the comment period and at the scoping meeting are included in Appendices A-3 and A-4, respectively, of this Draft EIR. This Draft EIR will be released for a minimum 45-day public comment period. Following the public comment period, a Final EIR will be prepared that includes responses to the comments on the Draft EIR.

### 4. Areas of Controversy/Issues to be Resolved

The following summarizes the environmental concerns raised in response to the NOP, including comments received at the public scoping meeting held during the NOP circulation period. The public comments are included in Appendix A-4 and include the following general topics:

- General development impacts regarding traffic, air quality and noise due to construction occurring in the area
- Construction noise and vibration interference at the nearby uses
- Traffic impacts at the ingress/egresses at nearby uses and from the streets surrounding the Project Site
- Aesthetics, character, size, density

### 5. Significant and Unavoidable Environmental Impacts

Based on the analysis contained in Chapter IV, *Environmental Impact Analysis*, the Project would result in significant and unavoidable impacts on: (1) air quality during construction (2) historic resources from the removal of the Executive Building and parking structure; (3) Project and cumulative construction noise and vibration impacts; (4) and traffic impacts at one intersection under the Existing with Project scenario (Intersection No. 11) and at six intersections under the Future with Project scenario (Intersection Nos. 1, 5, 10, 11, 12, and 17). Detailed analysis is provided in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR.

## 6. Alternatives to Reduce Significant Impacts

The State *CEQA Guidelines*, Section 15126.6(a) require an EIR to “describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The State *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”<sup>2</sup> The State *CEQA Guidelines* further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are analyzed.<sup>3</sup> Based on an analysis of these alternatives, an environmentally superior alternative is identified.

### a) Alternative 1: No Project/No Build Alternative

The No Project/No Build Alternative consists of the circumstance under which the project would not proceed, pursuant to Section 15126.6(e)(3)(B) of the *CEQA Guidelines*. The No Project/No Build Alternative assumes that no new development would occur within the Project Site. The Project Site would continue to house the Times, Plant, Mirror, and Executive Buildings, as well as the parking structure. However, whereas the existing offices are only 60 percent occupied (324,668 square feet), the No Project/No Build Alternative assumes that existing buildings would be fully occupied. Under the No Project/No Build Alternative, the proposed rehabilitation of Times, Mirror, and Plant Buildings would not occur. No new streetscape, sidewalk, or other improvements in public space, including the Paseo, would be constructed under the No Project/ No Build Alternative.

### b) Alternative 2: 20 Percent Reduced Density Alternative

The 20 Percent Reduced Density Alternative (Alternative 2), would provide for the rehabilitation of Times, Mirror, and Plant Buildings as under the Project. Whereas the existing offices are only 60 percent occupied, Alternative 2 assumes that existing buildings that would remain would be fully occupied. As with the Project, Alternative 2 would require the demolition of the existing Executive Building and the 6-level Parking Structure. New development would be designed in the same configuration and location as the proposed North and South Towers and podium structure. However, density and overall floor area for the restaurant and grocery store uses, as well as the number of residential units, would be reduced by 20 percent.

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<sup>2</sup> CEQA Guidelines Section 15126.6(b).

<sup>3</sup> CEQA Guidelines Section 15126.6(f).

The North Tower would be reduced from 37 stories to 30 stories and the South Tower would be reduced from 53 stories to 42 stories. Residential units would be reduced from 1,127 units under the Project to 902 units under Alternative 2. Restaurant floor area located within the new mixed-use development would also be reduced by 20 percent from 34,572 square feet under the Project to 27,658 square feet under Alternative 2. The grocery store floor area would also be decreased by 20 percent. However, the office and proposed restaurant floor area that are part of the Times and Mirror Buildings would be the same as under the Project. Total new construction would be reduced by approximately 227,161 square feet from 1,135,803 square feet under the Project to 908,642 square feet under Alternative 2. The public Paseo would also be the same in floor area as under the Project.

### **c) Alternative 3: All Office and Residential Alternative**

The All Office and Residential Alternative (Alternative 3) would change the Project's mix of uses. As with the Project, Alternative 3 would rehabilitate and activate the historic Times, Mirror, and Plant Buildings. However, it would eliminate the use of the rehabilitated buildings for restaurant or grocery store uses. The Times, Mirror, and Plant Buildings would be used exclusively as offices. Alternative 3 would continue to provide 1,127 residential units in respective 37-and 53-story towers. Therefore, the total office floor area would be 410,677 square feet. Alternative 3 would have the same building configuration, height, setbacks, landscaping, street trees, garden level (6th floor) open space, and other amenities of the Project. As with the Project, Alternative 3 would include a landscaped, open-to-the-sky Paseo. Driveway access would be the same as under the Project. Required parking would be 1,660 spaces.

### **d) Alternative 4: Partial Preservation Alternative**

The Partial Preservation Alternative (Alternative 4), would provide for the rehabilitation of Times, Mirror, and Plant Buildings as under the Project. In addition, the Executive Building would be retained and rehabilitated. However, the parking structure would be demolished and only the South Tower, as under the proposed Project would be constructed in place. Whereas the existing offices are currently only 60 percent occupied, Alternative 4 assumes that these buildings would be fully occupied. The Times, Mirror, and Plant Buildings would be the same uses as under the Project. The Executive Building would be used for offices. New development would be restricted to the site of the existing parking structure and would include development of a 53-story South Tower and podium structure, similar to the proposed Project. Alternative 4 would develop 677 residential units, and restaurant floor area located within the new mixed-use development would also be reduced to 17,283 square feet. The office, grocery, and proposed restaurant floor area that are part of the Times and Plant Buildings would be the

same as under the Project. The public Paseo would be removed as part of the project and the west facing elevation of the Times North Building would also no longer be restored. Required parking would be 1,256 spaces.

### **e) Alternative 5: Full Preservation Alternative**

The Full Preservation Alternative (Alternative 5) would retain and rehabilitate all the buildings on the Project Site to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The Times, Mirror, and Plant Buildings would be developed with office uses, a grocery store, and restaurant uses, and the Executive Building would retain its office and bank uses. The office floor area would increase to 499,863 square feet, the proposed restaurant floor area would decrease to 10,000 square feet, and the proposed grocery store would remain the same (50,000 square feet) as the proposed Project. The North and South Towers and public Paseo would be removed under Alternative 5.

### **f) Environmentally Superior Alternative**

Section 15126.6(e)(2) of the State *CEQA Guidelines* indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the "no project" alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

A comparative summary of the environmental impacts anticipated under each Alternative analyzed in the Draft EIR to the environmental impacts associated with the Project is provided in **Table V-19, Comparison of Impacts Associated with the Alternatives and the Project**, based on the detailed evaluation of the potential impacts associated with each Alternative provided in the previous sections.

Of the alternatives analyzed in this Draft EIR, the No Project/No Build Alternative would be considered the environmentally superior because it would avoid the Project's significant and unavoidable impacts to historical resources, construction noise and vibration, and construction emissions. The No Project/No Build Alternative would reduce but not avoid the Project's significant intersection service level impact at two intersections (No. 10 and 11) under the Project with Future (2023) scenario. However, because no new development would occur and because the No Project/No Build Alternative would not meet any of the Project Objectives, the identification of another environmentally superior alternative is required.

Overall, Alternative 5, the Full Preservation Alternative, would reduce physical environmental impacts associated with the Project to a greater degree than Alternatives 2, 3, and 4. Therefore, Alternative 5 would be considered the Environmentally Superior Alternative. Alternative 5, however, would not meet the primary purpose and objective of the Project or the other Project Objectives to the same extent as the Project.

## **7. Summary of Environmental Impacts**

This section provides a summary of impacts, Project Design Features, Mitigation Measures, and level of impact after implementation of mitigation measures associated with Project. The summary is provided by environmental issue area below in **Table ES-1, Summary of Project Impacts, Project Design Features, and Mitigation Measures**.

**TABLE ES-1**  
**SUMMARY OF PROJECT IMPACTS, PROJECT DESIGN FEATURES, AND MITIGATION MEASURES**

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<b>Draft EIR</b>			
<b>A. Aesthetics<sup>4</sup></b>			
<b>Threshold a)</b> Would the Project have a substantial adverse effect on a scenic vista?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold c)</b> Would the Project substantially degrade the existing visual character of the site and its surroundings?	<b>PDF AES-1: Construction Fencing:</b> Temporary construction fencing will be placed along the periphery of the Project Site to screen construction activity of new buildings and any rehabilitation of exteriors of the Times, Plant, and Mirror Buildings from view at the street level. The fence will be located along all perimeters of the Project Site with a minimum height of 8 feet. The Project Applicant will ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary	No mitigation measures are required.	Less than Significant

<sup>4</sup> SB 743 and ZI No. 2452 provide that a mixed-use project in a designated TPA site is not required to evaluate aesthetic impacts in an EIR pursuant to CEQA. Therefore, pursuant to SB 743, the Project's aesthetics impacts would not be considered significant.



Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period.</p> <p><b>PDF AES-2: Screening of Utilities:</b> Mechanical, electrical, and roof top equipment (including Heating, Ventilation, and Air Conditioning [HVAC] systems), as well as building appurtenances, will be integrated into the Project's architectural design (e.g., placed behind parapet walls) and be screened from view from public rights-of-way.</p> <p><b>PDF AES-5: Screening of Loading Areas:</b> All commercial loading will be conducted interior to the buildings or screened from public view.</p>		

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<p><b>Threshold d)</b> Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<p>PDF AES-1</p> <p><b>PDF AES-3: Glare:</b> Glass used in building façades will be anti-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.</p> <p><b>PDF AES-4: Lighting:</b> Construction and operational lighting, including vehicle headlights within the parking podium, will be shielded and/or directed downward (or on the specific on-site feature to be lit) in such a manner as to preclude light pollution or light trespass onto adjacent uses that would cause more than two foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors of existing and anticipated future adjacent uses.</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<b>B. Air Quality</b>			
<p><b>Threshold a)</b> Would the Project conflict with or obstruct the implementation of the applicable air quality plan?</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<p><b>Threshold b)</b> Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p>	<p><b>PDF AQ-1: Green Building Features:</b> The Project will be designed to achieve the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Silver Certification level for new buildings. The Project will demonstrate compliance with the LEED Silver Certification or equivalent by providing architectural and engineering documentation, building energy modeling simulations, and other supporting evidence consistent with USGBC accepted documentation standards. Pre-construction documentation that indicates the Project is designed to achieve the number of points required for LEED Silver Certification will be provided to the City prior to building permit issuance. Post-construction documentation that indicates the Project operates within the expected parameters to achieve the number of points required for LEED Silver Certification will be provided to the City after completion of LEED Silver Certification commissioning activities.</p> <p><b>PDF AQ-2: Electric Vehicle Parking Features:</b> The Project will designate a minimum of ten (10) percent of the Code-required</p>	<p><b>MM-AQ-1:</b> The Applicant shall implement construction equipment features for equipment operating at the Project Site. These features shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features will include the following:</p> <p>a) During plan check, the Project representative shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during any of the construction phases. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered</p>	<p>Significant and Unavoidable (Construction) Less than Significant with Mitigation (Operation)</p>

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>on-site nonresidential parking for carpool and/or alternative-fueled vehicles. The Project will ensure that at least twenty (20) percent of the total code-required parking spaces provided for all types of parking facilities are capable of supporting future electric vehicle supply equipment (EVSE), with 5 percent of the Code-required spaces further improved with electric vehicle charging stations. Plans will indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design will be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20 percent results in a fractional space, the Applicant will round up to the next whole number. A label stating "EV CAPABLE" will be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.</p>	<p>equipment that will be used an aggregate of 40 or more hours during any portion of the construction activities associated with grading/excavation/export phase shall meet the Tier 4 standards. Construction contractors supplying heavy duty diesel equipment greater than 50 horsepower shall be encouraged to apply for SCAQMD SOON funds. Information including the SCAQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.</p> <p>b) Equipment such as tower cranes and signal boards shall be electric or alternative fueled (i.e., non-diesel). Pole power shall be made available for use for electric tools, equipment, lighting, etc. Construction equipment such as tower cranes and signal boards shall utilize electricity from power poles or alternative fuels (i.e., non-diesel), rather than diesel power generators and/or gasoline power generators. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>continuously, such equipment shall be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.</p> <p>c) Alternative-fueled generators shall be used when commercial models that have the power supply requirements to meet the construction needs of the Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment will be made by the City prior to issuance of grading or building permits based on applicant-provided evidence of the availability or unavailability of alternative-fueled generators and/or evidence obtained by the City from expert sources such as construction contractors in the region.</p> <p><b>MM-AQ-2:</b> The Applicant shall implement the following measures to reduce the emissions of air pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site:</p> <p>a) Contractors shall maintain and operate construction</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after 5 minutes when not in use, to reduce vehicle emissions.</p> <p>b) All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. Tampering with construction equipment to increase horsepower or to defeat emission control devices shall be prohibited.</p> <p>c) Construction activities shall be discontinued during second-stage smog alerts. A record of any second-stage smog alerts and of discontinued construction activities as applicable shall be maintained by the Contractor on-site.</p> <p><b>MM-AQ-3: Landscaping Equipment:</b> The Project representative will require that landscaping equipment used on the Project Site be electric- or battery-powered, rather than liquid</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>fossil-fueled or use equipment that do not require a power or fuel source. Prior to occupancy of the residential towers, the Project representative shall provide documentation to the City of the use of landscaping contractors, service providers, or maintenance crews that will use equipment that meet the specified requirements. Documentation shall be maintained for the duration of landscaping services and made available to the City upon request.</p> <p><b>MM-AQ-4: Restaurant Charbroiling:</b> The Project representative will limit the number of restaurants permitted to utilize under-fired charbroiling equipment to two restaurants or less. Restaurants with under-fired charbroiling equipment will meet applicable SCAQMD emission control requirements. Prior to occupancy of the designated commercial spaces by restaurant tenants, the Project representative shall provide documentation to the City of the number of Project Site restaurants with under-fired charbroiling equipment. Documentation shall be maintained and made available to the City upon request.</p> <p><b>MM-AQ-5: Emergency Generators:</b> The Project representative will schedule routine maintenance and testing</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		of the emergency generators installed on the Project Site on different days. Prior to the installation of emergency generators, the Project representative shall supply documentation to the City that emergency generator testing by contractors, service providers, or maintenance crews will be conducted in accordance with the specified requirements. The Project representative shall maintain records of emergency generator testing, including testing dates, which shall be made available to the City upon request.	
<b>Threshold c)</b> Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	PDF AQ-1 PDF AQ-2	MM-AQ-1 MM-AQ-2 MM-AQ-3 MM-AQ-4 MM-AQ-5	Significant and Unavoidable (Construction) Less than Significant with Mitigation (Operation)
<b>Threshold d)</b> Would the Project expose sensitive receptors to substantial pollutant concentrations?	PDF AQ-1 PDF AQ-2	MM-AQ-1 MM-AQ-2 MM-AQ-3 MM-AQ-4 MM-AQ-5	Less than Significant with Mitigation
<b>Threshold e)</b> Would the Project create objectionable odors affecting a substantial number of people?	Not Applicable	No mitigation measures are required.	Less than Significant



Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<b>C. Cultural Resources</b>			
<b>Threshold a)</b> Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<b>PDF-CUL-1:</b> The Project will prepare a Historic Structure Report (HSR) that will further document the history of the Times, Plant, and Mirror Buildings and guide their rehabilitation in compliance with the Secretary of the Interior's Standards for Rehabilitation (Standards). The HSR will be completed prior to the development of architectural or engineering plans for the rehabilitation. The HSR will be prepared based upon the National Park Service's Preservation Brief #43: The Preparation and Use of Historic Structure Reports. The HSR will provide documentary, graphic, and physical information about the existing conditions of the character-defining features and make recommendations for both changes to the buildings to suit new uses and modern amenities as well as their on-going maintenance after Project completion. The HSR will specifically address the treatment of the west elevations with regard to the demolition of the Executive Building and parking structure as well as a new design that combines the rehabilitation of the lower stories and reconstruction of the upper stories.	<b>MM-CUL-1: Historic American Building Survey (HABS):</b> Prior to the issuance of a demolition permit, the Applicant shall have prepared HABS Level II documentation for the Executive Building and parking structure according to the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. The HABS report shall:  1. Be prepared by historic preservation professionals meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.  2. Include photographs taken with large format (4 X 5), black and white film.  a. Photographs shall include a minimum of 40 views of the following:  i. setting of Times Mirror Square from various oblique and cardinal angles,  ii. exterior views of each elevation of the Executive Building and parking structure as	Significant and Unavoidable

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>well as an assortment of significant architectural features and details, and</p> <p>iii. interior views of significant spaces and details.</p> <p>b. Photographs or a high-resolution digital scan of original drawings, if available</p> <p>3. Include written historical descriptive data, index to photographs, and photo key plan.</p> <p>4. Include copies of historic photographs, if available.</p> <p>5. Be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each repository must be contacted to ensure that they are willing and able to accept the items:</p> <p>a. Library of Congress - One unbound archival copy including all of the above and one set of negatives.</p> <p>b. Los Angeles Public Library - One bound archival copy including all of the above and one set of negatives.</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>c. Office of Historic Resources (OHR) - One high-quality bound copy with digitally printed photographs per HABS guidelines.</p> <p><b>MM-CUL-2: Secretary of the Interior's Standards for Rehabilitation:</b> The Times, Plant, and Mirror Buildings shall be rehabilitated in accordance with the Historic Structure Report and Secretary of the Interior's Standards for Rehabilitation. The rehabilitation plans shall be:</p> <ol style="list-style-type: none"> <li>1. Created by a licensed architect meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with at least five years of demonstrated experience in the rehabilitation of historic buildings.</li> <li>2. Reviewed for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with at least five years of demonstrated experience in applying the Standards to such projects.</li> </ol>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>a. Reviewer shall create a technical memorandum at each phase (schematic, design and development, and construction documents) of the architectural design process. In the event, the plans do not comply with the Standards, the memorandum shall make recommendations for changes to bring them into compliance.</p> <p>b. Reviewer shall submit the memoranda to OHR for concurrence. Building permits may be issued after OHR has concurred the plans comply with the Standards.</p> <p>Compliance with the Standards shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the Applicant and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.</p> <p><b>MM-CUL-3: Construction Monitoring (Structural):</b> The Project as it relates to the demolition of the Executive Building and parking structure and construction of the North and South Towers shall be monitored to minimize damage to the Times,</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>Plant, and Mirror Buildings. The construction monitoring shall:</p> <ol style="list-style-type: none"> <li>1. Be performed by a licensed structural engineer with at least five years of demonstrated experience in rehabilitating historic buildings of similar size.</li> <li>2. Include a survey the existing foundations and other structural aspects of the Times, Plant, and Mirror Buildings to establish baseline conditions and provide a shoring design to protect the historical resources from potential damage.               <ol style="list-style-type: none"> <li>a. Survey shall take place prior to any construction activities.</li> <li>b. Pot holing or other destructive testing of the below grade conditions on the Project Site and immediately adjacent to the Times, Plant, and Mirror Buildings may be necessary to establish baseline conditions and prepare the shoring design.</li> <li>c. Monitor shall submit to OHR a pre-construction survey that establishes baseline conditions to be monitored during construction, prior to</li> </ol> </li> </ol>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>issuance of any building permit for the Project.</p> <p>3. Include a meeting with the Project contractor prior to the demolition of the Executive Building and parking structure to discuss minimizing collateral damage to the Times, Plant, and Mirror Buildings.</p> <p><b>MM-CUL-4: Construction Monitoring (Historic Architectural):</b> The construction of the Project as it relates to the rehabilitation of the Times, Plant, and Mirror Buildings shall be monitored for compliance with the Standards. The construction monitoring shall:</p> <p>1. Be performed by a professional meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with at least five years of demonstrated experience in rehabilitating historic buildings of similar size.</p> <p>2. Be performed by the professional at regular intervals during the rehabilitation of the Times, Plant, and Mirror Buildings. The intervals shall include, but not necessarily limited to 50%, 90%, and 100% construction.</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>a. Monitor shall create a technical memorandum at each interval summarizing the findings, making recommendations as necessary to ensure compliance with the Standards, and documenting construction with digital photographs. Compliance with the Standards shall include the review specifications, tests, and mock-ups for the treatment of historic building materials.</p> <p>b. Monitor shall submit the memoranda to OHR for concurrence. In the event OHR does not concur, all activities shall cease until compliance with the Standards is resolved and concurrence is obtained.</p> <p>MM-NOISE-5 MM-NOISE-6</p>	
<p><b>Threshold b)</b> Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</p>	<p>Not Applicable</p>	<p><b>MM-CUL-5: Retention of a Qualified Archaeologist:</b> Prior to the start of ground-disturbing activities, the Applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (U.S. Department of</p>	<p>Less than Significant with Mitigation</p>

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>the Interior 2008) to carry out the following measures.</p> <p><b>MM-CUL-6: Construction Worker Cultural Resources Sensitivity Training:</b> Prior to earth moving activities, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The Applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.</p> <p><b>MM-CUL-7: Inadvertent Discoveries of Archaeological Resources:</b> In the event of the unanticipated discovery of archaeological materials, the contractor shall immediately cease all work activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making</p>	



Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone or concrete footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource.</p> <p>If it is determined that the discovered archaeological resource constitutes a historical resource under CEQA, avoidance and preservation in place is the preferred manner of mitigation. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by a qualified archaeologist in consultation with the Applicant and the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<p><b>Threshold c)</b> Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?</p>	<p>Not Applicable</p>	<p><b>MM-CUL-8:</b> A Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the site in the event potential paleontological resources are encountered.</p> <p><b>MM-CUL-9:</b> The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained demonstrating that all</p>	<p>Less than Significant with Mitigation</p>

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>construction personnel attended the training.</p> <p><b>MM-CUL-10:</b> Full-time paleontological resources monitoring shall be conducted for all ground disturbing activities occurring in previously undisturbed sediments of older alluvium, the Fernando Formation, and the Puente Formation. The surficial alluvium, as well as any artificial fill present, has low paleontological sensitivity and so work in the upper 15 feet of the Project Site does not need to be monitored. The depth of 15 feet is derived from the records search of the Natural History Museum of Los Angeles County (LACM), which reports fossils recovered in older alluvium from depths of 20 feet in the vicinity of the Project Site. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring should be revised based on his/her observations. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP) under the supervision of the Qualified Paleontologist. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>order to recover the fossil specimens. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage, such as the LACM. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. The Qualified Paleontologist shall prepare a final monitoring and mitigation report to document the results of the monitoring effort.</p> <p><b>MM-CUL-11:</b> If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Project Paleontologist has assessed the discovery, conferred with the City, and made recommendations as to the appropriate treatment. If the find is deemed significant, it shall be salvaged following the standards of the SVP and curated with a certified repository.</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<b>Threshold d)</b> Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>D. Geology and Soils</b>			
<b>Threshold a)</b> Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>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 based on other substantial evidence of a known fault, caused in whole or in part by the Project's exacerbation of the existing environmental conditions. Refer to Division of Mines and Geology Special Publication 42.</li> </ul>	Not Applicable	No mitigation measures are required.	Less than Significant
<ul style="list-style-type: none"> <li>ii. Strong seismic ground shaking, caused in whole or in part by the Project's exacerbation of the existing environmental conditions?</li> </ul>	<b>PDF-GEO-1:</b> To determine if seismic upgrades are warranted for the Times and Plant Buildings, a qualified seismic engineer will prepare a Feasibility Study (Phase 1) that identifies: (1) existing structural system limitations; (2) assessment of the existing structural systems and findings regarding what upgrades would be required and renovation concepts; (3) a narrative summary and concept sketches of the	No mitigation measures are required	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>various mandatory upgrade alternatives that could be implemented; and (4) identify voluntary upgrades that could be pursued to improve seismic performance.</p> <p>Following Phase 1, and once a more developed concept of the existing buildings is developed, a Seismic Evaluation (Phase 2) shall be prepared that provides: (1) a detailed assessment of the final programming concepts; (2) mandatory upgrade/evaluation requirements; (3) a detailed evaluation of the Times and Plant Buildings; and (3) a schematic design of the mandatory/voluntary upgrades. The schematic design of the mandatory/voluntary upgrades will be reviewed by a qualified historic preservation consultant to support compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, with a letter report verifying that the upgrades would comply with the Secretary of the Interior's Standards provided by the historic preservation consultant to LADBS.</p> <p>Upon completion of both phases, the Applicant and seismic engineer will coordinate with LADBS to review and approve the approach, findings, and</p>		

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	recommendations of the reports. All the above shall occur prior to the issuance of building permits for the Project.		
iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the Project's exacerbation of the existing environmental conditions?	Not Applicable	No mitigation measures are required	Less than Significant
iv. Landslides, caused in whole or in part by the Project's exacerbation of the existing conditions?	Not Applicable	No mitigation measures are required	Less than Significant
<b>Threshold b)</b> Would the Project result in substantial soil erosion or the loss of topsoil?	Not Applicable	No mitigation measures are required	Less than Significant
<b>Threshold c)</b> 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 caused in whole or in part by the project's exacerbation of existing of environmental conditions?	<b>PDF-GEO-2:</b> The foundations for the proposed new buildings will extend to, and shall derive support from, the underlying competent bedrock.	No mitigation measures are required	Less than Significant
<b>Threshold d)</b> Would the Project be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the Project exacerbation of the existing conditions?	Not Applicable	No mitigation measures are required	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<b>Threshold e)</b> Would the Project 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?	Not Applicable	No mitigation measures are required.	No Impact
<b>Threshold f)</b> Would the Project cause one or more distinct and prominent geologic or topographic features to be destroyed, permanently covered, or materially and adversely modified?	Not Applicable	No mitigation measures are required.	No Impact
<b>E. Greenhouse Gas Emissions</b>			
<b>Threshold a)</b> Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	PDF-AQ-1 PDF-AQ-2 PDF-WS-1	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	PDF-AQ-1 PDF-AQ-2 PDF-WS-1	No mitigation measures are required.	Less than Significant
<b>F. Hazards and Hazardous Materials</b>			
<b>Threshold a)</b> Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Not Applicable	No mitigation measures are required.	Less than Significant



Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<p><b>Threshold b)</b> Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<p><b>PDF-HAZ-1:</b> While the Phase I/II ESA did not encounter any RECs or conditions that may warrant mitigation, in the event that unforeseen suspect impacted soils are encountered during mass excavation activities for the future subterranean parking garage, such soil will be properly profiled and managed under a conventional soil management plan to be implemented by the Project excavation contractor and environmental consultant. The plan will require removal, transport, and disposal of all impacted soils in accordance with all applicable regulatory requirements and under the oversight of all governmental agencies with jurisdiction.</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><b>Threshold c)</b> Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><b>Threshold d)</b> 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 create a significant hazard to the public or the environment, caused in whole or in</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
part from the project's exacerbation of existing environmental conditions?			
<b>Threshold e)</b> 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?	Not Applicable	No mitigation measures are required.	No Impact
<b>Threshold f)</b> 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?	Not Applicable	No mitigation measures are required.	No Impact
<b>Threshold g)</b> Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold h)</b> 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 caused in whole or in part from the project's exacerbation of existing environmental conditions?	Not Applicable	No mitigation measures are required.	No Impact
<b>G. Hydrology and Water Quality</b>			
<b>Threshold a)</b> Would the Project violate any water quality standards or waste discharge requirements?	Not Applicable	No mitigation measures are required.	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<b>Threshold b)</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)?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold c)</b> Would the Project substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold d)</b> 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 that would result in flooding on- or off-site?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold e)</b> 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?	Not Applicable	No mitigation measures are required.	Less than Significant

<b>Environmental Impacts</b>	<b>Project Design Features (PDF)</b>	<b>Mitigation Measures (MM)</b>	<b>Level of Significance</b>
<b>Threshold f)</b> Would the Project otherwise substantially degrade water quality?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold g)</b> Would the Project place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps or other flood hazard delineation maps?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold h)</b> Would the Project place within a 100-year flood plain structures which would impede or redirect flood flows?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold i)</b> 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?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold j)</b> Would the Project expose people or structures to Inundation by seiche, tsunami, or mudflow?	Not Applicable	No mitigation measures are required.	No Impact
<b>H. Land Use and Planning</b>			
<b>Threshold a)</b> Would the Project physically divide an established community?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project conflict with any 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	Not Applicable	No mitigation measures are required.	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			
<b>Threshold c)</b> Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?	Not Applicable	No mitigation measures are required.	No Impact
<b>I. Noise</b>			
<b>Threshold a)</b> 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?	<p><b>PDF-NOISE-1:</b> The Project will not require or allow blasting, involving the use of explosives, during construction activities.</p> <p><b>PDF-NOISE-2:</b> Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction.</p> <p><b>PDF-NOISE-3:</b> The Project will not require or allow operation of any amplified sound system in the outdoor plaza areas, including the residential and office terraces, outdoor dining areas, and paseo.</p> <p><b>PDF-NOISE-4:</b> The Project will limit the maximum occupancy of the Office Terrace to 150 people and the Residential Terrace to 200 people at any one time. A sign will be posted at the main entrances to these areas of the occupancy limit.</p> <p><b>PDF-NOISE-5:</b> Emergency generators would be designed to</p>	<p><b>MM-NOISE-1:</b> The Project shall provide a temporary 10-foot-tall construction fence equipped with noise reduction materials such as noise blankets rated to achieve sound level reductions of at least 5 dBA between the Project Site and the sensitive receptor locations R1 and R3 through R6. Temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptor during early Project construction phases (up to the start of framing) when the use of heavy equipment is prevalent. The noise barrier shall have a minimum sound transmission class (STC) of 25 and noise reduction coefficient (NRC) of 0.75. At Plan Check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.</p> <p><b>MM-NOISE-2:</b> Contractors shall ensure that all construction</p>	<p>Significant and Unavoidable (Construction)</p> <p>Less than Significant (Operation)</p>

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>meet the requirements of LAMC Chapter XI, Section 112.02. Section 112.02 of the LAMC requires that any mechanical system within any zone of the City not cause an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.</p>	<p>equipment, fixed or mobile, are equipped with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' standards. Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications. Contractor shall also keep documentation on-site prepared by a noise consultant verifying compliance with this measure.</p> <p><b>MM-NOISE-3:</b> In order to reduce high noise levels at the Federal Courthouse located at 350 W. 1st St, Los Angeles, across S. Broadway from the Project Site, construction activities shall be scheduled to avoid operating several pieces of Heavy-Duty Equipment simultaneously. Heavy-Duty Equipment subject to the restrictions provided herein applies to all equipment generating noise levels of greater than 75 dBA Leq as measured at 50 feet from the source. The restrictions for Heavy-Duty Equipment on the Project Site during construction include:</p> <ul style="list-style-type: none"> <li>• A maximum of two (2) pieces of Heavy-Duty Equipment within 100 feet from the Courthouse;</li> </ul>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<ul style="list-style-type: none"> <li>• A maximum of four (4) pieces of Heavy-Duty Equipment between 100 feet and 150 feet from the Courthouse; and,</li> <li>• A maximum of six (6) pieces of Heavy-Duty Equipment 150 feet or more from the Courthouse.</li> </ul> <p><b>MM-NOISE-4:</b> In order to reduce high noise levels at the Federal Courthouse across S. Broadway from the operation of a vibratory pile driver, the Project shall provide a temporary pile driver enclosure equipped with noise blankets rated to achieve sound level reductions of at least 10 dBA between the Project Site and the Federal Courthouse. The temporary noise barrier shall be used to block the line-of-sight between the construction equipment and the Federal Courthouse during the operation of vibratory pile driver. The noise barrier shall have a minimum sound transmission class (STC) of 25 and noise reduction coefficient (NRC) of 0.75. Contractor shall keep documentation on-site prepared by a noise consultant verifying compliance with this measure.</p> <p><b>MM-NOISE-5:</b> The operation of a vibratory pile driver shall be prohibited within 60 feet of the Times Building, the Plant Building,</p>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>and the Mirror Building and within 160 feet of the Federal Courthouse building. Instead, a drill rig shall be used within these areas.</p> <p><b>MM-NOISE-6:</b> To avoid or minimize potential construction vibration damage to structures and finish materials on the Times Building, the Plant Building, and the Mirror Building, the condition of structures and finish materials shall be documented by a qualified preservation consultant, prior to initiation of construction. Prior to construction, the Applicant shall retain the services of a qualified acoustical engineer to review the proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Times, Plant, and Mirror Buildings. During construction, the contractor shall install and maintain at least one continuously operational automated vibrational monitor on the Times Building, the Plant Building, and the Mirror Building. The monitor(s) shall be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a 0.45 inches per second PPV at the face of the building and a regulatory alarm</p>	



Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
		<p>level equivalent to 0.5 inches per second at the face of the building. The monitoring system shall produce real-time specific alarms (for example, via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels.</p> <p>In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the Times Building, the Plant Building, and the Mirror Building visually inspected for damage. Results of the inspection shall be logged. In the event damage occurs to finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards.</p>	
<p><b>Threshold b)</b> Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</p>	<p>PDF-NOISE-1 PDF-NOISE-2</p>	<p>MM-NOISE-5 MM-NOISE-6</p>	<p>Less than Significant with Mitigation for Building Damage to On-Site Structures (Construction Vibration)</p> <p>Less than Significant for Building Damage to Off-Site</p>

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
			Structures (Construction Vibration) Significant and Unavoidable (Project and Cumulative Human Annoyance) Less than Significant (Operation Vibration)
<b>Threshold c)</b> Would the Project result in a substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project?	PDF-NOISE-3 PDF-NOISE-4 PDF-NOISE-5	No mitigation measures are required.	Less than Significant
<b>Threshold d)</b> 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?	PDF-NOISE-1 PDF-NOISE-2	MM-NOISE-1 MM-NOISE-2 MM-NOISE-3 MM-NOISE-4	Significant and Unavoidable
<b>Threshold e)</b> Would the Project expose people residing or working in the Project area to excessive noise levels (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)?	Not Applicable	No mitigation measures are required.	No Impact
<b>Threshold f)</b> Would the Project expose people residing or working in the project area to excessive noise levels (for a project within the vicinity of a private airstrip)?	Not Applicable	No mitigation measures are required.	No Impact

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<b>J. Population and Housing</b>			
<b>Threshold a)</b> 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?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Not Applicable	No mitigation measures are required.	No Impact
<b>Threshold c)</b> Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Not Applicable	No mitigation measures are required.	No Impact
<b>K. Police Protection</b>			
<b>Threshold a)</b> Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?	<b>PDF-POL-1: On-Site Construction Security Measures:</b> During construction, on-site security measures will include: an eight-foot tall construction security fence, with gated and locked entry, around the construction site during the construction period; the provision of 24-hour visible private security personnel that monitors vehicle and pedestrian access to, and patrols, the construction site; and a construction management plan to ensure that emergency service providers have adequate access	No mitigation measures are required.	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>to the Project Site and neighboring businesses during construction and that Project construction traffic does not interfere with emergency vehicle response. During construction activities, the Contractor will document the security measures; and the documentation will be made available to the Construction Monitor.</p> <p><b>PDF-POL-2: Provision of Project Diagrams to LAPD:</b> Once prior to the issuance of a building permit and once prior to occupancy, the Applicant will provide the LAPD Central Area Commanding Officer with a diagram of the Project Site, including access routes, gate access codes, and additional information, as required, to facilitate potential LAPD responses.</p> <p><b>PDF-POL-3: On-Site Operational Security Measures:</b> The Project will provide an extensive security program to ensure the safety of residents, employees, and other visitors to the Project Site. The Project will incorporate strategies in design and planning, as well as active security features. On-site security measures during Project operation will include:</p>		

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<ul style="list-style-type: none"> <li>• Installing and utilizing a 24-hour security camera network throughout the underground and above-grade parking structure; the elevators; the common and amenity spaces; the lobby areas; and the rooftop and ground level outdoor open spaces.</li> <li>• Maintaining all security camera footage for at least 30 days, and providing such footage to LAPD as needed.</li> <li>• Controlling access to all building elevators, residences, and resident-only common areas through an electronic key fob specific to each user.</li> <li>• Training employees on appropriate security policies for the Project's buildings. Duties of the staff will include, but would not be limited to, assisting residents and visitors with site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and monitoring the property.</li> <li>• Providing a 24-hour/seven-day security program for the Paseo.</li> <li>• Access to commercial uses will be unrestricted during business hours, with public</li> </ul>		

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>access discontinued after businesses have closed.</p> <ul style="list-style-type: none"> <li>Secure access points will be limited and located in areas of high visibilities.</li> <li>Hallways and corridors will be straight forward with no dark corners, as possible.</li> <li>Outdoor areas will be exposed to windows and allow for natural surveillance.</li> <li>Clear transitional zones will be provided between public, semi-public and private spaces.</li> <li>Access key cards and cameras will be used.</li> <li>Interior and exterior spaces will be well lit with proper signage to direct the flow of people and decrease opportunities for crime.</li> </ul> <p>PDF-TRAF-1</p>		
<b>L. Fire Protection</b>			
<p><b>Threshold a)</b> Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios,</p>	<p>PDF-TRAF-1 PDF-TRAF-2</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
response times or other performance objectives for fire protection?			
<b>M. Schools</b>			
<b>Threshold a)</b> Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>N. Parks and Recreation</b>			
<b>Threshold a)</b> Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold c)</b> Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental	Not Applicable	No mitigation measures are required.	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?			
<b>O. Libraries</b>			
<b>Threshold a)</b> Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>P. Transportation and Traffic</b>			
<b>Threshold a)</b> 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?	<b>PDF-TRAF-1: Construction Traffic Management Plan:</b> Prior to the issuance of a building permit for the Project, a detailed Construction Management Plan including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The	<b>MM-TRAF-1:</b> The Project Applicant shall implement a comprehensive Transportation Demand Management (TDM) Program to promote non-auto travel and reduce single-occupant vehicle trips. A draft of the TDM Program shall be prepared by a registered traffic engineer and submitted to LADOT for review prior to the issuance of the first building permit for the Project. The TDM Program must be approved by LADOT prior to the issuance of the first Certificate of Occupancy for the Project. The	Less than Significant (Construction) Significant and Unavoidable (Operation)



Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. The Construction Management Plan will include, but not be limited to, the following elements as appropriate:</p> <ul style="list-style-type: none"> <li>• Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the Project Site will be off Broadway and 2nd Street.</li> <li>• Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to</li> </ul>	<p>TDM Program should include, but would not be limited to, the following strategies:</p> <ul style="list-style-type: none"> <li>• Promote Commute Trip Reduction (CTR) through information sharing and marketing for new employee orientations of trip reduction, event promotions, and publications;</li> <li>• Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;</li> <li>• Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;</li> <li>• Facilitate a Car-Share Program by allowing a care share service within the project parking facilities. A care share program is a model of car rental where people rent cars for short periods of time, often by the hour.</li> <li>• Facilitate rideshare programs with provision to include on-site transit and rideshare information center.</li> </ul>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>load or unload for protracted periods.</p> <ul style="list-style-type: none"> <li>As parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, will be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.</li> <li>Provide for safety precautions for pedestrians and bicyclists through such measures as alternative routing and protection barriers, as required.</li> <li>Establish requirements for loading/unloading and storage of materials on the Project Site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.</li> <li>Ensure that access will remain unobstructed for land uses in proximity to the Project Site during project construction.</li> <li>Coordinate with the City and emergency service providers to ensure adequate access is</li> </ul>	<ul style="list-style-type: none"> <li>Provide priority locations for carpools and vanpools within the parking garages;</li> <li>Accommodate flexible/alternative work schedules and telecommuting programs;</li> <li>Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;</li> <li>Provide bicycle parking in conformance with Section 12.21 A.16 of the LAMC with safe and convenient access to bicycle facilities;</li> <li>A Covenant and Agreement to ensure that the TDM program will be maintained;</li> <li>Make a one-time financial contribution of \$100,000 to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;</li> <li>Make a one-time fixed-fee financial contribution of \$100,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.</li> </ul>	

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>maintained to the Project Site and neighboring businesses and residences.</p> <ul style="list-style-type: none"> <li>• Coordinate with affected transit providers (Metro, LADOT Dash, Montebello) to temporarily relocate bus stops as necessary.</li> <li>• Participate in regular coordination meetings with Metro and LADOT regarding construction activities in the area, to address such issues as temporary lane closures and potential concurrent construction activities associated with the 2nd and Broadway Station of Metro's Regional Connector.</li> </ul> <p><b>PDF-TRAF-2: Construction Worker Parking Plan:</b> The Project Applicant will prepare a Construction Worker Parking Plan prior to commencement of construction to identify and enforce parking location requirements for construction workers. The Construction Worker Parking Plan will include, but not be limited to, the following elements as appropriate:</p> <ul style="list-style-type: none"> <li>• During construction activities when construction worker parking cannot be accommodated on the Project Site, the Plan will identify alternate parking location(s)</li> </ul>		

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<p>for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.</p> <ul style="list-style-type: none"> <li>• Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations.</li> </ul>		
<b>Threshold b)</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?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold c)</b> 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?	Not Applicable	No mitigation measures are required.	No Impact
<b>Threshold d)</b> Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or	Not Applicable	No mitigation measures are required.	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
incompatible uses (e.g., farm equipment)?			
<b>Threshold e)</b> Would the Project result in inadequate emergency access?	PDF-TRAF-1 PDF-TRAF-2	No mitigation measures are required.	Less than Significant
<b>Threshold f)</b> 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?	PDF-TRAF-1	No mitigation measures are required.	Less than Significant
<b>Q. Tribal Cultural Resources</b>			
<b>Threshold a)</b> Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:  i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?  ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in	Not Applicable	No mitigation measures are required.	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?			
<b>R. Water Supply</b>			
<b>Threshold a)</b> Would the Project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	PDF-TRAF-1	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project have insufficient water supplies available to serve the project from existing entitlements and resources, thereby requiring new or expanded water entitlements?	<b>PDF-WS-1 (Water Conservation Features):</b> The Project shall incorporate the following specific additional water conservation features: <ul style="list-style-type: none"> <li>• High Efficiency Toilets with flush volume of 1.0 gallons per flush or less;</li> <li>• ENERGY STAR Certified Residential Clothes Washers – Front-loading with an Integrated Water Factor of 3.6 or less and capacity of 4.3 cubic feet (cu ft);</li> <li>• Showerheads with a flow rate of 1.5 gpm or less;</li> <li>• Domestic Water Heating System located close in proximity to point(s) of use;</li> </ul>	No mitigation measures are required.	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
	<ul style="list-style-type: none"> <li>Individual Metering and billing for water use for commercial space;</li> <li>Drip/Subsurface Irrigation (Micro-Irrigation);</li> <li>Proper Hydro-zoning/Zoned Irrigation (group plants with similar water requirements together); and</li> <li>Drought Tolerant Plants – 70 percent of total landscaping.</li> </ul>		
<b>S. Wastewater</b>			
<b>Threshold a)</b> Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	PDF-TRAF-1	No mitigation measures are required.	Less than Significant
<b>Threshold c)</b> Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Not Applicable	No mitigation measures are required.	Less than Significant

Environmental Impacts	Project Design Features (PDF)	Mitigation Measures (MM)	Level of Significance
<b>T. Solid Waste</b>			
<b>Threshold a)</b> Would the Project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project not comply with federal, state, and local statutes and regulations related to solid waste?	Not Applicable	No mitigation measures are required.	Less than Significant
<b>U. Energy</b>			
<b>Threshold a)</b> Would the Project cause wasteful, inefficient, and unnecessary consumption of energy?	PDF-AQ-1 PDF-AQ-2 PDF-TRAF-1 PDF-WS-1	No mitigation measures are required.	Less than Significant
<b>Threshold b)</b> Would the Project result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Not Applicable	No mitigation measures are required.	Less than Significant



# I. Introduction

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## 1. Purpose of the Draft EIR

The purpose of this Draft Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental impacts resulting from the proposed Times Mirror Square Project (Project). The City of Los Angeles (City) is the Lead Agency under the California Environmental Quality Act (CEQA) responsible for preparing this Draft EIR. This Draft EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), and the State *CEQA Guidelines* (California Code of Regulations, Title 14, Section 15000 et seq.). The principal State *CEQA Guidelines* sections governing the contents of this document are Sections 15120 through 15132 (Contents of an EIR), and Section 15161 (Project EIR).

The City is responsible for processing and approving the Project pursuant to the Section 21067 of the CEQA Statute. The City will consider the information in this Draft EIR, along with other information that may be presented during the CEQA process, including the Initial Study and a Final EIR. The EIR will be used in connection with all discretionary permits and approvals necessary for the construction and operation of the Project. The EIR may also be used by the City's Department of City Planning, Department of Building and Safety, Department of Transportation (LADOT), and Department of Public Works, including the Bureaus of Engineering and Sanitation, Cultural Heritage Commission, City Council, and other responsible public agencies that must approve activities undertaken with respect to the Project.

In accordance with Section 15121 of the State *CEQA Guidelines*, this Draft EIR provides specific information regarding the environmental effects associated with proposed development of the Project, and ways to minimize any significant environmental effects through mitigation measures or reasonable alternatives to the Project. For some effects, significant environmental impacts cannot be mitigated to a level considered less than significant; in such cases, impacts are considered significant and unavoidable. In accordance with Section 15093(b) of the State *CEQA Guidelines*, if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts where impacts cannot be mitigated to less than significant levels), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is known as a "statement of overriding considerations."

This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the actions by the Project, as required under Section 15146 of the State *CEQA Guidelines*. This analysis considers the actions associated with the Project to determine the short-term and long-term effects associated with their implementation. This EIR discusses both the direct and indirect impacts of this Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects. CEQA requires the preparation of an objective, full disclosure document to inform agency decision-makers and the general public of the direct and indirect environmental effects of the proposed action, including mitigation measures and reasonable alternatives that can reduce or eliminate any identified significant adverse effects.

## 2. EIR Scoping Process

In compliance with the State *CEQA Guidelines*, the City has taken steps to provide opportunities for public participation in the environmental process. During the preparation of the Draft EIR, the City contacted various Federal, State, regional, and local government agencies and other interested parties to inform the public of the Project and to solicit comments on the scope of environmental review. As further described below, this included the distribution and noticing of an Initial Study and Notice of Preparation (NOP) and conducting a public scoping meeting.

### a) Initial Study

In accordance with Section 15063(a) of the State *CEQA Guidelines*, the City undertook the preparation of an Initial Study. The Initial Study determined that the Project had the potential to result in significant impacts associated with a number of environmental issues. As a result, the Initial Study determined that this Draft EIR should address those issues where the Project could result in significant environmental impacts and consider mitigation measures.

The Draft EIR focuses primarily on changes in the environment that would result from the Project, individually and cumulatively with other development projects. The EIR identifies potentially significant direct and indirect impacts resulting from construction and operation of the Project, and provides Project Design Features and mitigation measures to reduce or avoid such effects. This Draft EIR addresses environmental effects in the following areas:

- Aesthetics (Aesthetics/Views, Light/Glare, Shade/Shadow)<sup>1</sup>
- Air Quality (Criteria Pollutants and Toxic Air Contaminants)
- Cultural Resources (Archaeological, Paleontological, Historic)

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<sup>1</sup> As the Project meets the criteria set forth under Senate Bill 743, the Project's aesthetic impacts shall not be considered to be significant as a matter of law. Aesthetic effects are voluntarily disclosed for informational purposes only.

- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services (Police Protection, Fire Protection, Schools, Parks and Recreation, Libraries)
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities (Water Supply, Wastewater, Solid Waste)
- Energy

Based on the Initial Study, issues for which no significant impacts are anticipated as a result of project implementation include Agricultural Resources, Biological Resources, and Mineral Resources. These environmental topics are discussed in Chapter 6, *Other CEQA Considerations*, of this Draft EIR. See also the Initial Study in Appendix A-2 of this Draft EIR.

## **b) Notice of Preparation**

Pursuant to the provision of Section 15082 of the State *CEQA Guidelines*, the City circulated an NOP to relevant State, regional, and local agencies and members of the public, including owners and occupants of properties within a 500-foot radius of the Project Site boundaries, for a 32-day period commencing June 30, 2017 and ending July 31, 2017. The purpose of the NOP was to formally convey that the City was preparing a Draft EIR for the Project and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. The NOP is included in Appendix A-1 of this Draft EIR.

## **c) Public Scoping Meeting**

The NOP included notification that a public scoping meeting would be held to further inform public agencies and other interested parties of the Project and to solicit input regarding the Draft EIR. The meeting was held on July 25, 2017 from 5:00 P.M. to 7:00 P.M. in the Ronald F. Deaton Civic Auditorium of the Los Angeles Police Department Police Administrative Building located at 100 W. 1st Street, Los Angeles, California 90012. The meeting provided interested individuals, groups, and public agencies an opportunity to provide oral and written comments to the Lead Agency regarding the scope and focus of the Draft EIR as described in the NOP and Initial Study. The Scoping Meeting materials are provided in Appendix A-3 of this Draft EIR.

## d) Comments Received

Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Comment letters were received from eight public agencies: (1) California Native American Heritage Commission; (2) California Governor's Office of Planning and Research; (3) Department of Toxic Substances Control; (4) General Services Administration (on behalf of the United States Government [Courthouse]); (5) Los Angeles County Law Library; (6) Los Angeles County Metropolitan Transportation Authority (Metro); (6) Los Angeles Sanitation; (7) Southern California Association of Governments (SCAG); (8) South Coast Air Quality Management District (SCAQMD). An additional three written comments were provided by organizations and/or individuals via mail, e-mail, or submittal at the NOP Scoping Meeting. Three attendees at the Scoping Meeting filled out a sign-in sheet and/or shared oral comments. Written comments are provided in Appendix A-4 of this Draft EIR and summarized in the Executive Summary in Subsection ES.4, Areas of Controversy and Issues to be Resolved.

## 3. Format of the Draft EIR

The Draft EIR includes an Executive Summary, nine Chapters, and appendices, which are organized as follows:

**Executive Summary.** This section of the Draft EIR provides an overview of the entire document in a concise, summarized format. It briefly describes the Project (location and key Project features), the CEQA review process and focus, identifies effects found to be significant and unavoidable, identifies areas of controversy, provides a summary of the Project alternatives (descriptions and conclusions regarding comparative impacts), and provides a summary of Project impacts, Project Design Features and mitigation measures, and the level of impact significance following implementation of mitigation measures.

1. **Introduction.** This section provides a summary of the Project, describes the purpose of the EIR, including CEQA compliance requirements, steps undertaken to date regarding implementation of the CEQA process, and also summarizes the Draft EIR's organization.
2. **Project Description.** This section describes the location, objectives, and physical and operational characteristics of the Project.
3. **General Description of Environmental Setting.** This section presents an overview of the Project's environmental setting, including on-site and surrounding land uses. This section also provides a list and mapped locations of past, present, and probable future projects considered in the analysis of potential Project contributions to cumulative impacts.

4. **Environmental Impact Analysis.** This section contains the environmental setting, Project and cumulative impact analyses, mitigation measures, and conclusions regarding the level of significance after mitigation for each of the following environmental issues:
- Aesthetics<sup>2</sup>
  - Air Quality
  - Cultural Resources
  - Geology and Soils
  - Greenhouse Gas Emissions
  - Hazards and Hazardous Materials
  - Hydrology and Water Quality
  - Land Use and Planning
  - Noise
  - Population, Housing, and Employment
  - Police Protection
  - Fire Protection
  - Schools
  - Parks and Recreation
  - Libraries
  - Transportation and Traffic
  - Tribal Cultural Resources
  - Water Supply
  - Wastewater
  - Solid Waste
  - Energy
5. **Alternatives.** This section describes a reasonable range of alternatives to the Project, including the No Project/No Build Alternative, 20 Percent Reduced Density Alternative, All Office and Residential Alternative, Partial Preservation Alternative, and Full Preservation Alternative. This section also evaluates the environmental effects of the alternatives for each issue area analyzed in the Draft EIR.
6. **Other CEQA Considerations.** This section includes a discussion of issues required by CEQA that are not covered in other chapters. This includes significant unavoidable impacts, reasons why the Project is being proposed notwithstanding significant unavoidable impacts, significant irreversible environmental changes, growth inducing impacts, potential secondary effects caused by the implementation of the mitigation measures for the Project, and effects found not to be significant.
7. **References.** This section lists the references and sources used in the preparation of this Draft EIR.
8. **List of EIR Preparers and Organizations and Persons Contacted.** This section lists the persons, public agencies, and organizations that were consulted or who contributed in the preparation of this Draft EIR.

<sup>2</sup> As the Project meets the criteria set forth under Senate Bill 743, the Project's aesthetic impacts shall not be considered to be significant as a matter of law. Aesthetic effects are voluntarily disclosed for informational purposes only.

The Environmental Analyses in this Draft EIR are supported by the following appendices:

- APPENDIX A: NOP, Initial Study, Scoping Meeting Materials, and NOP and Scoping Meeting Comments
  - A-1: NOP
  - A-2: Initial Study
  - A-3: Scoping Meeting Materials
  - A-4: NOP and Scoping Meeting Comments
- APPENDIX B: Aesthetics Documentation
  - B-1: City of Los Angeles Zoning Information No. 2452
  - B-2: Downtown Design Guidelines Analysis
- APPENDIX C: Air Quality Technical Report
- APPENDIX D: Cultural Resources Documentation
  - D-1: Historical Resources Technical Report
  - D-2: Archaeological Resources Assessment Report
  - D-3: Paleontological Resources Assessment Report
- APPENDIX E: Preliminary Geotechnical Report
- APPENDIX F: Greenhouse Gas Emission Technical Report
- APPENDIX G: Phase I and Phase II Environmental Site Assessment
- APPENDIX H: Hydrology Report
- APPENDIX I: Noise Technical Report
- APPENDIX J: Population, Housing, and Employment Projection Documentation
- APPENDIX K: Public Service Provider Correspondence
  - K-1: Los Angeles Police Department Correspondence
  - K-2: Los Angeles Fire Department Correspondence
  - K-3: Los Angeles Unified School District Correspondence
  - K-4: Department of Recreation and Parks Correspondence
  - K-5: Los Angeles Public Library Correspondence

- APPENDIX L: Traffic and Parking Analysis
  - L-1: Traffic Study
  - L-2: LADOT Correspondence Approving the Traffic Study
  - L-3: Technical Memorandum
- APPENDIX M: Utilities Documentation
  - M-1: Utility Infrastructure Technical Report: Water, Wastewater, and Energy
  - M-2: Water Supply Assessment
- APPENDIX N: Energy Documentation
- APPENDIX O: Assembly Bill 52 Consultation Summary Report
- APPENDIX P: Alternatives Documentation

## 4. Public Review of the Draft EIR

The Draft EIR is subject to a 45-day review period in which the document is made available to responsible and trustee agencies and interested parties. In compliance with the provision of Sections 15085(a) and 15087(a)(1) of the State *CEQA Guidelines*, the City, serving as the Lead Agency: (1) published a Notice of Completion and Availability (NOCA) of a Draft EIR which indicated that the Draft EIR was available for review at the City's Planning Department (Environmental Analysis Section, 221 N. Figueroa Street, Room 1350, Los Angeles, CA 90012); (2) provided copies of the NOCA and Draft EIR to the Los Angeles Central Library, Chinatown Branch Library, Little Tokyo Branch Library, and Echo Park Branch Library; (3) posted the NOCA and the Draft EIR on the City's website (<http://www.lacity.org>); (4) prepared and transmitted a Notice of Completion (NOC) to the State Clearinghouse; (5) sent a NOA to all property owners within 500 feet of the Project Site; and (6) sent a NOCA to the last known name and address of all organizations and individuals who previously requested such notice in writing or attended public meetings about the Project. Proof of publication is available at the City. The public review period commenced on March 28, 2019 and will end on May 13, 2019 for a total of 47 days.

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments via mail and/or e-mail to the following address prior to the end of the public review period:

***Mail:*** William Lamborn  
City of Los Angeles  
Department of City Planning  
221 N. Figueroa St., Room 1350  
Los Angeles, California 90012

***Email:*** William.lamborn@lacity.org

Upon the close of the public review period, the City will proceed to evaluate and prepare responses to all relevant oral and written comments received from public agencies and other interested parties during the public review period. A Final EIR will then be prepared. The Final EIR will consist of the Draft EIR, possible revisions to the Draft EIR, comments submitted by responsible agencies or reviewing parties during the public circulation period for the Draft EIR, and City responses to those comments. After the Final EIR is completed and at least 10 days prior to its certification, as required by CEQA, responses to comments made by public agencies on the Draft EIR will be provided to the commenting agencies.<sup>3</sup>

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<sup>3</sup> CEQA Statute Section 21092.5(a).



## II. Project Description

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### 1. Introduction

The proposed Times Mirror Square Project (Project) would include construction of two new high-rise mixed-use towers along with rehabilitation of three existing buildings, including an eight-story building (Times Building), a four-story building (Plant Building), and a 10-story building (Mirror Building), within the Times Mirror Square site. The Times Mirror Square site (Project Site) comprises the city block bounded by W. 1st Street, S. Spring Street, W. 2nd Street, and S. Broadway. The Project Site totals approximately 160,578 square feet of lot area or approximately 3.6 acres. The proposed rehabilitated buildings, the Times, Plant, and Mirror Buildings, which have a total existing floor area of approximately 376,105 square feet, are located in the east sector of the block aligned with S. Spring Street, with frontages on W. 1st Street and W. 2nd Street. New development, consisting of the 37-story “North Tower” and 53-story “South Tower,” would be constructed in the west sector of the block, which is aligned with S. Broadway with frontages on W. 1st Street and W. 2nd Street. The existing Executive Building at the corner of W. 1st Street and S. Broadway and the parking structure at the corner of W. 2nd Street and S. Broadway would be demolished to allow for the development of the new towers. The North and South Towers, which would be constructed above a five-story parking podium (Podium), would contain a maximum of 1,127 residential units, up to 34,572 square feet of commercial floor area, and a combined floor area of up to 1,135,803 square feet.<sup>1</sup> The Podium would be an above-ground structure with street front new retail development on the first floor and four levels of above-grade parking, which forms the base for the residential towers. The space below the Podium would contain an additional nine levels of subterranean parking. Overall, including the existing buildings to remain that total up to 376,105 square feet, the Project would comprise up to 1,511,908 square feet of floor area, resulting in a maximum 9.42 Floor Area Ratio (FAR). An open-to-the sky pedestrian paseo (Paseo) leading from W. 1st Street to W. 2nd Street would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a visual connection to First and Broadway Civic Center Park. Ground level retail uses would be located along the base of the Podium facing W. 1st Street, S. Broadway, W. 2nd Street, and the Paseo.

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<sup>1</sup> Project Floor Area numbers throughout this section are calculated in accordance with Los Angeles Municipal Code Section 12.03, unless otherwise noted.

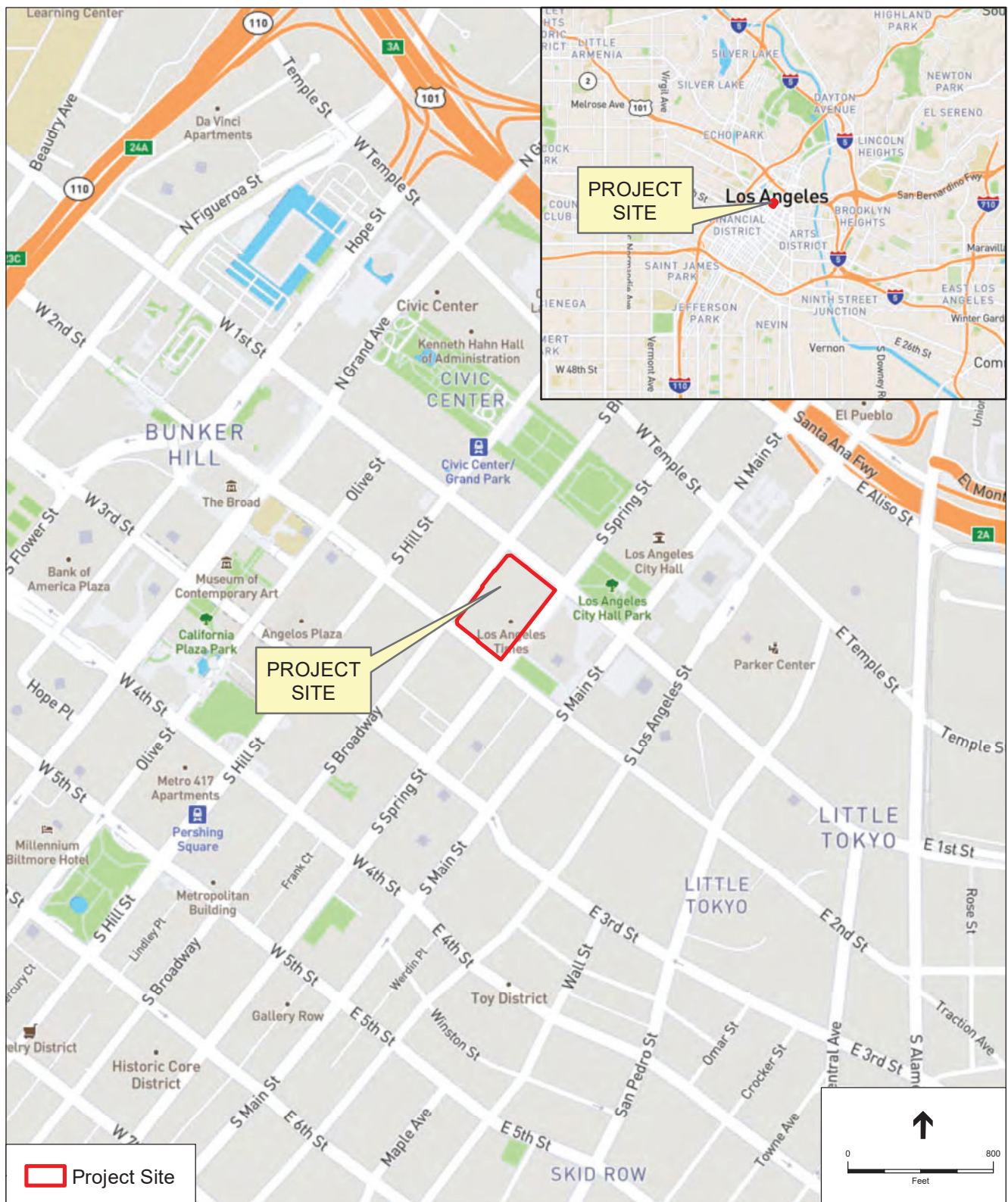
## 2. Project Location and Surrounding Uses

The Project Site, bounded by W. 1st Street, S. Spring Street, W. 2nd Street, and S. Broadway, is located within the northern portion of the City of Los Angeles (City) Central City Community Plan Center City/Historic Core district, which extends from W. 1st Street to W. 11th Street, between Los Angeles and Hill Streets. As discussed in the Central City Community Plan, the Historic Core, which is centered on S. Spring Street and S. Broadway, forms the spine through Downtown that links the Financial District and Bunker Hill to the west, South Park and the Convention Center to the south, the South Markets to the southeast, and Little Tokyo and the Arts District to the east.<sup>2</sup> Downtown is characterized by a concentration of government-related uses, high- and mid-rise office buildings, residential buildings, hotels, retail uses, museums, and cultural districts, including the Arts and Markets districts. The Historic Core/Center City contains a concentration of historically and architecturally significant buildings, including the iconic City Hall, Walt Disney Concert Hall, and the historic Times, Plant, and Mirror Buildings, which are components of the Project. The general vicinity and relationship of the Project Site to surrounding streets is illustrated in **Figure II-1, Regional and Project Vicinity Map**. Surrounding land uses are shown in **Figure II-2, Aerial View of the Project Site and the Surrounding Uses**.

### a) Land Uses to the North

Land uses to the north of W. 1st Street consist of the Los Angeles Civic Center, and Grand Park, a 16-acre park extending from City Hall to the south of N. Spring Street to the Dorothy Chandler Pavilion (Los Angeles Music Center) to the north of Grand Avenue. Immediately to the north of the Project Site is the 1.96-acre First and Broadway Civic Center Park, a public park currently under development and anticipated for completion in 2019. Adjoining the south side of Grand Park along the E. 1st Street frontage are the seven-story Los Angeles County Law Library, the 10-story Los Angeles County Stanley Mosk Courthouse, and the 10-story Kenneth Hahn Hall of Administration. The 20-story Clara Shortridge Foltz Criminal Justice Center adjoins the north side of Grand Park directly north of the Project Site. The recently rehabilitated Los Angeles County Hall of Justice is located just to the north of the Criminal Justice Center. City Hall is located just to the northeast of the Project Site and the United States Courthouse is located just to the north of City Hall. The Hollywood Freeway (US-101) is located immediately north of the group of government buildings. Los Angeles Union Station, the region's major transit hub, is located just to the north of the US-101 Freeway.

<sup>2</sup> City of Los Angeles Department of Planning, Central City Community Plan, Figure 1, Downtown Neighborhoods and Districts.

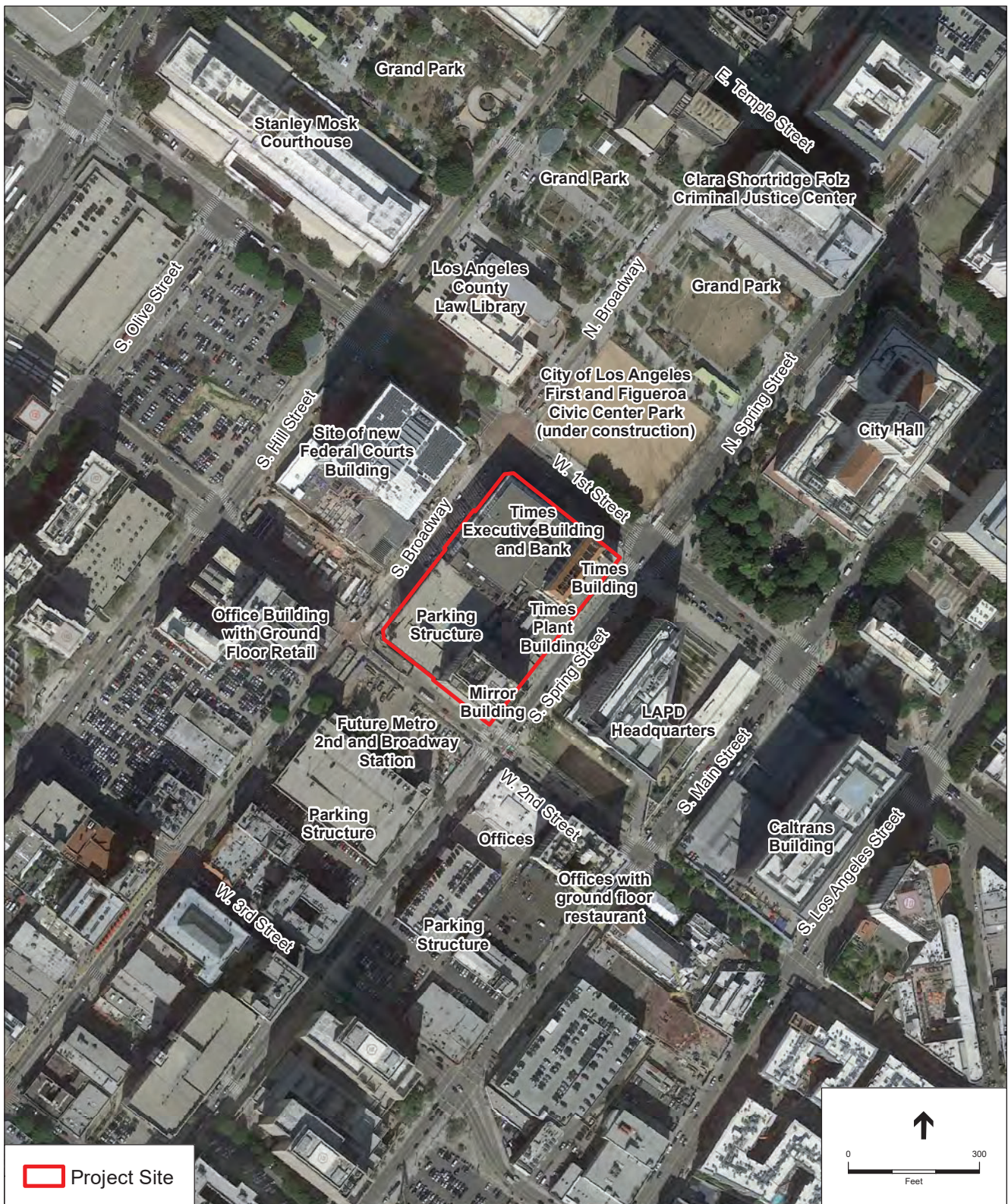


SOURCE: Open Street Map, 2016.

Times Mirror Square

**Figure II-1**  
Regional and Project Vicinity Map





SOURCE: Google Maps, 2016 (Aerial).

Times Mirror Square

**Figure II-2**

Aerial View of the Project Site and the Surrounding Uses

## **b) Land Uses to the East**

The 10-story Los Angeles Police Department (LAPD) Headquarters Building, which replaced Parker Center as the LAPD headquarters in October 2009, occupies the block bounded by S. Spring Street, E. 1st Street, S. Main Street, and E. 2nd Street, immediately to the east of the Project Site. The approximately 29-story Los Angeles City Hall is located diagonally across S. Spring Street and W. 1st Street from the Project Site. The LAPD Headquarters Building is oriented toward City Hall and is characterized by 75-foot setbacks on three sides. The LAPD Headquarters Building's deep setbacks accommodate a main plaza along E. 1st Street. In addition, the deep setback on the south of the Headquarters Building supports a one-acre park along E. 2nd Street. The park is landscaped open space edged with planters and benches. City Hall Park is located directly across E. 1st Street from the LAPD Headquarters Building's main plaza, at the south side of City Hall. City Hall Park is also aligned across N. Spring Street with the First and Broadway Civic Center Park (under construction), just to the north of N. Spring Street.

Public parks and plazas are also associated with City Hall along N. Main and N. Los Angeles Streets, and include Los Angeles Civic Center Mall. Land uses to the east of the LAPD Headquarters building include the State of California Caltrans Building, occupying the block bounded by S. Main Street, E. 1st Street, S. Los Angeles Street, and E. 2nd Street. The approximately 21-story DoubleTree Hotel is located to the south of the Caltrans Building, south of S. Los Angeles Street. At this point, Los Angeles Street forms the north edge of the City's Little Tokyo Community, which, with the Arts District, is located farther to the east of the Project Site.

## **c) Land Uses to the South**

Low- and mid-rise office buildings, enclosed parking structures, and surface parking lots are the predominant land uses to the south of the Project Site. A surface parking lot and a seven-level enclosed parking structure are currently located directly across W. 2nd Street from the Project Site. The site was selected for Metro's proposed 2nd and Broadway Subway Station, one of three subway stations making up the Regional Connector Transit Project. Construction for the Regional Connector Transit Project at the 2nd Street and Broadway Station is currently underway. Completion of the entire Regional Connector Transit Project is anticipated in May 2021. A current development proposal for the subway station site includes demolition of the existing parking structure for the construction of a 30-story mixed-use building. The building would integrate the subway station and provide ground level retail uses. Diagonally across W. 2nd Street and S. Spring Street from the Project Site (to the southeast) is a single-story office building, to the south of which is an approximately six-level enclosed parking building. To the east of the single-story office building is an older, 10-story residential building with



ground level retail uses, including a restaurant and shops along E. 2nd Street and S. Spring Street. Directly to the east of the 10-story building, across S. Main Street is the former Cathedral of St. Vibiana. The building and its associated plaza are now owned by the City and used for public events, and the property also houses the Little Tokyo Branch Public Library.

#### **d) Land Uses to the West**

The new 10-story Federal Courthouse, completed in October 2016, is located directly to the west of the Project Site in the block bounded by W. 1st Street, S. Broadway, W. 2nd Street, and S. Hill Street. The building rests on a podium structure, which provides a horizontal base relative to the rise along W. 1st Street. The podium structure and the rising topography of the site require broad staircases from S. Broadway and W. 1st Street to reach the building's entrance. The west frontage of the building is at grade with S. Hill Street. The building sits behind a deep setback from W. 2nd Street, which allows exposure of the building to natural sunlight. The Los Angeles County Law Library, which is adjacent to Grand Park, is located diagonally across W. 1st Street and S. Broadway from the Project Site. A modern, 10-story office building with ground floor retail uses is located diagonally across W. 2nd Street and S. Broadway from the Project Site. To the west of the Federal Courthouse, 2nd Street enters the 2nd Street tunnel, passing under Bunker Hill and emerging at S. Figueroa Street. The Bunker Hill District is located approximately one block west of the Project Site and is bounded by W. 1st Street on the north; S. Hill Street on the east, the Pasadena/Santa Monica Freeway (I-10) on the west; and W. 5th Street on the south. Bunker Hill includes a concentration of downtown high-rise development, such as the Library Tower, the Wells Fargo Tower, and the California Plaza Towers.

### **3. Site Background and Existing Conditions**

#### **a) Site Background**

##### **(1) On-Site Conditions**

The 3.6-acre Project Site is currently occupied by five structurally distinct but internally connected buildings previously occupied by the Los Angeles Times offices, a bank, and other office uses.<sup>3</sup> The buildings were constructed between the 1930s and 1970s and range from four to 10 stories in height. The buildings include the eight-story Times Building, the 4-story Plant Building, the 10-story Mirror Building, the six-story parking structure, and the six-story Executive Building. The Times Building, which occupies the northeast corner of the Project

<sup>3</sup> At the time of the release of the Notice of Preparation (June 30, 2017), which informs the baseline for the Draft Environmental Impact Report, the Los Angeles Times offices were still located within the Project Site. It should be noted that at the time of the release of the Draft EIR in October 2018, the Los Angeles Times offices had relocated to the City of El Segundo.

Site, was designed by architect Gordon B. Kaufmann in the P.W.A Moderne style and constructed in 1935. The building's Globe Lobby features 10-foot-high murals painted in 1934 by Hugo Ballin, who also painted the Griffith Observatory rotunda. The Times Building is also noted for the prominent clocks on its north- and south-facing towers. The Plant Building, which was originally constructed with two stories in 1935 and expanded to four stories between 1947 and 1948, is located along the mid-block of S. Spring Street and emulates the Times Building's P.W.A. Moderne architectural style. In 1948, architect Rowland H. Crawford designed the 10-story Mirror Building in the Late Moderne style to emulate the style of the Times Building. The Times, Plant, and Mirror Buildings are all listed in the California Register of Historical Resources.

In 1973, the Executive Building, a six-story glass and steel International Style building, was designed by the architectural firm William L. Pereira & Associates on the northwest corner of the block. Once constructed, this building became the corporate headquarters for the Times-Mirror Company. Pereira's Executive Building abuts the west wall of the Times Building. Bank of America occupies the ground floor of the Executive Building. The locations of existing on-site buildings are illustrated in **Figure II-3, Existing On-Site Uses**.

Combined, the Times, Plant, Mirror, and Executive Buildings have a total floor area of approximately 559,863 square feet. This includes approximately 541,113 square feet of commercial office uses across the four existing buildings, an approximately 7,500 square-foot bank in the Executive Building, and an approximately 11,250 square-foot cafeteria in the Plant Building. **Table II-1, Existing Land Uses**, provides a breakdown of existing land uses by building on the Project Site. Approximately 223,945 square feet, or 40 percent of the existing uses, are office spaces that have been vacant for 10 years. The remaining 335,918 square feet, or 60 percent of the existing uses, across the Project Site are occupied by 317,168 square feet of office uses, 7,500 square-foot bank, and a 11,250 square-foot cafeteria.

**TABLE II-1  
EXISTING LAND USES**

<b>Building</b>	<b>Use</b>	<b>Developed Floor Area (square feet)</b>
Times	Office	116,113
Plant	Office	79,340
	Cafeteria <sup>a</sup>	11,250
<i>Total Plant Building Subtotal</i>		<i>90,590</i>
Mirror	Office	169,402
Executive <sup>b</sup>	Office	176,258
	Bank	7,500
<i>Total Executive Building Subtotal</i>		<i>183,758</i>
<b>Total Floor Area</b>		<b>559,863</b>

a The cafeteria would be converted into a portion of the proposed grocery store.

b The Executive Building, which includes both bank and office space, would be demolished.

SOURCE: ESA, 2018.



SOURCE: Google Maps, 2016 (Aerial), ESA PCR, 2017

Times Mirror Square  
**Figure II-3**  
 Existing On Site Uses



The sidewalks adjoining the Project Site are landscaped with 29 uniform and young or mature California sycamore trees, although potted plants or planters are also provided along some sections of W. 1st Street, S. Spring Street, S. Broadway, and the corners of W. 1st Street and Broadway and W. 2nd Street and Broadway. Existing trees are discussed in detail in Subsection II.4.d, Open Space and Landscaping, Lighting, and Signage, below.

Vehicle access to the existing parking structure is provided via a driveway on S. Broadway and a driveway on W. 2nd Street. These two driveways provide vehicle access for the Times, Executive, Plant, and Mirror Buildings, which all have interior connections to the parking structure. Driveways for interior shipping bays, waste collection, and other vehicle activity at the Mirror Building and Plant Building are located on W. 2nd Street (to the east of the previously described parking structure driveway), and on S. Spring Street. The loading dock driveway is on S. Broadway north of the parking structure driveway. Spring Street, a one-way, southbound roadway, contains a dedicated southbound bike lane. No parking is allowed along the curb lane, which is marked for bus transit and lined with benches and bus stops. Metered, on-street parking is provided along W. 1st Street and S. Broadway, both of which are two-way streets.

Pedestrian light standards, consistent with the upright/double light theme throughout the Civic Center are provided on all four street frontages.

### (1) Transit Access

Metro's Los Angeles Civic Center/Grand Park Station (Metro Station) is located approximately 750 feet to the northwest of the Project Site. The Civic Center/Grand Park Station is a heavy rail subway station that serves two subway lines, the Red Line and Purple Line. The Red Line connects the Civic Center to Union Station, Hollywood, and North Hollywood. The Purple Line connects Union Station with the Wilshire/Western Station. The Red and Purple Lines provide further connection to three light rail transit lines serving downtown Los Angeles: the Blue and Expo Lines at the 7th Street/Metro Center Station; and the Gold Line at Union Station.

The Project Site is also located adjacent to Metro's future 2nd Street and Broadway Station, one of the three subway stations that are part of Metro's Regional Connector Project that is forecasted to be operational in 2021 (as compared to the Project's 2023 buildout year).<sup>4</sup> The Connector Project, a 1.9-mile subway segment, will extend from the Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station in downtown Los Angeles, with transfers to Blue, Expo, Red and Purple Lines, bypassing Union Station. The 1.9-mile alignment will serve Little Tokyo, the Arts District, Civic Center, the Historic Core, Broadway, Grand Avenue, Bunker Hill, Flower Street and the Financial District.

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<sup>4</sup> Los Angeles County Metropolitan Transportation Authority, Regional Connector Transit Project, <https://www.metro.net/projects/connector/>. Accessed October 6, 2017.

From the Metro Gold Line, passengers will be able to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. Forecasted opening of the 2nd Street and Broadway Station is 2021. New stations include the Historic Broadway Station at W. 2nd Street and Broadway, adjacent to the Project Site; the Little Tokyo/Arts District Station at E. 1st Street and Central Avenue; and the Grand Avenue Arts/Bunker Hills Station at 2nd Place and Hope Street.

Several bus lines serve the vicinity of S. Spring Street and W. 1st Street, including LADOT's Dash Downtown "D" line, which travels a circuit from the City Hall area throughout the Downtown; Metro's Rapid Line 770, which travels to Union Station and El Monte to the east; Metro's Rapid Line 745, which travels between Downtown and Metro's Harbor Freeway Station; Metro's Rapid Line 733, which travels from the Civic Center to Santa Monica; and Metro's Rapid Line 728, which travels between Union Station and Century City. In addition, numerous local lines are located in the Project vicinity, including Metro's Bus Lines 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Broadway and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street.

The Project Site is also well located to allow pedestrian access to numerous county, state, and federal buildings in the Civic Center. The Project Site has direct access to Grand Park, which provides landscaped pedestrian pathways between City Hall, the Los Angeles Music Center, and other uses along Grand Avenue. It is also located a few blocks from Bunker Hill to the west, the City's Financial Center to the southwest, Little Tokyo and the Arts District to the east; and Union Station and Olvera Street to the north. Thousands of jobs within walking distance are represented by the surrounding combination of office towers, the Arts District, and the Civic Center, which constitutes the heaviest concentration of government employment outside of Washington D.C.<sup>5</sup> The Project Site is also served by dedicated bike lanes in southbound Spring Street and northbound Main Street.

## (2) Circulation

The Project Site is bounded by W. 1st Street, S. Spring Street, W. 2nd Street, and S. Broadway. In the Project area, W. 1st Street is a designated Modified Boulevard II in the City of Los Angeles Mobility Plan 2035, with a required right-of-way of 110 feet. To the west of the I-110 Freeway, W. 1st Street merges with W. 2nd Street to form Beverly Boulevard. To the east, E. 1st Street ends at Atlantic Boulevard in the City of Monterey Park. In the Project area, W. 1st Street's required half right-of-way is 55 feet, comprised of a 37-foot roadway and 18-foot sidewalk. In addition, the Downtown Design Guide requires an additional 6-foot private easement from the sidewalk public right-of-way.

<sup>5</sup> Los Angeles County Metropolitan Transportation Authority, 2nd St./Broadway Station, <https://www.metro.net/projects/connector/2nd-stbroadway-station/>. Accessed October 6, 2017.

S. Spring Street, which adjoins the Project Site to the east, is a designated Modified Avenue II and is required to have a right-of-way of 80 feet. To the south, S. Spring Street merges with S. Main Street in the vicinity of S. 9th Street. South Main Street continues south to the City of Carson. To the north, N. Spring Street merges with Caesar Chavez Avenue to the north of the US-101 Freeway. S. Spring Street's required half right-of-way in the Project Area is 40 feet, comprised of a 26-foot roadway and 14-foot sidewalk. In the Project area, S. Spring Street operates as a one-way, southbound highway, with a dedicated bike lane.

Adjoining the Project Site to the south, 2nd Street is a designated Modified Avenue III and is required to have a right-of-way of 74 feet. To the west at Hill Street, W. 2nd Street passes under the 2nd Street tunnel below Bunker Hill, emerging in the vicinity of Figueroa Street. To the east, E. 2nd Street terminates prior to the railyards and the Los Angeles River. In the Project area, W. 2nd Street's required half right-of-way is 37 feet, comprised of a 22-foot roadway and 15-foot sidewalk.

Broadway, adjoining the Project Site to the west, is a designated Modified Avenue II and is required to have a right-of-way of 80 feet in the Project area. To the south, S. Broadway follows the Harbor Freeway (I-110) to the approximate vicinity of the San Diego Freeway (I-405), where it merges with Main Street. To the north, N. Broadway terminates in the community of Lincoln Heights. In the Project area, S. Broadway's required half right-of-way is 40 feet, comprised of a 28-foot roadway and 12-foot sidewalk. In addition, the Downtown Design Guide requires an additional 5-foot private easement from the sidewalk public right-of-way.

## **b) Existing Planning and Zoning**

### **(1) Central City Community Plan**

The Project Site is located within the Central City Community Plan area and is designated as Regional Center Commercial. The General Plan Framework designates the entire Central City area as a Downtown Center. Other Planning efforts described in the Central City Community Plan are the Downtown Strategic Plan, the Los Angeles Civic Center Shared Facilities and Management Plan, and Angel's Walk. The Downtown Strategic Plan recognizes the need to significantly increase the residential presence in the Central City community.<sup>6</sup> Angel's Walk is a plan to link transit and pedestrian districts of historic Downtown and ties public investment in bus and rail transit to urban design improvements that make the City attractive to pedestrians.<sup>7</sup> Los Angeles Civic Center Shared Facilities and Management Plan proposes a plan that would induce both economic and environmental benefits by defining the boundaries of the Civic Center as the distance an average person can walk in 10 minutes. Beginning at City Hall, the

<sup>6</sup> City of Los Angeles Department of Planning, Central City Community Plan, page I-12

<sup>7</sup> City of Los Angeles Department of Planning, Central City Community Plan, page I-13.

Angel's Walk area encompasses the Project Site, Little Tokyo, El Pueblo de Los Angeles, Union Station, the Music Center, Bunker Hill, and Pershing Square.<sup>8</sup> Primary issues presented in the Central City Community Plan are the need to increase housing for all incomes, particularly middle income households; the lack of sufficient housing investment; and the lack of neighborhood businesses to support residential uses.<sup>9</sup> Community Plan Objectives 1-2 and 1-3 are to increase the range of housing choices available to Downtown employees and residents and to foster residential development which can accommodate a full range of incomes.

## (2) Zoning

The Project Site is zoned Commercial (C2-4D-SN), which permits general commercial and multi-family residential uses. The 4D Height District establishes a FAR of 6.0:1, but does not specifically limit building heights.

The SN designation indicates a Signage Supplemental Use, in this case the Historic Broadway Supplemental Sign Use District.<sup>10</sup> The Historic Broadway Supplemental Sign Use District, which applies to S. Broadway between W. 1st Street and W. 12th Street, regulates signage that cannot otherwise be provided in the underlying C2 zone. The Supplemental Sign Use District allows signage programs that complement and protect the character-defining features of historic buildings, encourage new infill investment on Broadway on vacant and underutilized sites, support strong pedestrian activity, reduce blight along the corridor, encourage economic development, and encourage the revitalization of the Broadway Theater and Entertainment District.

The Project Site is also located within the Central City Transfer of Floor Area Rights (TFAR) area, Greater Downtown Housing Incentive Area, Downtown Adaptive Reuse Area, Downtown Design Guide Project area, and the Central City and Downtown parking districts.

The Downtown TFAR designation allows for the transfer of floor area rights from a donor site to increase FAR over the existing zoning designation. The Greater Downtown Housing Incentive Area was established to encourage new, economically diverse urban infill housing.

The Downtown Adaptive Reuse Area designation encourages the adaptation of an economically obsolete building for a more productive purpose through the provision of incentives and certain waivers. The Downtown Design Guide Project establishes context-sensitive street standards that emphasize walkability, sustainability and transit options, and urban design standards to reinforce the community character of Downtown. The Central City and Downtown Parking

<sup>8</sup> City of Los Angeles Department of Planning, Central City Community Plan, page I-13.

<sup>9</sup> City of Los Angeles Department of Planning, Central City Community Plan, page I-14.

<sup>10</sup> The Historic Broadway Sign Supplemental Use District was adopted by City Council, January 20, 2016, under ZI No. 2457.

Districts designation establishes a ratio of parking for residential and commercial uses that reflects the area's greater access to multi-modal transit and lower per capita automobile use.

### (3) Transit Priority Area

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."<sup>11</sup>

Because the Project comprises mixed uses including residential uses, and the Project Site is a previously developed "infill" site located within 750 feet of Metro's Los Angeles Civic Center/Grand Park Station and directly across W. 2nd Street from Metro's 2nd Street and Broadway Station (currently under construction), the Project meets the criteria of SB 743 and ZI File No. 2542. As discussed in ZI File

<sup>11</sup> City of Los Angeles Department of City Planning, Zoning Information (ZI) File No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA, <http://zimas.lacity.org/>.

No. 2542, visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas, and any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered to be significant, unless evaluation is required under other land use regulations of the Municipal Code.

As discussed above, PRC Section 21099 applies to the Project. Therefore, the Project's aesthetic impacts shall not be considered significant impacts on the environment. However, aesthetic impacts do not include impacts on historical or cultural resources. The aesthetic analysis in this EIR is for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. Any aesthetic impact analysis in this EIR is included to discuss what aesthetic impacts would occur from the Project if Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this EIR shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

#### (4) Other Applicable Plans

##### (a) *Los Angeles Enterprise Zone*

The Project Site is designated as an Enterprise Zone/Employment and Economic Incentive Program Area (EZ), shown in the City's Zoning Information and Map Access System (ZIMAS) as the Los Angeles State Enterprise Zone.<sup>12</sup> EZs are geographic areas designated by City Council Resolution, with approval by the California Department of Commerce under either the Enterprise Zone Act Program or Employment and Economic Incentive Act Program. Under this designation, federal, state, and city governments may provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. As listed in the Los Angeles Municipal Code (LAMC) Section, 12.21-A,4(x)(3), the EZ program allows for lower parking ratios for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings.

##### (b) *Greater Downtown Housing Incentive Area*

The Project Site is located within the Greater Downtown Housing Incentive Area, which under Los Angeles Zoning Information File ZI No. 2385 (Ordinance No. 179,076) modifies several Municipal Code requirements for projects within the Greater Downtown. Adopted in 2007, the purpose of the Greater Downtown Housing Incentive Area is to provide incentives to produce housing in the designated area. Within the boundaries of the Greater Downtown Housing Incentive Area, the minimum lot area per dwelling unit requirement was eliminated and density is unlimited (within the relevant FAR). No yard requirements apply except as required by the Urban Design Standards and Guidelines, prepared by the Community Redevelopment Agency and approved by the City Planning

<sup>12</sup> City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS), Parcel Profile Report: 202-220 W. 1st Street. Generated October 6, 2017.

Commission. The Buildable Area is considered the same as Lot Area and the percentages of private and common open space were eliminated. However, the total per unit open space requirement shall still be provided.

(c) *Downtown Streetcar Project Area*

The Downtown Streetcar Project Area consists of the construction and operation of streetcar service in downtown Los Angeles, along a 3.8-mile one-way loop. The Downtown Streetcar Project alignment route would begin at 1st Street and Broadway and proceed south, turn west on 11th Street, north on Figueroa, and east on 7th Street, north on Hill Street, back to its beginning at 1st Street. Potential inclusion of a Grand Avenue extension would also provide a two-way alignment spur. All applicants seeking Planning clearance are required to obtain approval from the Bureau of Engineering Streetcar Division to ensure that all construction activity, utility installation and/or utility relocation in the public right-of-way shall not conflict with the Downtown Streetcar Project.<sup>13, 14</sup>

(d) *Downtown Design Guide*

The Downtown Design Guide document is intended to provide guidance for creating a livable and more sustainable Downtown community. The Design Guide places an emphasis on walkability and the making of great streets, districts and neighborhoods. More specifically, the Design Guide focuses on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit. The Design Guide notes that these key features provide high quality development at a human scale, when paired with the details of a project in the first 30-40 vertical feet. Specific topics that the Design Guide addresses include: Sustainable design; Sidewalks and setbacks; Ground floor treatment; Parking and access; Massing and street wall; On-site open space; Architectural detail; Streetscape improvements; Signage, Public art and; Civic and cultural life. As shown on Figure 1-1, of the Design Guide, the Project Site is located within the Civic Center South District.

<sup>13</sup> City of Los Angeles Department of City Planning, Zoning Information File ZI-2450, Downtown Streetcar Project, <http://zimas.lacity.org/documents/zoneinfo/ZI2450.pdf>. Accessed October 6, 2017.

<sup>14</sup> As of August 3, 2018, the Downtown Streetcar Project has not been fully funded. The Metro Board's approval of the Twenty-Eight by '28 Plan on January 25, 2018 did not include the Downtown Streetcar Project (The Source, Transportation News & Views, Twenty-Eight by '28 Plan approved; Metro Board meeting roundup, January 25, 2018, <https://thesource.metro.net/2018/01/25/agenda-and-preview-of-metro-boards-january-meeting/>. Accessed August 3, 2018). Metro's Measure M funding plan also does not allocate funds to the Downtown Streetcar Project until Fiscal Year 2053, which is much later than the Project's buildout year of 2023 (Los Angeles County Metropolitan Transportation Authority, Proposed Ordinance #16-01, Measure M Los Angeles County Traffic Improvement Plan, [http://theplan.metro.net/wp-content/uploads/2016/09/measuram\\_ordinance\\_16-01.pdf](http://theplan.metro.net/wp-content/uploads/2016/09/measuram_ordinance_16-01.pdf). Accessed August 3, 2018). Therefore, the Downtown Streetcar Project will not be taken into account for the Project's impact analysis.

(e) *Redevelopment Area*

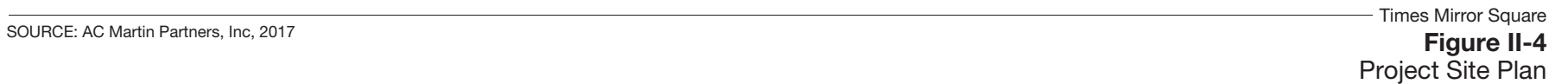
It is noted that the Project Site is adjacent to the City Center Redevelopment Project area, which incorporates the Historic Downtown, South Park, and City Markets subareas. The City Center Redevelopment Project area is located to the south of 2nd Street, just to the south of the Project Site. As such, it is not applicable to the Project Site.

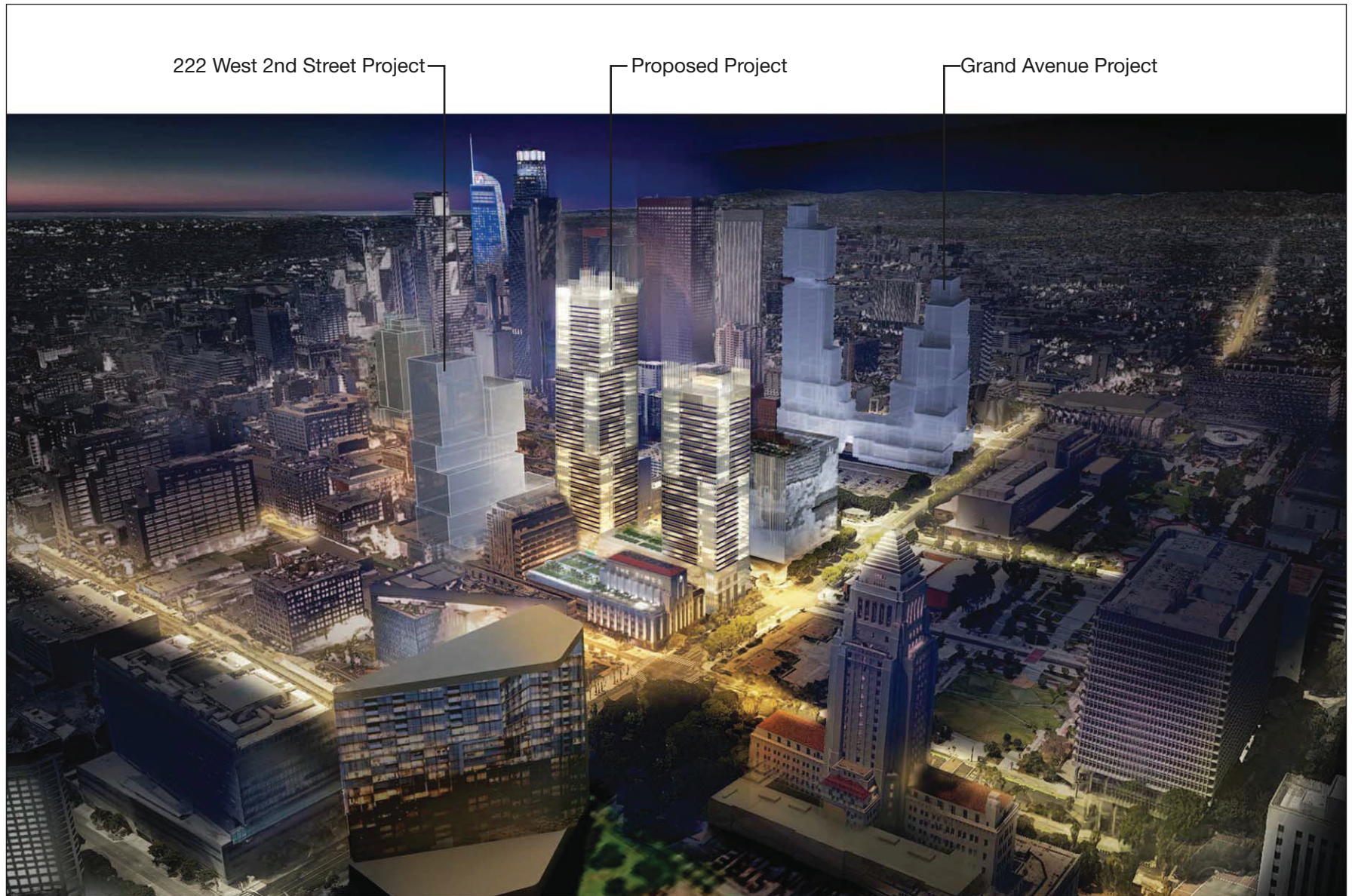
## 4. Description of Proposed Project

### a) Project Design and Architecture

The Project layout and relative location of Project components are illustrated in **Figure II-4, Project Site Plan**. As shown in Figure II-4, the Times, Plant, and Mirror Buildings, which would be retained and rehabilitated, are located along the S. Spring Street frontage. The Executive Building and parking structure would be demolished, and the new North Tower and South Tower would replace these structures along the S. Broadway frontage. The proposed Paseo would separate the existing Times, Plant, and Mirror Buildings from the new towers and intersect the Project Site between the W. 1st Street and W. 2nd Street sidewalks. **Figure II-5, Simulated Aerial View of the Project from the Northeast**, provides a conceptual drawing and approximate scale with respect to the Project's Downtown Los Angeles setting. As shown in Figure II-5, the Times Building would regain its original visual character along W. 1st Street by removing the Executive Building, which currently abuts and extends over the Times Building's west façade. The fifth and sixth stories of the Times Building have been altered by rooftop additions dating from the 1940s and 1960s. These alterations would be reversed, with the intent of restoring the original 1935 design. As shown in **Figure II-6, Level 6 – Office Terrace**, the mechanical equipment that currently occupies the rooftop of the four-story Plant Building would be relocated and replaced with an office terrace. The office terrace would provide conference/presentation and break space for office employees of the Times/Plant/Mirror Buildings and would not be available to the general public. Views of the office terrace would be visible from surrounding structures higher than four stories, including, but not limited to, the proposed Project to the west, north, and south, City Hall to the northeast, Los Angeles Police Department Headquarters to the east, and the future 222 W. 2nd Street Project to the south. **Figures II-7 through II-10** show the historic, existing, and future views of the Project Site from 1st Street, 2nd Street, and S. Broadway.







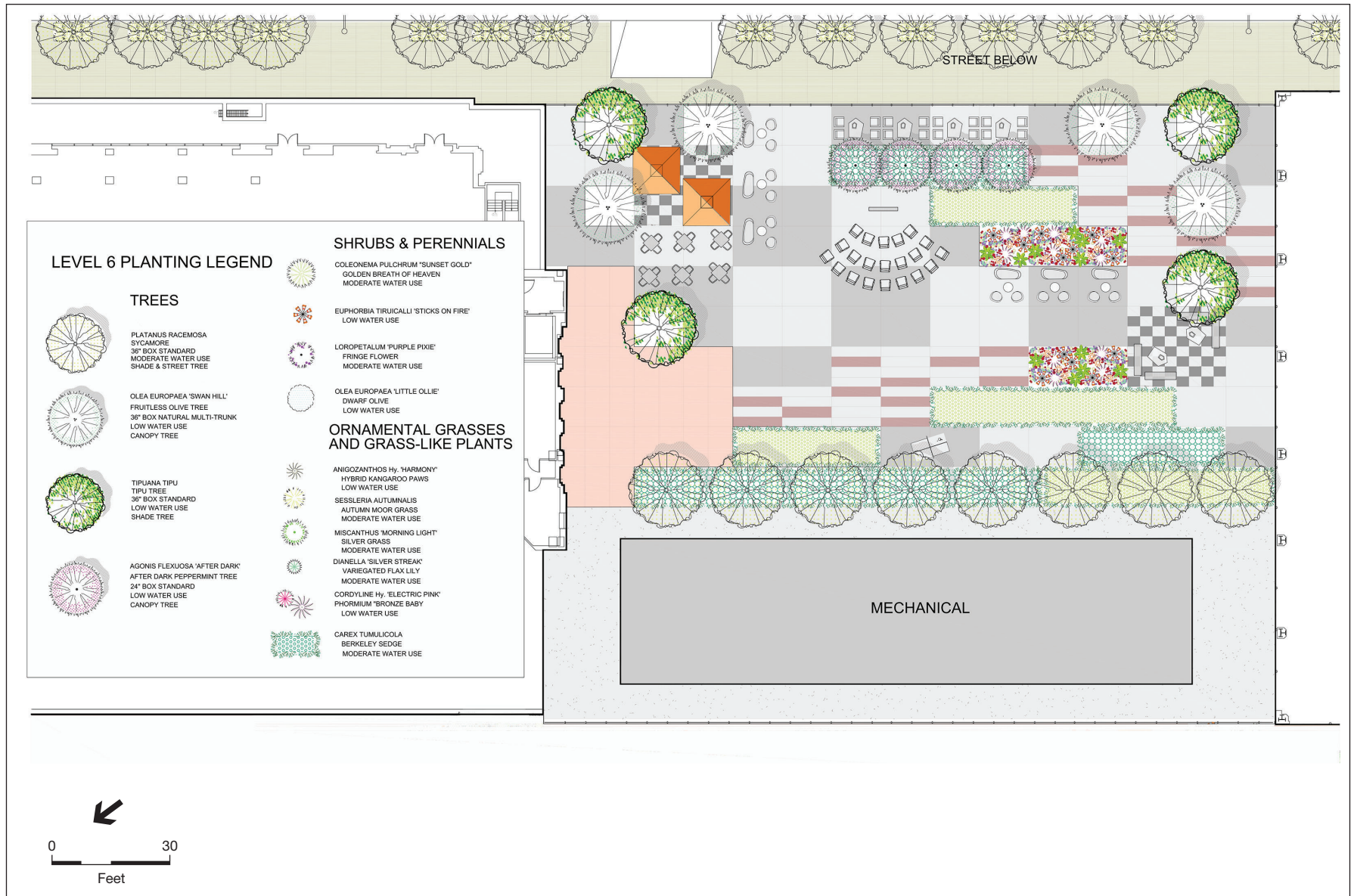
SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure II-5**

Simulated Aerial View from the Northeast





SOURCE: AC Martin Partners, Inc, 2017



Times Mirror Square

**Figure II-7**

Historic View – 1st Street Aerial, looking southeast from Hill Street





PHOTOGRAPH 1. Intersection of 1st Street and Broadway Avenue facing Southeast towards the Executive Building.



PHOTOGRAPH 2. Intersection of 2nd Street and Broadway Avenue facing Northeast towards the Parking Structure.

Times Mirror Square

## Figure II-8

Existing Aerial Views of the Executive Building and Parking Structure



SOURCE: AC Martin, 2017

Times Mirror Square

**Figure II-9**

Future Rendering - Intersection of 1st Street and  
Broadway Avenue facing Southeast





SOURCE: AC Martin, 2017



Times Mirror Square  
**Figure II-10**  
 Future Rendering – Intersection of 2nd Street and  
 Broadway Avenue facing northeast

**Figures II-11** through **II-13** show the existing ground level view at 1st Street and the future views of the ground level at 1st Street and the Paseo. **Figures II-14** and **II-15** show the existing and future views at Spring Street.

A key design objective of the Project is to provide a full retail and service base at street level along all four edges of the Podium, including 1st Street, Broadway, 2nd Street, and the Paseo. The design includes articulated retail facades, the use of cantilevered canopies to define retail entries, and landscaping that buffers the scale and height of the new buildings.

The intersection of 1st Street and Broadway provides a gateway to the Civic Center. The design at this corner incorporates retail, shops and restaurants, and the portal entrance to the Paseo. The Paseo, with clearly defined landscaped entrances at 1st and 2nd Streets, would provide a pedestrian corridor connecting the Project Site with adjacent areas, with landscaping, benches, pavement treatment and adjacent retail shops.

The Moderne style reflected in the architecture of the Times and Mirror Buildings incorporates the principles of geometric shapes characterized by smooth lines, streamlined forms, strong compositional gestures, horizontal lines, vertical and punched expressions, mass and volume, a base, body and top formal expression, as well as symmetrical and asymmetrical gestures.

**b) Development Program Summary**

**Table II-2, *Proposed Development***, presents a summary of the land uses and amount of square feet of development as defined by the LAMC. A more detailed breakdown of each component is provided further below.





Times Mirror Square

**Figure II-11**

Existing View – 1st Street Ground Level





SOURCE: AC Martin, 2017



Times Mirror Square  
**Figure II-12**  
Future Rendering – 1st Street Ground Level





SOURCE: AC Martin, 2017



Times Mirror Square  
**Figure II-13**  
Future Rendering – 1st Street Paseo





Times Mirror Square

**Figure II-14**

Existing View - Southwest facing Plant and  
Mirror Buildings on Spring Street





SOURCE: AC Martin, 2017



Times Mirror Square  
**Figure II-15**  
 Future Renderings - Southwest facing Plant and  
 Mirror Buildings on Spring Street

**TABLE II-2**  
**PROPOSED DEVELOPMENT<sup>A</sup>**

<b>North and South Towers Uses</b>	<b>North Tower</b>	<b>South Tower</b>	<b>Total</b>
<b>Residential Uses</b>			
Studio	90 Units	0	90 Units
1 Bedroom	166 Units	380 Units	546 Units
1 Bedroom + Den	60 Units	100 Units	160 Units
2 Bedroom	132 Units	192 Units	324 Units
3 Bedroom	0 Units	4 Units	4 Units
Penthouse	2 Units	1 Unit	3 Units
<b>Total Residential Units</b>	<b>450 Units</b>	<b>677 Units</b>	<b>1,127 Units</b>
<i>Total Residential Floor Area</i>			<i>1,071,692 sf</i>
<b>Non-Residential Uses</b>			
Loading			2,586 sf
Restaurant			34,572 sf
<i>Total Non-Residential Floor Area</i>			<i>64,111 sf</i>
<b>Proposed New Floor Area in North and South Towers</b>			<b>1,135,803 sf</b>
<b>Times, Plant, and Mirror Buildings Area</b>			
Office			307,288 sf <sup>a</sup>
Ground-floor Restaurant			18,817 sf
Grocery Store			50,000 sf
<b>Total Adaptive Reuse Floor Area</b>			<b>376,105 sf</b>
<b>Outdoor Common Space and other Common Space Amenities</b>			<b>Area</b>
Paseo/Plaza (Level 1)			15,708 sf
Lounge/Lobby (Level 1 North and South Towers)			3,025 sf
Gym/Fitness Center (Level 6 North and South Towers)			25,618 sf
Residential Terrace (Level 6)			28,777 sf
<b>Subtotal Common Open Space</b>			<b>73,128 sf</b>
Private Balconies			56,349 sf
<i>Subtotal for North and South Towers</i>			<i>129,477 sf</i>
Office Terrace (Level 6 Plant Building)			18,400 sf
<b>Total Project Open Space</b>			<b>147,878 sf</b>
<b>LAMC Required Open Space</b>			<b>125,325 sf</b>
<b>Other Uses</b>			
Parking			<b>1,744 spaces</b>
Bicycle Spaces			<b>1,274 spaces</b>

<sup>a</sup> The Project proposes 93,432 square feet of office development for the Project Site that would be renovated and reoccupied in the Times, Plant, and Mirror Buildings. The Project's office square footage would also include 213,856 square feet of office uses that currently exist and are occupied and would continue to exist and be occupied after rehabilitation of the Times, Plant, and Mirror Buildings. Therefore, at completion, the Project would result in a total of 307,288 square feet of office space.

SOURCE: AC Martin, Plans for Onni Times Square, 2017.

### (1) Times, Plant, and Mirror Buildings Rehabilitation

Under the Project, the Times Building, Plant Building, and Mirror Building would be rehabilitated in conformance with the Secretary of the Interior's Standards for Rehabilitation (Standards). The three buildings, which have a total floor area of approximately 376,105 square feet, currently include office and cafeteria uses, and are aligned along S. Spring Street, with frontages along both W. 1st Street and W. 2nd Street. Under the Project, there would be approximately 307,288 square feet of commercial office uses, approximately 18,817 square feet of commercial restaurant uses, and an approximately 50,000 square-foot grocery store. The three historic buildings would be separated from the west side of the block by the Paseo.

After the Executive Building and parking structure are removed, the lower floors of the western facades of the Times, Plant, and Mirror Buildings would be compatible with the historic character of the three existing buildings, but distinguishable as new.

The interiors of all three historic buildings have been heavily altered over time. The two original and architecturally distinctive interior spaces, the lobbies of the Times Building and Mirror Building, would be rehabilitated. The upper floors contain little if any historic fabric, as it was removed as a result of past structural improvements and office modernizations. The upper floors would be reconfigured for office tenants, if required. The exteriors of all three buildings would be cleaned and repaired as necessary. As a part of the rehabilitation, a Historic Structure Report (HSR) that will further document the history of the Times, Plant, and Mirror Buildings and guide their rehabilitation in compliance with the Standards. The HSR will be prepared based upon the National Park Service's Preservation Brief #43: The Preparation and Use of Historic Structure Reports.

#### (a) *Times Building*

The rehabilitation of the Times Building would involve reconstruction of the upper floors of the west elevation, which abuts the current Executive Building. The reconstruction would be based upon the original plans of the Times Building as well as extant physical evidence. Likewise, the rooftop addition on the fourth story of the east elevation would be removed and the elevation restored to its original character. Thus, the original massing and stepped-down form from the clock tower would be reinstated. The Times Building would continue to be used as an office building.

#### (b) *Plant Building*

On the ground level, the original loading docks would be reopened for the proposed grocery store or other commercial use with access to both S. Spring Street and the Paseo. The upper stories would be rehabilitated and used for offices. As shown in Figure II-6, the existing mechanical equipment on the roof of the Plant Building would be relocated and reconfigured for an office terrace, which

would be used by office tenants. This area would provide conference/presentation areas and eating/break areas and would not be accessible to the general public. The western façade of the building would remain unchanged.

(c) *Mirror Building*

The Mirror Building would be rehabilitated and continue to be used as an office building. The exterior of the building would be cleaned and repaired as necessary. As discussed above, the lobby area would be rehabilitated. The west side of the building, which currently provides connections to the existing parking structure, would be altered by the demolition of the parking structure. This side of the building would be evaluated and reconstructed for compatibility with the historic character of the three existing buildings, but distinguishable as new.

Project elevations illustrating the exterior of the Times, Plant, and Mirror Buildings are available in Figures II-16 through II-19, of this chapter. **Table II-3, *Proposed Uses within the Times, Plant, and Mirror Buildings***, shows the proposed land uses and developed floor area for the rehabilitated buildings.

**TABLE II-3**  
**PROPOSED USES WITHIN THE TIMES, PLANT, AND MIRROR BUILDINGS**

Land Use	Developed Floor Area (sf)
Office	307,288 sf
Ground-floor Restaurant	18,817 sf
Grocery Store	50,000 sf
<b>Proposed Adaptive Reuse Floor Area</b>	<b>376,105 sf</b>
SOURCE: ESA, 2017.	

(2) North and South Towers

The Project's North Tower and South Tower mixed-use components would be constructed on the western side of the Project Site in the area currently occupied by the 6-story Executive Building at the corner of W. 1st Street and S. Broadway and the 6-story parking structure at the corner of W. 2nd Street and S. Broadway. The North Tower would be constructed near W. 1st Street and S. Broadway, and the South Tower would be constructed near W. 2nd Street and S. Broadway. The Towers would be constructed over a 5-story Podium and, from street grade, the North Tower would rise 37 stories or approximately 495 feet above grade. The South Tower would rise 53 stories or approximately 665 feet above grade.

As shown in Table II-2, the North Tower would contain 450 residential units and the South Tower would contain 677 residential units, for a total of 1,127 residential units. Total residential floor area within the two towers would be approximately 1,071,692 square feet. With the addition of open space amenities, lounges, loading areas, and restaurant uses, total new construction would amount to 1,135,803 square feet.



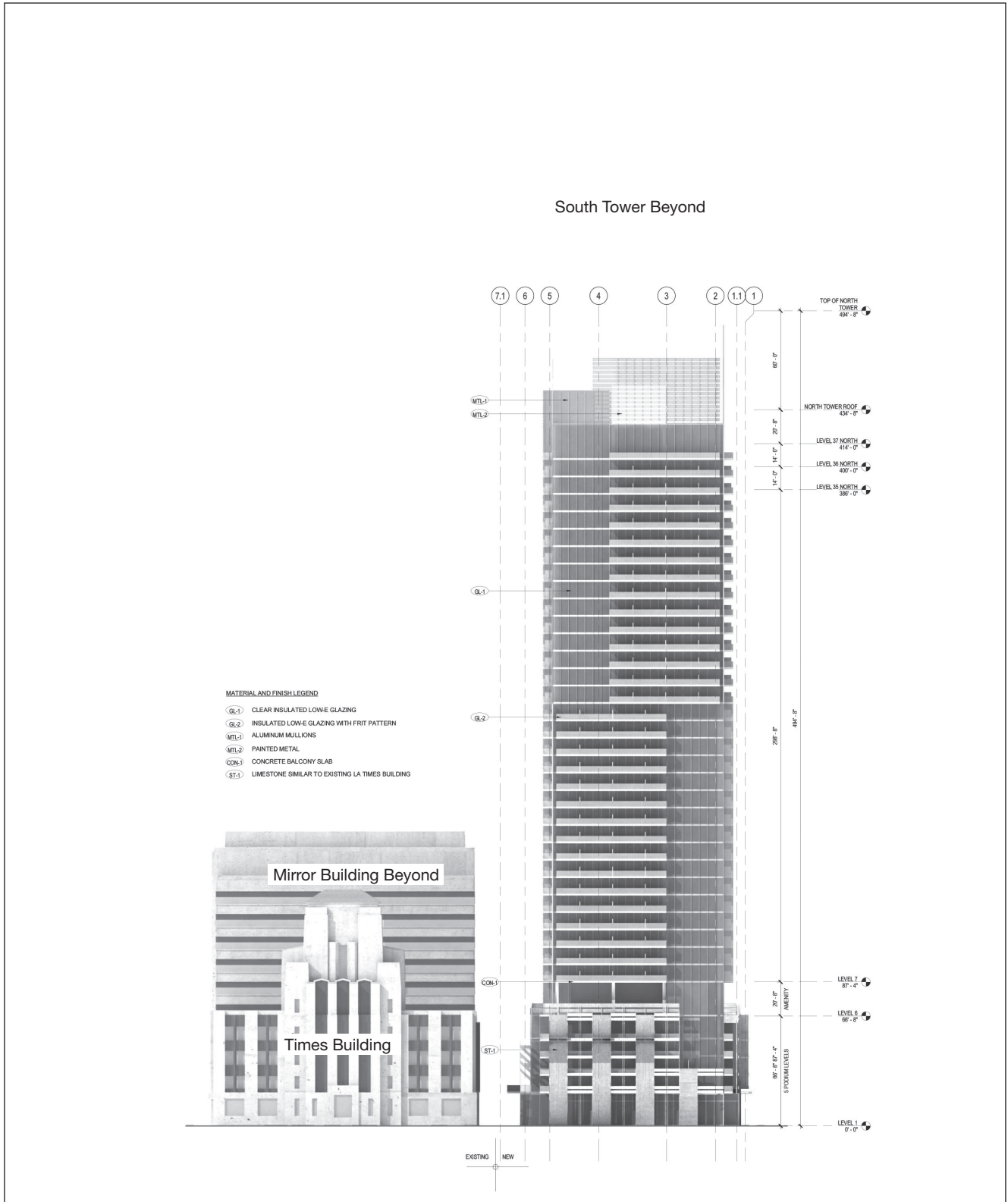
The towers would include approximately 34,572 square feet of restaurant uses, which would be located at ground level and oriented to W. 1st Street, S. Broadway, and W. 2nd Street, while also fronting the Paseo. The Paseo would be constructed along the east edge of Tower A and Tower B, passing from sidewalk to sidewalk between W. 1st Street to W. 2nd Street. The open-to-the-sky Paseo would accommodate pedestrian and shopper access through the block, as well as provide an open vista toward City Hall Park and the First and Broadway Civic Center Park, which is under construction to the north. The Paseo would also serve to physically and visually separate the towers from the original Times, Plant, and Mirror Buildings. Project elevations illustrating the exteriors of the North and South Towers are provided in Figures II-16 through II-19.

As also shown in Table II-2, open space amenities available to residents of the North and South Towers include an approximately 28,777-square-foot residential terrace (Residential Terrace) on the rooftop of the five-story Podium (Level 6). The Residential Terrace is represented in Figure II-22 below. The Residential Terrace, which is located on the rooftop of the Podium between the North and South Towers, would be open to sky and provide approximately 7,700 square feet of landscaping, a pool deck, a dog run, cabanas, steam room and sauna, and other amenities such as dining tables and fire-side seating. As shown in Table II-1, the Project would provide other amenities at the 6th floor level, as well as ground-floor lounges in each of the tower buildings. These amenity areas are expected to include a gym, club rooms, meeting rooms, film screening room, private dining, and potentially other common areas to serve residents.

Approximately 73,128 square feet of common open space, including the approximately 15,708-square-foot Paseo, would be provided as part of the North and South Towers component. Of the common open space, only the Paseo is available for public access. The remaining 57,420 square feet are provided as common use for the Project's residents. With the addition of approximately 56,349 square feet of private balconies, combined private and common open space would be approximately 129,477 square feet.

### (3) Project Elevations

Project elevations are provided in Figures II-16 through II-19. The elevations illustrate the relative scale of the Project and the relationship between the rehabilitation component (Times, Plant, and Mirror Buildings) and the North and South Towers. **Figure II-16, North Elevation as Viewed from W. 1st Street**, illustrates the Project as it would be viewed from the north, including Grand Park and the City's Civic Center Park. In this elevation, the 37-story North Tower and the 8-story existing Times Building would appear in the foreground, while the upper stories of the 53-story South Tower would appear in the background. Similar to existing conditions, the 10-story Mirror Building would be visible behind the Times Building.



SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure II-16**

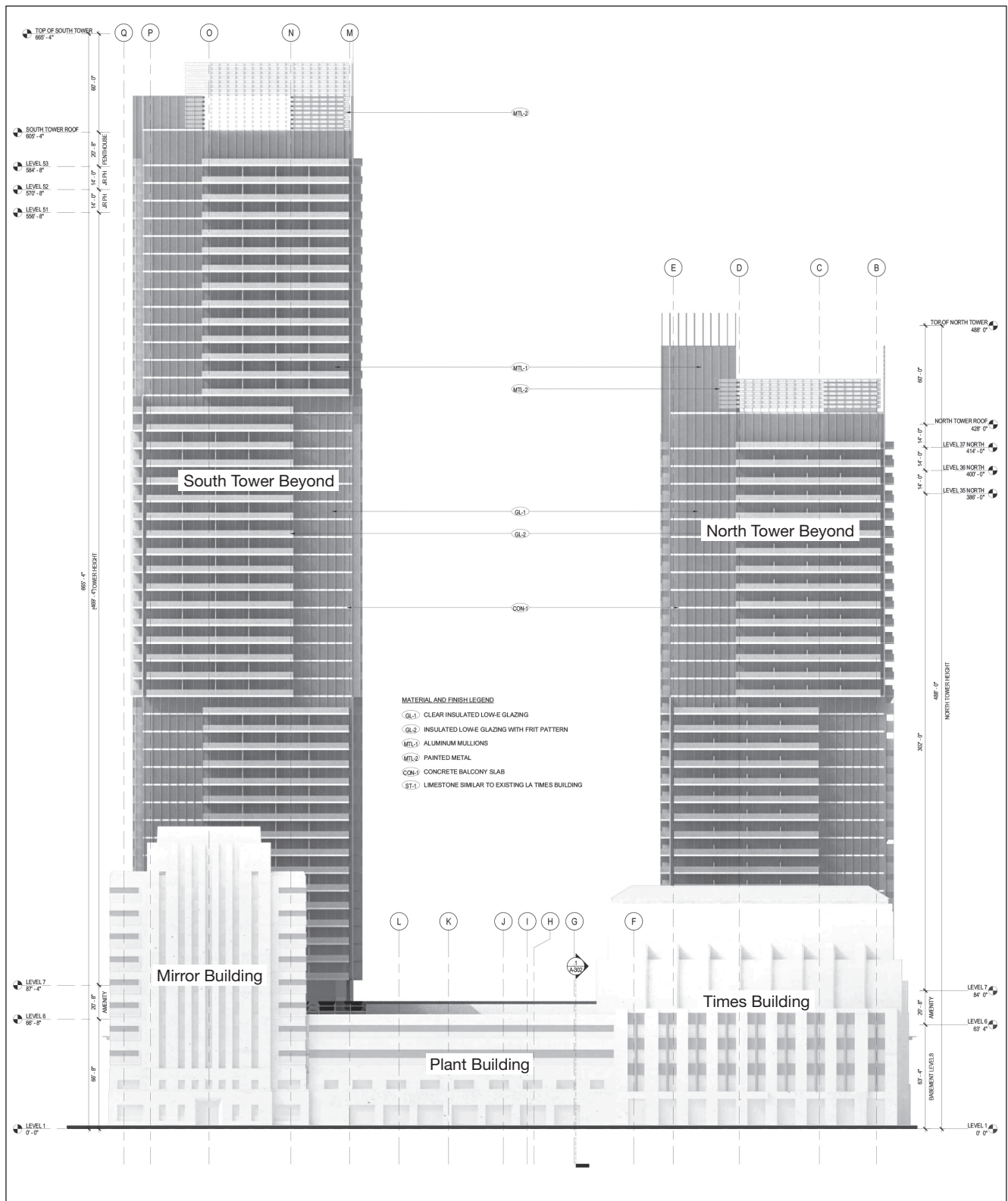
North Elevation as Viewed from W. 1st Street

Because of the setback and open space afforded by Grand Park and Civic Center Park, broad views of the Project would be available from land uses to the north of Spring Street, including City Hall, civic buildings lining Civic Center Park, the Los Angeles Music Center, and uses to the north of the Hollywood Freeway.

Figure II-16 also illustrates the architectural treatment of the North Tower, including the strong horizontal plane at the base of the building and horizontal features that define the vertical walls of the towers. This feature would complement the distinctive vertical lines of the Times Building and would balance the horizontal planes that define the Mirror Building. The Paseo running between W. 1st Street and W. 2nd Street would separate the Times Building from the North Tower and allow for the rehabilitation of the Times Building's west façade as viewed from the north.

**Figure II-17, *East Elevation as Viewed from S. Spring Street***, illustrates the appearance of the Project as viewed from the area to the east of S. Spring Street. The 10-story LAPD Headquarters Building would block most near, direct west-facing views of the Project. However, the Project's east elevation would be visible from the E. 1st Street and E. 2nd Street corridors, from City Hall Park, and from LAPD Headquarters' south plaza. In more distant views from the east, the Project would be a component of the City's skyline, with high-rise buildings in Bunker Hill and the City's Financial District forming the background. Because Bunker Hill and the Financial District are topographically higher than the Project Site, the Project would not obscure the City's existing high-rise profile. As shown in Figure II-17, the strong horizontal planes of the North Tower and South Tower would complement the distinctive horizontal planes of the lower Plant Building separating the two towers and the vertical planes of the Times Building and Mirror Building. The roof of the Plant Building in the foreground would be used as a garden seating area.

**Figure II-18, *South Elevation as Viewed from W. 2nd Street***, illustrates the appearance of the Project as viewed from the area to the south. This elevation also illustrates the relative height differences between the 10-story Mirror Building and 53-story South Tower. In this elevation, the 53-story South Tower would obscure the 37-story North Tower. A proposed 30-story building just to the south of W. 2nd Street would block direct views of the Project Site from the south; however, the Project would be visible from the Metro's proposed 2nd Street/Broadway Station, planned just to the south across W. 2nd Street. It would also be highly visible through the S. Spring Street and S. Broadway corridors. The strong horizontal architectural component of the South Tower would complement the horizontal component of the Mirror Building. The proposed Paseo between W. 2nd Street and W. 1st Street would create a visual and physical separation between the South Tower and the Mirror Building.



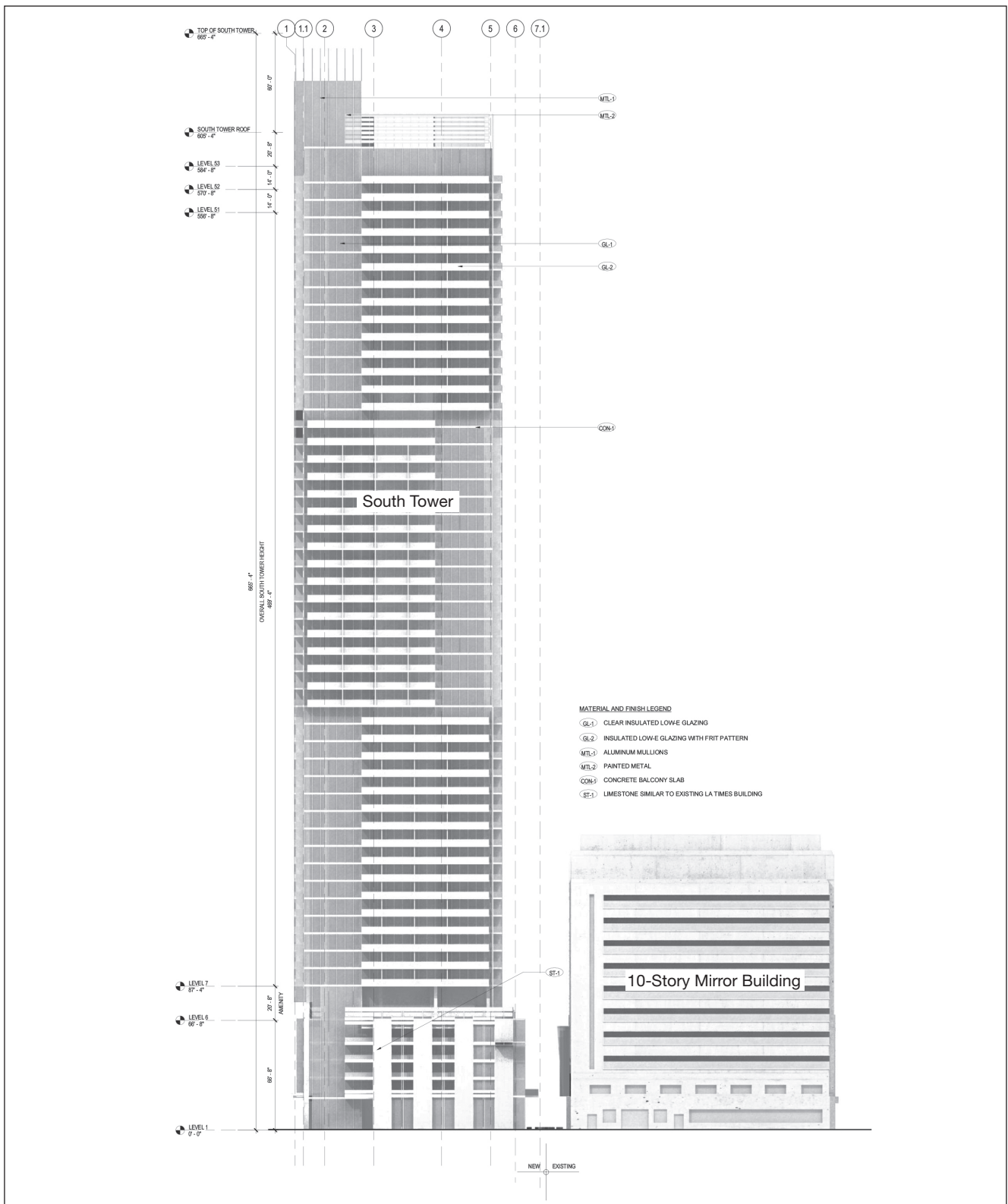
SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure II-17**

East Elevation as Viewed from S. Spring Street





SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure II-18**

South Elevation as Viewed from W. 2nd Street

**Figure II-19, *West Elevation as Viewed from S. Broadway***, illustrates the appearance of the Project as viewed from the area to the west. The new 10-story Federal Court Building directly to the west, which is located at a relatively higher ground elevation, would block direct views of the Project Site from the west. However, the Project's South Tower would be visible through the W. 1st Street corridor and the North Tower would be visible through the W. 2nd Street corridor. The base of the two towers provide a strong horizontal component, which forms a continuous retail street front between W. 1st Street and W. 2nd Street. Ground-level restaurant uses would be located in the five-level Podium, which occupies the length of the block between W. 1st Street and W. 2nd Street. The roof of the Podium would provide space for an open garden, pool deck, and other recreational amenities for tower residents. The separation between the towers created by the lower five-level Podium and the four-story Plant Building in the background would allow light and visual relief from the mass of the North and South Towers, as viewed from the Federal Court Building and other uses to the west.

#### (4) FAR, Setbacks and Density

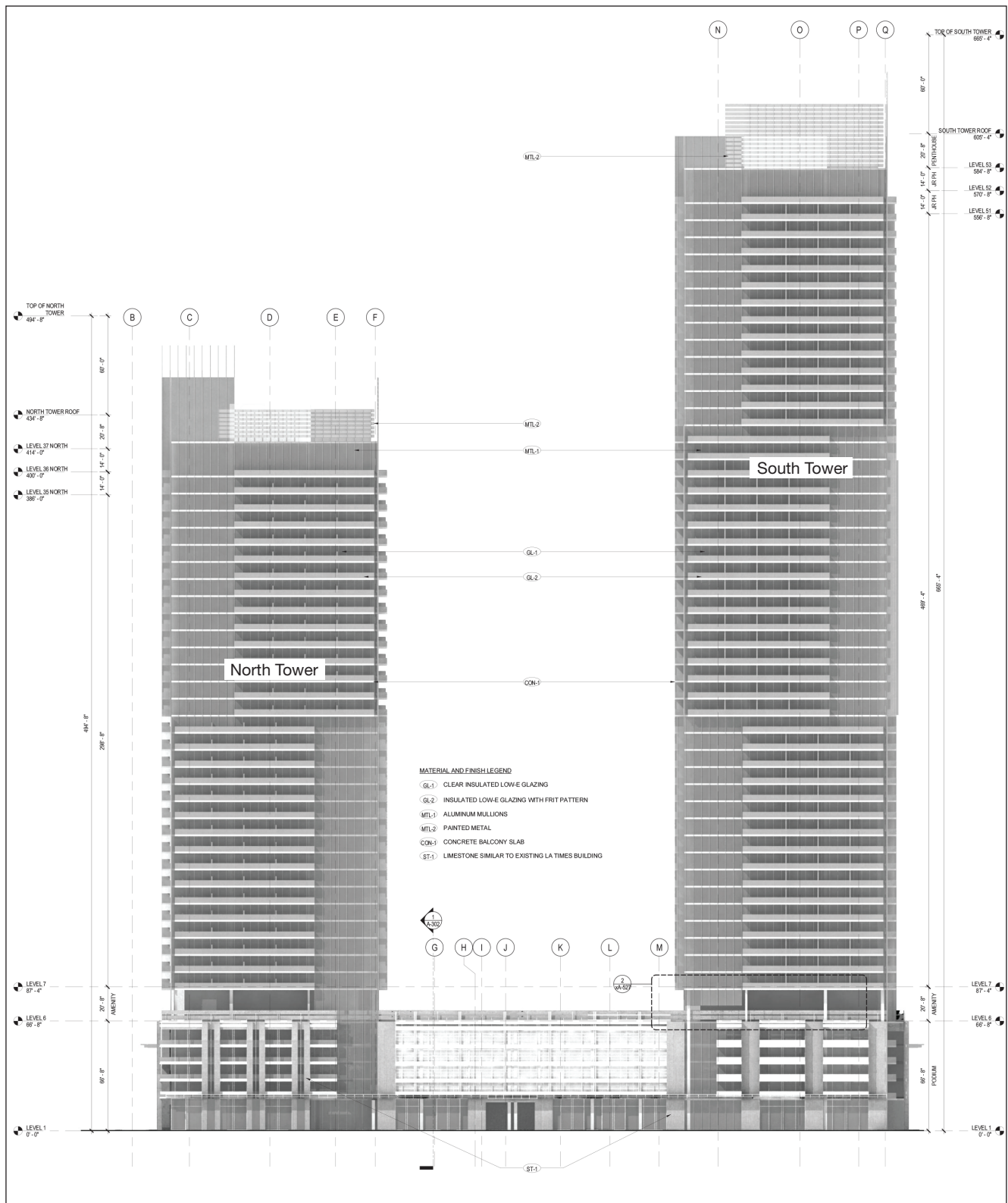
The Project's new development (up to 1,135,803 square feet) combined with existing floor area to remain (376,105 square feet) would result in up to 1,511,908 square feet of floor area. The overall FAR (floor area divided by land area) within the 160,578 square-foot Project Site would not exceed 9.42:1. The Project Site is designated as Regional Center in the Central City Community Plan Land Use Map. Footnote 3 of the map, which is applicable to the Project Site's Regional Center designation, indicates an FAR of 6:1 for the respective zoning (D) designation, "except with Transfer of Floor Area (TFAR) up to 10:1 or 13:1, respectively."<sup>15</sup>

The Project would provide 1,127 residential units, which on the 160,578-square-foot site would represent one dwelling unit per 142.48 square feet of lot area, in exceedance of the City's highest density R5 zone (1 unit per 200 square feet of lot area). However, the location of the Project Site within the Greater Downtown Housing Incentive Area allows exemption from several Municipal Code sections, including density requirements. Within the boundaries of the Greater Downtown Housing Incentive Area, the minimum lot area per dwelling unit requirement was eliminated and density is unlimited (within the relevant FAR).

No yard requirements apply except as required by the Urban Design Standards and Guidelines. Under the Downtown Design Guide, retail streets in the Project area (Civic Center South) require a minimum of zero to a maximum of five feet street wall setbacks from the back of the required sidewalk, as defined by the Downtown Street Standards.

<sup>15</sup> City of Los Angeles Department of Planning, Central City Community Plan, General Plan Land Use Map (as of July 7, 2009), Footnote 3, <http://cityplanning.lacity.org/complan/central/pdf/ccyfootnotes.pdf>. Accessed October 6, 2017.





SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure II-19**

West Elevation as Viewed from S. Broadway



The Downtown Design Guide requires no setback adjacent to ground-floor retail. However, a project may be set back within the specified range of zero to five feet.<sup>16</sup>

### c) Access and Parking

**Table II-4, *Parking Requirements***, presents the LAMC parking requirement and the proposed parking for each of the Project's land uses, including the commercial uses and grocery store associated with the rehabilitated Times, Plant, and Mirror Buildings, and residential and retail uses within the North Tower and South Tower. The residential component consists of 90 studio units, 546 one-bedroom units, 484 two-bedroom or one-bedroom-with-den units, 4 three-bedroom units, and 3 penthouse units for a total of 1,127 units. As shown in Table II-4, the LAMC would require 1,250 vehicle parking spaces for the Project's residential component. The Project's total 410,677 square feet of commercial floor area would require approximately 411 parking spaces. Overall parking required for residential and commercial uses pursuant to the LAMC would total 1,661 parking spaces.

**TABLE II-4  
PARKING REQUIREMENTS**

Use	Parking/Unit	No. of Units or Area	Required Parking
<b>Residential</b>			
Residential Parking 3 Habitable Rooms or Less	1.00	636 Units	636
Residential Parking More than 3 Habitable Rooms	1.25	491 Units	614
<b>Subtotal Residential Vehicle Parking Required</b>			<b>1,250</b>
Residential Short and Long Term Bicycle Parking			1,240
<b>Commercial</b>			
Required Restaurant Parking New Building	1/1,000 sf	34,572 sf	35
Required Restaurant Parking Rehabilitated Building	1/1,000 sf	18,817 sf	19
Required Grocery Parking	1/1,000 sf	50,000 sf	50
Required Office Parking	1/1,000 sf	307,288 sf	307
<b>Subtotal Commercial Vehicle Parking Required</b>			<b>411</b>
Commercial Short and Long Term Bicycle Parking			34
<b>Total LAMC Required Vehicle Parking</b>			<b>1,661</b>
<b>Total LAMC Required Bicycle Parking</b>			<b>1,274</b>
SOURCE: AC Martin Plans for Onni Times Square, 2017.			

<sup>16</sup> City of Los Angeles, Downtown Design Guide, Table 3-1.



As shown in **Table II-5, *Parking Provided***, the Project would provide 1,240 bicycle parking spaces for the residential uses and 34 bicycle parking spaces for the commercial uses. The Project is designed for approximately 1,744 vehicle parking spaces in the five-level above-ground Podium and nine-level subterranean parking structure. The entrance and exit to the residential and retail parking would be located on S. Broadway and W. 2nd Street. There would also be a loading dock entrance and exit on Broadway, north of the residential/retail driveway. The Project would also provide a two-way left turn lane on Broadway between 1st Street and 2nd Street to accommodate left-turn vehicles entering the site from Broadway.

**TABLE II-5  
PARKING PROVIDED**

<b>Location</b>	<b>Residential</b>	<b>Restaurant/ Office</b>	<b>Retail/Grocery</b>	<b>Potential Spaces (Max.)</b>
Podium Level 5	75			75
Podium Level 4	75			75
Podium Level 3	59		16	75
Podium Level 2			75	75
Mezzanine			34	34
Podium Level 1		1		0
Subterranean Level 1		156		156
Subterranean Level 2		156		156
Subterranean Level 3	62	94		156
Subterranean Level 4	156			156
Subterranean Level 5	156			156
Subterranean Level 6	156			156
Subterranean Level 7	156			156
Subterranean Level 8	156			156
Subterranean Level 9	162			162
<b>Location</b>	<b>Residential</b>	<b>Retail/Office</b>	<b>Retail/Grocery</b>	<b>Spaces</b>
<b>Total Provided Vehicle Parking</b>	<b>1,213</b>	<b>406</b>	<b>125</b>	<b>1,744</b>
<b>Total Provided Bicycle Parking</b>				<b>1,274</b>

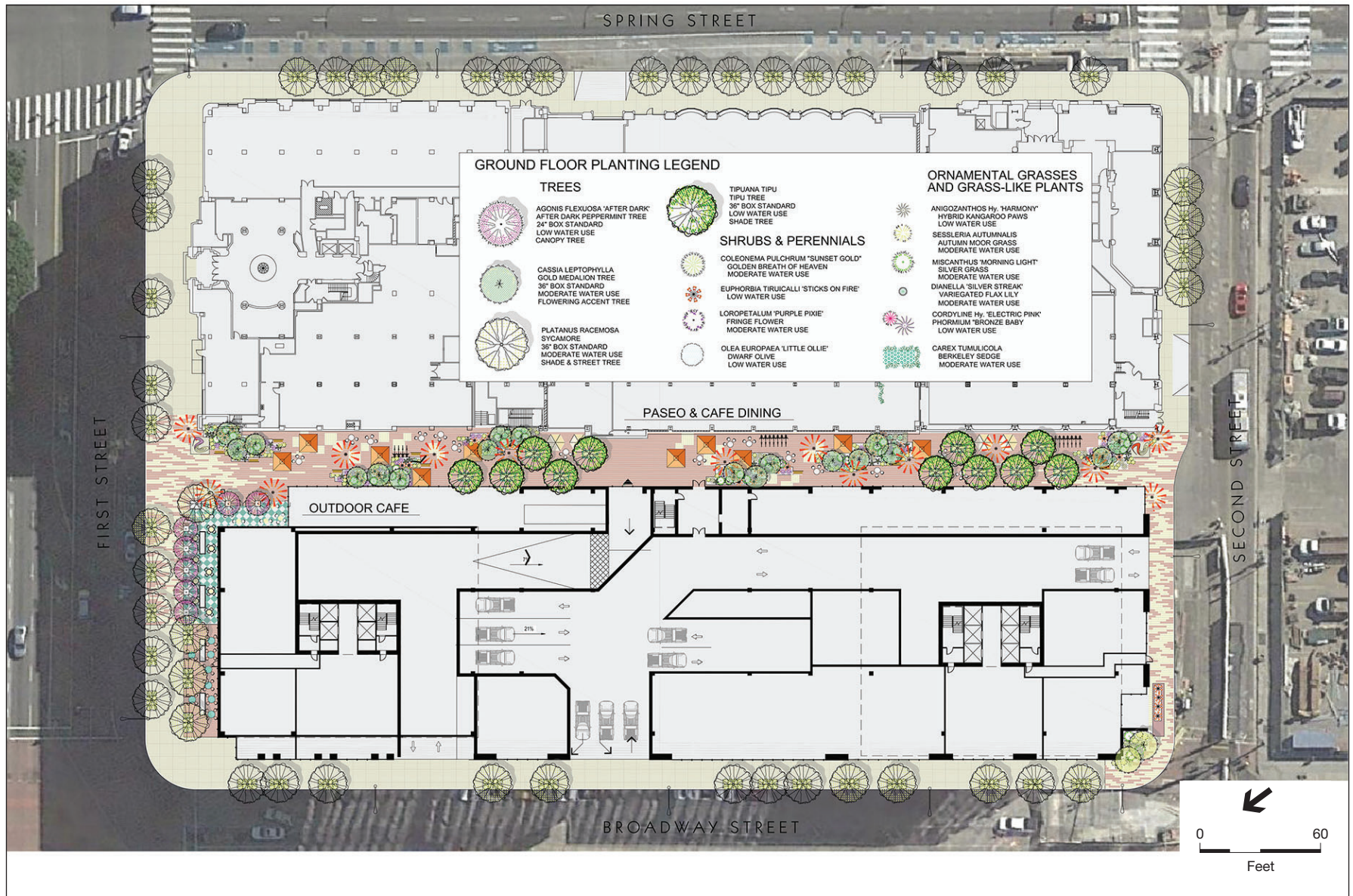
SOURCE: AC Martin Plans for Onni Times Square, 2017.

## d) Open Space and Landscaping, Lighting, and Signage

### (1) Open Space and Landscaping

Figures II-6, II-20, II-21, and II-22 illustrate proposed landscaping and open space associated with the Proposed Project. **Figure II-20, *Ground Level Overall Landscape Plan***, shows the overall landscape plan at the ground level. There are 29 existing California Sycamores, nine trees along W. 1st Street, 7 trees along S. Broadway, and 13 trees along Spring Street, and all would remain in place under the Project. The Project would add four additional California Sycamores along W. 1st Street to create a double row near the corner of W. 1st Street and S. Broadway. In addition, the Project would add six California Sycamores along S. Broadway to fill in the existing trees on S. Broadway and create a continuous line of California Sycamores along the street edge. The Project would also add three additional California Sycamores along S. Spring Street and four California Sycamores along W. 2nd Street. The Project would plant two trees, Sweet Shade (*Hymenosporum flavum*), at the corner of S. Broadway and W. 2nd Street. The Sweet Shade tree is generally smaller than the California Sycamore but produces clusters of fragrant yellow flowers. Groups of Sweet Shade trees, a total of approximately twenty-five in all, would be planted along the pedestrian Paseo, which bisects the Project Site passing from W. 1st Street to W. 2nd Street.

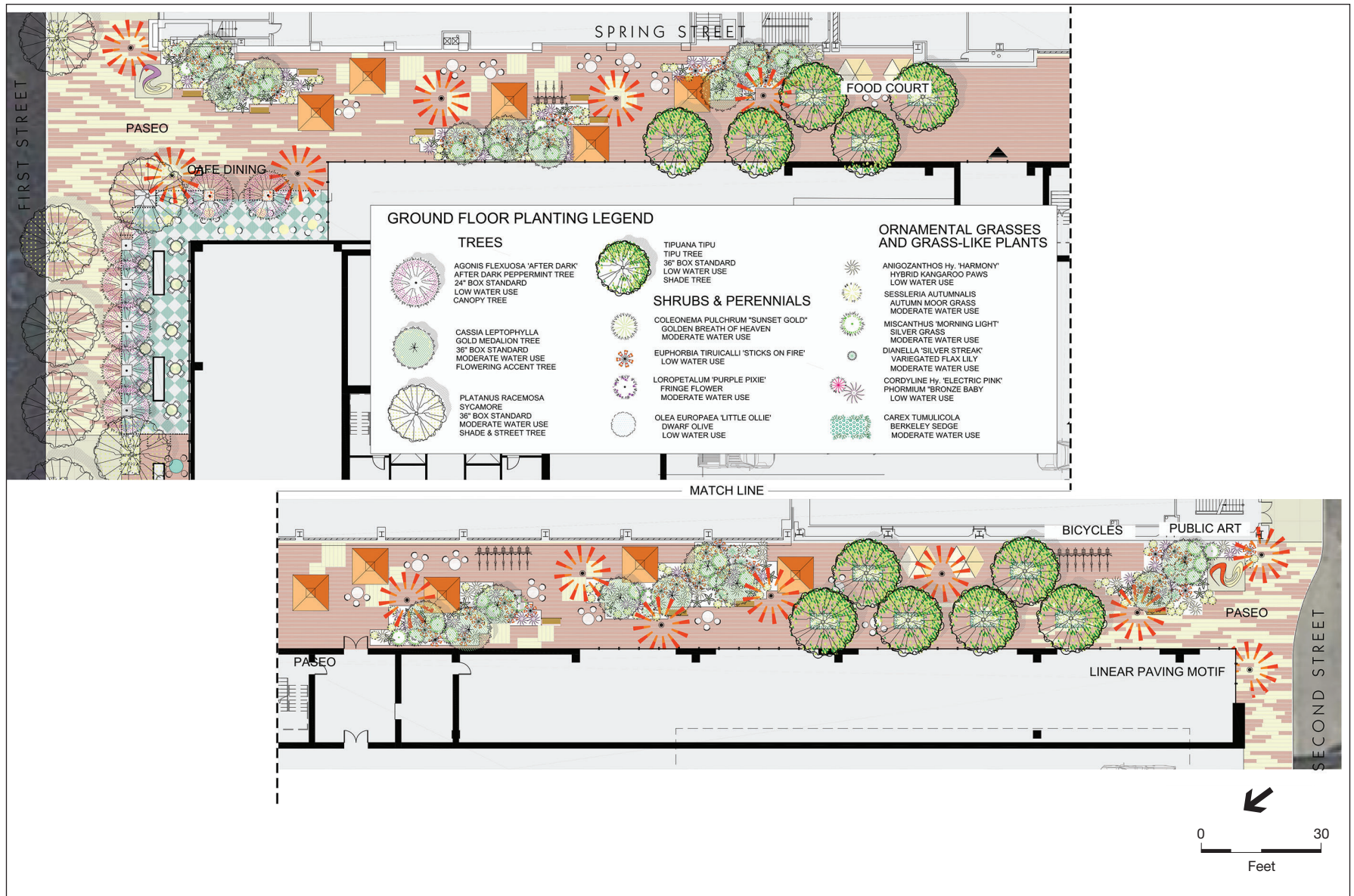
As shown in Figure II-20 and **Figure II-21, *Paseo and Outdoor Cafe***, the Paseo would be lined with an outdoor café, food court, and retail uses. Decorative pavement would be installed along W. 2nd Street and W. 1st Street, leading to the Paseo entrance, which would also be similarly paved. Bench planters, public art, bicycle parking, and trees would be located throughout the Paseo, as well as at the corners of W. Broadway and W. 2nd Street. The Paseo would also allow views to Civic Center Park immediately to the north of W. 1st Street. With the proposed landscaping, benches, public art, bicycle parking, pavement treatment, and adjacent retail shops, the tree-lined Paseo would facilitate pedestrian use and provide aesthetic and visual relief.



SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square  
**Figure II-20**  
 Ground Level Overall Landscape Plan





SOURCE: AC Martin Partners, Inc, 2017

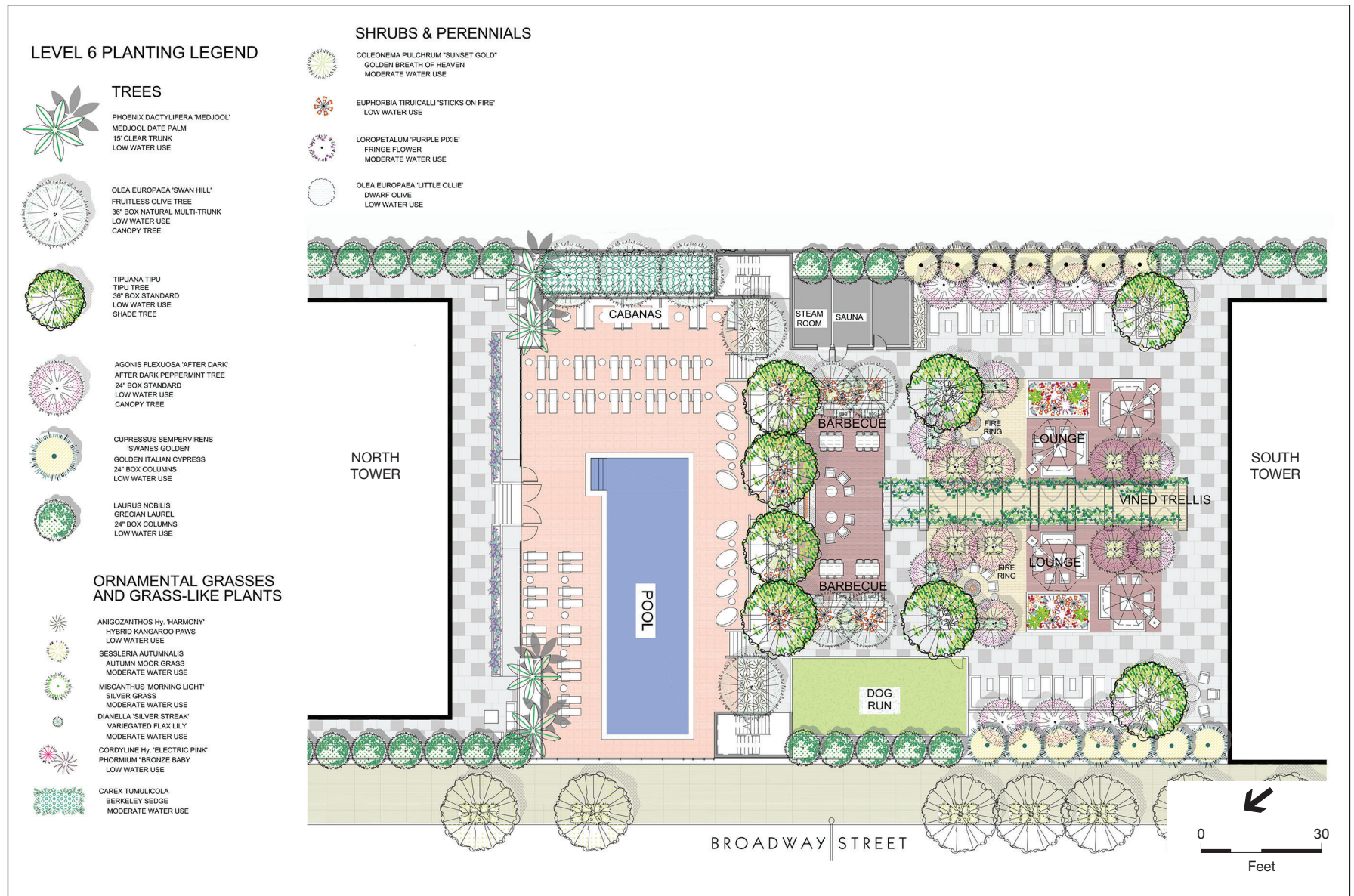
Times Mirror Square  
**Figure II-21**  
 Paseo and Outdoor Cafe

**Figure II-22, Level 6 – Residential Terrace**, illustrates open space amenities at the roof level of the five-story Podium. This area, which would be used by residents of the North Tower and South Tower, is represented by the setback between the North Tower and the South Tower, shown in Figure II-22. The base of the North Tower would be set back from the street edge of the Podium. The setback area would be accessible as a walkway and feature a line of approximately twenty laurel trees along the base of the North Tower, from the pool deck toward W. 1st Street.

Several fruitless olive trees would be planted behind the laurels at the pool deck. As also shown in Figure II-22, approximately twelve Golden Italian Cypress leading from the row of laurels (to the left of the laurels in the Level 6 - Residential Terrace) would be planted along the edge of the rooftop. To the north of the rooftop dog run, these would be backed by a group of After Dark Peppermint trees. A similar grouping would also be planted along the east edge of the Podium, overlooking the ground-level Paseo. Other groups of trees, as shown in Figure II-22, would be planted throughout the Podium rooftop. Reductions in water demand for irrigation would be achieved through drought-tolerant/California native plant species selection and artificial turf, landscape contouring to minimize precipitation runoff, irrigation system efficiency, alternative water supplies (e.g., stormwater retention for use in landscaping), smart irrigation systems (e.g., weather-based controls), and water-saving pool equipment.

## (2) Lighting and Signage

New signage would be used for identification of ground level retail and restaurant businesses, building identification, and way finding. No off-site advertising signage is proposed. Street level commercial and restaurant signage would be similar to other signage along the street frontages in the area and, with regard to Broadway, would be consistent with the Historic Broadway Supplemental Sign Use District. The proposed buildings would include accent lighting to complement the building architecture. All lighting would be designed and located to be compatible with the architecture and landscaping of the Project, and would be directed on-site and shielded as appropriate to avoid light spill over onto adjacent properties. Pedestrian areas, including the Paseo, would be well lit for security. Existing light standards along all four street frontages, which are consistent with fixtures used throughout the Civic Center, would be retained. Lighting and signage would be developed in compliance with applicable LAMC requirements.



SOURCE: AC Martin Partners, Inc, 2017



Times Mirror Square  
**Figure II-22**  
Level 6 - Residential Terrace

### (3) Site Security

The Project would incorporate a 24-hour/seven-day security program to ensure the safety of its residents and visitors. Design strategies within the project design would include, but not limited to, the following:

- Secure access points would be limited and located in areas of high visibilities;
- Hallways and corridors would be straight forward with no dark corners, as possible;
- Outdoor areas would be exposed to windows and allow for natural surveillance;
- Clear transitional zones would be provided between public, semi-public and private spaces;
- Access key cards and cameras would be used; and
- Interior and exterior spaces would be well lit with proper signage to direct the flow of people and decrease opportunities for crime.

In addition, the following security measures would be implemented by the Project:

- Installing and utilizing a 24-hour security camera network throughout the underground and above-grade parking structure; the elevators; the common and amenity spaces; the lobby areas; and the rooftop and ground level outdoor open spaces.
- Maintaining all security camera footage for at least 30 days, and providing such footage to LAPD as needed.
- Controlling access to all building elevators, residences, and resident-only common areas through an electronic key fob specific to each user.
- Training employees on appropriate security policies for the Project's buildings. Duties of the staff would include, but would not be limited to, assisting residents and visitors with site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and monitoring the property.
- Providing a 24-hour/seven-day security program for the Paseo.
- Access to commercial uses would be unrestricted during business hours, with public access discontinued after businesses have closed.

### e) Sustainability

The new development associated with the Project would be designed to achieve the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Silver Certification level for new



buildings. The Project would be designed to meet the California Green Building Standards (CALGreen) Code, as adopted and amended by the City of Los Angeles, through the incorporation of green building techniques and other sustainability features, including those within the City of Los Angeles Green Building Code, where applicable. Some of the Project's key design features that would contribute to energy efficiencies include the use of glass/window areas for ventilation and daylight accessibility, use of recyclable materials for flooring and demisable partitions in limited amounts, green walls in some areas, low albedo (high reflectivity) color paving to reduce heat island effect, conduit for solar panels installed on roof deck areas pursuant to code requirements, and landscaping of courtyards and roof decks. Other building features would include such items as installation of energy-efficient lighting, heating, ventilation, and air conditioning (HVAC) systems that utilize ozone-friendly refrigerants; use of materials and finishes that emit low quantities of volatile organic compounds (VOCs); use of high efficiency fixtures and appliances; water conservation features; and dedicated on-site recycling area. The Project's inclusion of bicycle parking, as discussed above, would encourage the use of alternative modes of transportation.

The Project would reduce outdoor potable water use by a minimum of 20 percent compared to baseline water consumption. Reductions would be achieved through drought-tolerant/California native plant species selection and artificial turf, landscape contouring to minimize precipitation runoff, irrigation system efficiency, alternative water supplies (e.g., stormwater retention for use in landscaping), smart irrigation systems (e.g., weather-based controls), and water-saving pool equipment.

In addition, to encourage carpooling and the use of electric vehicles by Project residents and visitors, the Project would designate a minimum of 10 percent of on-site parking for carpool and/or alternative-fueled vehicles and shall pre-wire, or install conduit and panel capacity for 20 percent of the Code-required parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations.

## **f) Construction Schedule and Phasing**

The Project would be constructed in one phase, with initiation of construction expected in 2019, followed by an approximate four-year construction period ending with buildout and occupancy in 2023. The Project would require approximately 364,000 cubic yards of soil export and no fill would be required on the Project Site. Construction would be carried out pursuant to a construction management plan subject to review and approval by the City. The plan would include such items as street closure and detour information (if applicable), haul routes, and a staging plan, and would specify actions to reduce effects on the surrounding community. Construction hours would occur in accordance with LAMC requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday



through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. The Project Site would be fenced during construction for security purposes with gate-controlled access.

## 5. Statement of Project Objectives

The underlying purpose and primary objective of the Project is to develop the Project Site with a transit-oriented development that includes residential uses, Project- and community-serving commercial uses, and publicly accessible and private open space and amenities. As further required by the State *CEQA Guidelines*, the specific objectives of the Project are provided below:

- Rehabilitate and modernize the Times, Mirror, and Plant Buildings to distinguish the character of the Downtown and attract visitor interest, and to reduce vacant office space through the rehabilitation of existing offices and creation of employee amenities to generate jobs.
- Develop architecturally distinct new buildings that contribute to the visual character of Downtown's high-rise skyline.
- Create publicly accessible pedestrian connections through the Project Site with views toward visual resources such as the proposed First and Broadway Civic Center Park to enhance circulation and promote walkability.
- Provide for a mix of commercial and residential uses to promote pedestrian activity, reduce vehicle trips and vehicle miles traveled, and enliven the Downtown area with 24/7 activity.
- Maximize high-density residential uses in proximity to public transit, including Metro's Red Line and Purple Line Station in Grand Park, and Metro's Regional Connector Station at W. 2nd Street and Broadway.
- Provide a full-service grocery store to serve existing and new residents and visitors in the Downtown and further activate pedestrian activity in an area that is underserved by full-service grocery stores.
- Maximize and increase high-density residential uses in Downtown Los Angeles within walking distance of jobs-rich centers, such as the Financial District and Civic Center, and a short transit ride to popular destinations such as Little Tokyo, the Arts District, Union Station, Olvera Street, Chinatown, the Downtown Markets, and the Los Angeles Convention Center, and Downtown amenities, such as Grand Park and the Los Angeles Music Center.
- Activate the Broadway Street frontage by providing active street-oriented uses, such as retail or restaurants, and a landscaping and streetscape program that further enhances the pedestrian experience.

## 6. Anticipated Project Approvals

It is anticipated that approvals required for the Project would include, but may not be limited to, the following:

- Transfer of Floor Area Rights (TFAR) greater than 50,000 square feet of floor area for the transfer of 548,440 square feet of floor area from the Los Angeles Convention Center (Donor Site) to the Project Site (Receiver Site) (LAMC Sec. 14.5.6-B).
- Vesting Conditional Use Permit to permit floor averaging within a unified development (LAMC Sec. 12.24-W,19).
- Master Conditional Use Permit (MCUB) to permit the on-site and off-site sale and consumption of alcoholic beverages within the Project's commercial retail spaces (LAMC Sec. 12.24-W,1).
- Vesting Tentative Tract Map for the merger and re-subdivision of the Project Site for condominium purposes (LAMC Sec. 17.15). The Applicant is requesting to provide parking per LAMC requirements in lieu of the parking requirements under the Advisory Agency's Parking Policy for Condominiums. In addition, included in this request is the Haul Route Permit.
- Construction permits, including building, grading, excavation, foundation, and associated permits.
- Other approvals as needed.

# **III. General Description of Environmental Setting**

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Section 15125 of the State *CEQA Guidelines* requires that an Environmental Impact Report (EIR) include a description of the existing environment. This chapter provides a general overview of the environmental setting for the Project. However, detailed information on existing conditions is provided for each environmental topic studied in Chapter IV, *Environmental Impact Analysis*. This chapter also provides an overview of related projects that are considered as part of the future conditions in evaluating cumulative impacts.

## **1. Overview of Environmental Setting**

### **a) On-Site Conditions**

The approximately 3.6-acre Project Site is bounded by W. 1st Street, S. Spring Street, W. 2nd Street, and S. Broadway and is currently occupied by five structurally distinct but internally connected buildings currently occupied by the Los Angeles Times offices, a bank, and other office uses. The buildings were constructed between the 1930s and 1970s and range from four to 10 stories in height. The buildings include the eight-story Times Building, the four-story Plant Building, the 10-story Mirror Building, the six-story parking structure, and the six-story Executive Building.

Combined, the Times, Plant, Mirror, and Executive Buildings have a total floor area of 559,863 square feet. This includes 541,113 square feet of commercial office uses across the four existing buildings, a 7,500 square-foot bank in the Executive Building, and a 11,250 square-foot cafeteria in the Plant Building. As stated in Chapter II, *Project Description*, of the Draft EIR, of the total floor area, approximately 223,945 square feet, or 40 percent of the existing uses, are office spaces that have been vacant for 10 years. This vacancy is considered to be the environmental baseline for the analysis in the Draft EIR.

The entire block was identified by SurveyLA, the citywide historic resources survey of Los Angeles. SurveyLA noted that the Times, Plant, and Mirror Buildings are listed in the California Register and evaluated the Executive Building as eligible for listing in the California Register and for designation as a Los Angeles Historic-Cultural Monument for its association with the growth and maturation of the Los Angeles Times as well as the career of Otis Chandler, who was the newspaper's publisher from 1960 to 1980.

## **b) Surrounding Uses**

The Project Site is located within the northern portion of the City of Los Angeles (City) Central City Community Plan Center City/Historic Core district, which extends from W. 1st Street to W. 11th Street, between Los Angeles and Hill Streets. The greater Downtown area is characterized by a concentration of government-related uses, high- and mid-rise office buildings, residential buildings, hotels, retail uses, museums, and cultural districts, including the Arts and Markets districts. The Historic Core/Center City contains a concentration of historically and architecturally significant buildings, including the iconic City Hall, Walt Disney Concert Hall, and the historic Times, Plant and Mirror Buildings, which are components of the Project.

Land uses to the north of W. 1st Street consist of the Los Angeles Civic Center, and Grand Park, a 16-acre park extending from City Hall to the south of N. Spring Street to the Dorothy Chandler Pavilion (Los Angeles Music Center) to the north of Grand Avenue. The 20-story Clara Shortridge Foltz Criminal Justice Center adjoins the north side of Grand Park directly north of the Project Site. The recently rehabilitated Los Angeles County Hall of Justice is located just to the north of the Criminal Justice Center. City Hall is located just to the northeast of the Project Site and the United States Courthouse is located just to the north of City Hall. The Hollywood Freeway (US-101) is located immediately north of the group of government buildings. Los Angeles Union Station, the region's major transit hub, is located just to the north of the US-101 Freeway. The 10-story Los Angeles Police Department (LAPD) Headquarters Building, which replaced Parker Center as the LAPD headquarters in October 2009, occupies the block bounded by S. Spring Street, E. 1st Street, S. Main Street, and E. 2nd Street, immediately to the east of the Project Site. The approximately 29-story Los Angeles City Hall is located diagonally across S. Spring Street and W. 1st Street from the Project Site.

Low- and mid-rise office buildings, enclosed parking structures, and surface parking lots are the predominant land uses to the south of the Project Site. A surface parking lot and a seven-level enclosed parking structure are currently located directly across W. 2nd Street from the Project Site. The site was selected for Metro's proposed 2nd and Broadway Subway Station, one of three subway stations making up the Regional Connector Transit Project. The new 10-story Federal Courthouse, completed in October 2016, is located directly to the west of the Project Site in the block bounded by W. 1st Street, S. Broadway, W. 2nd Street, and S. Hill Street.

## **c) Existing Conditions**

Detailed descriptions of the environmental settings have been prepared for each of the environmental topics in this Draft EIR. For more detailed descriptions of

existing conditions that are specific to each of the environmental issues analyzed in this Draft EIR, see Chapter IV, *Environmental Impact Analysis*, Sections IV.A through IV.U.

## 2. Related Projects

CEQA requires that EIRs analyze cumulative impacts. As defined in the State *CEQA Guidelines* Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. State *CEQA Guidelines* Section 15130(a) states that an EIR must discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in Section 15065 (a)(3). Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR must briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if a project is required to implement or fund its fair share of a mitigation measures designed to alleviate the cumulative impact. A lead agency must identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.

In addition, State *CEQA Guidelines* Section 15130(b) states that the analysis of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great of detail as provided for the effects attributable to the project alone. Instead, the discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of the other projects which do not contribute to the cumulative impact.

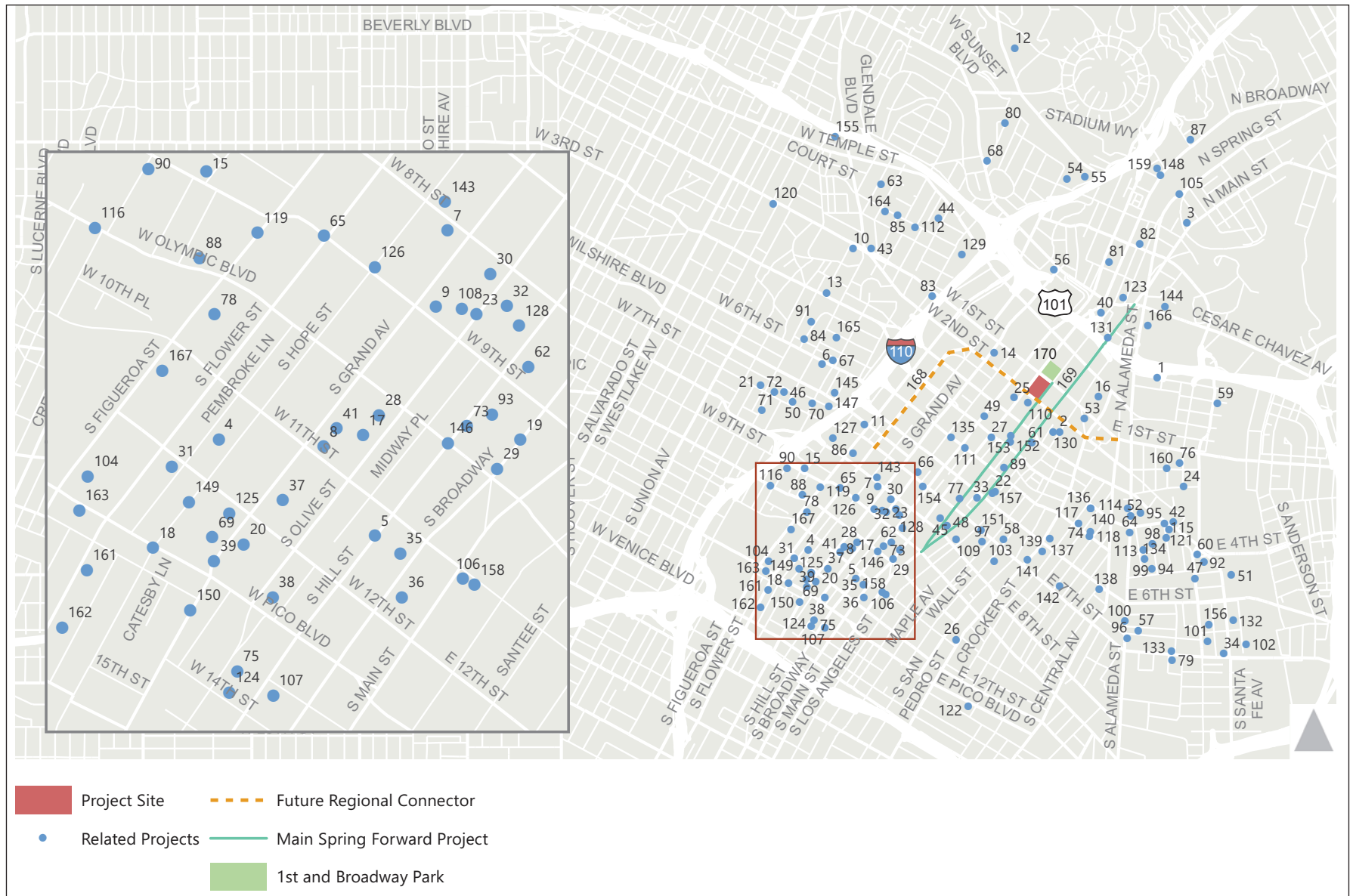
A project has "cumulatively considerable" or significant cumulative impacts, when its incremental effects "are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

For an adequate discussion of significant cumulative impacts, the State *CEQA Guidelines* (Section 15130(b)(1)(A) and (B)) allow an EIR to determine cumulative impacts and reasonably foreseeable growth based on either of the following methods:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, projects outside of the City's jurisdiction or control; or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental planning document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

For the purposes of the cumulative impacts analysis for the Project, the City has incorporated into its analyses a list of related projects for evaluating cumulative effects. Based on information on file with the City, a list of past, present and probable future projects in the Project vicinity has been prepared for this Draft EIR. The list of 170 identified related projects is provided in **Table III-1, Related Projects List**, with the locations of each of the related projects listed in **Figure III-1, Related Projects Map**. The list of related projects was determined by LADOT as a step in preparing the Memorandum of Understanding that defines the traffic analysis methodology, with additional projects identified by the Department of City Planning. Although the projects listed in Table III-1 serve as the primary bases for evaluation of cumulative impacts, the approach to these analyses vary for certain environmental issues. Accordingly, the traffic analysis provides a highly conservative estimate of future pre-Project traffic volumes as it incorporates related projects growth and additional ambient growth factors for purposes of developing the forecast. The cumulative analyses for each environmental issue are provided in their applicable sections in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR.

As stated further in each applicable section, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.



SOURCE: Fehr & Peers, 2018



Times Mirror Square  
**Figure III-1**  
 Related Projects Map

**TABLE III-1  
RELATED PROJECTS LIST**

<b>No.</b>	<b>Project Address</b>	<b>Use</b>	<b>Size</b>
1	454 E. Commercial Street	Bus Facility	2 acres
2	225 S. Los Angeles Street	Condominiums	300 du
		Retail	3.4 ksf
3	1101 N. Main	Condominiums	318 du
4	1133 S. Hope Street	Apartments	208 du
		Retail	5.069 ksf
5	1115 S. Hill Street	Condominiums	172 du
		Restaurant	6.85 ksf
6	1102 W. 6th Street	Apartments	649 du
		Retail	39.996 ksf
7	609 W. 8th Street	Condominiums	225 du
		Hotel	200 rooms
		Retail	30 ksf
		Restaurant	32 ksf
8	1050 S. Grand Avenue	Condominiums	151 du
		Retail	3.472 ksf
		Restaurant	2.2 ksf
9	848 S. Grand Avenue	Condominiums	420 du
		Supermarket	38.5 ksf
10	1430 W. Beverly Boulevard	Apartments	243 du
		Commercial	3.5 ksf
11	900 W. Wilshire Boulevard	Condominiums	100 du
		Hotel	560 rooms
		Fitness Facility	20 ksf
		Office	1,500 ksf
		Retail/Restaurant	50 ksf
12	2000 Stadium Way	Condominiums	800 du
		Hospital	56 beds
		Retail	15 ksf
13	1435 W. 3rd Street	Apartments	122 du
		Retail	3.5 ksf



No.	Project Address	Use	Size
14	237 S. Grand Avenue (100 S. Grand Avenue; Grand Avenue Project) <sup>a</sup>	Apartments	412 du
		Condominiums	1,648 du
		Supermarket	53 ksf
		Restaurant	67 ksf
		Health Club	50 ksf
		Event Facility	250 seats
		Hotel	275 rooms
		Retail	225.25 ksf
		Office	681 ksf
15	899 S. Francisco Street	Condominiums	836 du
		Office	988.225 ksf
		Hotel	480 rooms
		Retail/Restaurant	46 ksf
16	150 N. Los Angeles Street	Office	712.5 ksf
		Retail	35 ksf
		Child care	2.5 ksf
17	1027 S. Olive Street	Apartments	100 du
18	1300 S. Hope Street	Apartments	419 du
		Retail	42.2 ksf
19	928 S. Broadway	Apartments	662 du
		Retail	47 ksf
		Live/Work	11 ksf
		Office	34.824 ksf
20	1200 S. Grand Avenue	Apartments	640 du
		Retail	45 ksf
21	1329-1419 W. 7th Street	Apartments	87 du
22	534 S. Main Street	Apartments	160 du
		Retail	18 ksf
		Restaurant	7 ksf
23	840 S. Olive Street	Condominiums	303 du
		Restaurant	9.68 ksf
		Retail	1.5 ksf

No.	Project Address	Use	Size
24	950 E. 3rd Street	School	532 students
		Retail	30.062 ksf
		Apartments	635 du
25	201 S. Broadway	Mixed Use	27.675 ksf
26	1057 S. San Pedro Street	Office	549.141 ksf
		Retail	224.862 ksf
		Cinema	744 seats
		Apartments	877 du
		Condominiums	68 du
		Hotel	210 rooms
27	400 S. Broadway	Apartments	450 du
		Retail	6.904 ksf
		Bar	5 ksf
28	1001 S. Olive Street	Apartments	225 du
		Restaurant	5 ksf
29	955 S. Broadway	Apartments	163 du
		Retail	6.406 ksf
30	801 S. Olive	Apartments	363 du
		Retail	2.5 ksf
		Restaurant	7.5 ksf
31	1212 S. Flower Street	Condominiums	730 du
		Retail	7.873 ksf
32	820 S. Olive Street	Apartments	589 du
		Retail	4.5 ksf
33	601 S. Main Street	Condominiums	452 du
		Retail	25 ksf
34	2051 E. 7th Street	Apartments	320 du
		Retail	15 ksf
		Restaurant	5 ksf
35	1111 S. Broadway	Apartments	391 du
		Office	39.725 ksf
		Retail	49 ksf

No.	Project Address	Use	Size
36	1148 S. Broadway	Apartments	94 du
		Retail	2.5 ksf
37	1120 S. Grand Avenue & 1155 S. Olive Street	Apartments	666 du
		Retail	20.6 ksf
38	1230 S. Olive Street	Apartments	360 du
		Retail	6.4 ksf
39	1247 S. Grand Avenue	Apartments	115 du
		Retail	4.61 ksf
40	527 N. Spring Street	Apartments	345 du
		Retail	44 ksf
		Restaurant	11 ksf
41	1036 S. Grand Avenue	Restaurant	7.149 ksf
42	963 E. 4th Street	Office	78.6 ksf
		Retail	25 ksf
		Restaurant	20 ksf
43	1345 W. 1st Street	Apartments	102 du
		Retail	3.463 ksf
44	401 N. Boylston Street	Apartments	121 du
45	737 S. Spring Street	Apartments	320 du
		Pharmacy	25 ksf
46	1218 W. Ingraham Street	Apartments	80 du
47	555 S. Mateo Street	Retail	153 ksf
48	732 S. Spring Street	Apartments	400 du
		Pharmacy	15 ksf
49	340 S. Hill Street	Apartments	428 du
		Retail	2.894 ksf
50	1145 W. 7th Street	Condominiums	241 du
		Retail	7.291 ksf
51	540 S. Santa Fe Avenue	Office	89.825 ksf
52	360 S. Alameda Street	Apartments	55 du
		Restaurant	2.5 ksf
		Office	6.3 ksf

No.	Project Address	Use	Size
53	118 S. Astronaut E.S. Onizuka Street	Apartments	77 du
54	765 W. College Street	Office	100 ksf
55	959 E. Stadium Way	Apartments	158 du
56	700 W. Cesar Chavez Avenue	Apartments	299 du
		Retail	8 ksf
57	1525 E. Industrial Street	Apartments	328 du
		Office	27.3 ksf
		Retail	6.4 ksf
		Restaurant	5.7 ksf
58	649 S. Wall Street	Medical Office	66 employees
		Assisted Living	55 beds
59	410 N. Center Street	Office	110 ksf
60	500 S. Mateo Street	Restaurant	12.882 ksf
61	300 S. Main Street	Apartments	471 du
		Restaurant	27.78 ksf
		Retail	5.19 ksf
62	850 S. Hill Street	Apartments	300 du
		Retail	3.5 ksf
		Restaurant	3.5 ksf
63	340 N. Patton Street	Apartments	44 du
64	400 S. Alameda Street	Hotel	66 rooms
		Restaurant	2.13 ksf
		Retail	0.84 ksf
65	700 W. 9th Street	Apartments	341 du
		Retail	11.687 ksf
66	649 S. Olive Street	Hotel	241 rooms
67	1111 W. 6th Street	Apartments	362 du
		Retail	25.805 ksf
68	1185 W. Sunset Boulevard	Apartments	214 du
		Single Family	6 du
		Commercial Condominium	6 du

No.	Project Address	Use	Size
69	1229 S. Grand Avenue	Condominiums	161 du
		Restaurant	3 ksf
70	675 S. Bixel Street	Hotel	126 rooms
		Apartments	422 du
		Retail	4.874 ksf
71	740 S. Hartford Avenue	Apartments	80 du
72	1235 W. 7th Street	Condominiums	304 du
		Retail	5.699 ksf
73	940 S. Hill Street	Apartments	232 du
		Restaurant	14 ksf
74	719 E. 5th Street	Apartments	160 du
		Retail	7.5 ksf
75	1340 S. Olive Street	Apartments	156 du
		Retail	5 ksf
		Restaurant	10 ksf
76	929 E. 2nd Street	Retail	37.974 ksf
		Other	71.078 ksf
77	633 S. Spring Street	Hotel	176 rooms
		Restaurant	8.43 ksf
		Bar	5.29 ksf
78	1020 S. Figueroa Street	Hotel	300 rooms
		Condominiums	435 du
		Retail	58.959 ksf
79	1800 E. 7th Street	Apartments	122 du
		Restaurant	4.605 ksf
		Retail	3.245 ksf
80	1013 N. Everett Place	Apartments	49 du
81	708 N. Hill Street	Apartments	162 du
		Retail	5 ksf
82	211 W. Alpine Street	Apartments	122 du
		Retail	7.5 ksf
83	106-136 S. Beaudry	Apartments	220 du
84	495 S. Hartford Avenue	Apartments	218 du

No.	Project Address	Use	Size
85	1316 W. Court Street	Apartments	60 du
86	744 S. Figueroa Street	Apartments	436 du
		Retail	10.043 ksf
87	1201 N. Broadway	Apartments	118 du
		Commercial	8.8 ksf
88	811, 813, 815 W. Olympic Boulevard	Hotel	373 rooms
		Condominiums	374 du
		Retail	65.074 ksf
		Office	33.498 ksf
89	433 S. Main	Condominiums	161 du
		Mixed Use	6.9 ksf
90	926 W. James M Woods Boulevard	Hotel	247 rooms
91	459 S. Hartford Avenue	Apartments	101 du
92	520 S. Mateo Street	Apartments	600 du
		Office	30 ksf
		Retail	15 ksf
		Restaurant	15 ksf
93	920 S. Hill Street	Apartments	239 du
		Retail	5.4 ksf
94	527 Colyton Street	Condominiums	310 du
		Retail	11.375 ksf
		Art Production Space	11.736 ksf
95	330 S. Alameda	Apartments	186 du
		Office	10.415 ksf
		Retail	11.925 ksf
96	668 S. Alameda	Apartments	475 du
		Office	43 ksf
		Retail	9 ksf
		Supermarket	15 ksf
		Restaurant	17.000 ksf
97	717 Maple Avenue <sup>b</sup>	Apartments	452 du
		Retail	14 ksf

No.	Project Address	Use	Size
98	445 S. Colyton <sup>b</sup>	Shopping Center	24.950 ksf
		Restaurant	25.380 ksf
		Hotel	113 rooms
		Residential	129 du
		Art Gallery/School	13.500 ksf
99	1100 E. 5th Street	Apartments	220 du
		Office	20.021 ksf
		Restaurant	19.609 ksf
		Retail	9.250 ksf
100	640 S. Alameda Street <sup>b</sup>	Hotel	412 rooms
		Apartments	1305 du
		Condominiums	431 du
		Office	253.514 ksf
		School	29.316 ksf
		Retail	127.609 ksf
		Art Space	22.429 ksf
101	676 Mateo Street <sup>b</sup>	Apartments	172 du
		Retail	23.025 ksf
102	670 Mesquit Street <sup>b</sup>	Hotel	236 rooms
		Apartments	308 du
		Retail	79.240 ksf
		Restaurant	89.576 ksf
		Event Space	93.617 ksf
		Gym	62.148 ksf
		Grocery	56.912 ksf
		Office	944.055 ksf
103	732-765 Wall Street	Apartments	323 du
		Retail	4.4 ksf
		Event space	125 persons
		Office	53.2 ksf
		Restaurant	4.420 ksf
104	1248 S. Figueroa Street	Restaurant	13.145 ksf
		Hotel	1,162 rooms



No.	Project Address	Use	Size
105	924 N. Spring Street	Condominiums	770 du
		Retail	51.592 ksf
106	1100 S. Main Street	Apartments	379 du
		Commercial	25.810 ksf
107	1340 S. Hill Street	Apartments	233 du
108	845 S. Olive Street	Apartments	208 du
		Retail	0.810 ksf
		Restaurant	1.620 ksf
109	755 S. Los Angeles Street	Retail	16.694 ksf
		Office	60.243 ksf
		Restaurant	26.959 ksf
110	222 W. 2nd Street	Apartments	107.0 du
		Office	534.044 ksf
		Retail	7.200 ksf
111	333 W. 5th Street	Condominiums	100 du
		Hotel	200 rooms
		Restaurant	27.5 ksf
112	1246 W. Court Street	Apartments	54 du
113	1101 E. 5th Street	Live/Work Units	129 du
		Retail	26.979 ksf
		Restaurant	31.719 ksf
		Hotel	113 rooms
		Arts uses	13.771 ksf
114	333 S. Alameda Street	Apartments	994 du
		Retail	99.3 ksf
115	401 S. Hewitt Street	Office	255.5 ksf
		Retail	4.970 ksf
		Restaurant	9.940 ksf
116	1001 W. Olympic Boulevard; 911-955 S. Georgia Street; 1000-1015 W. James M. Wood Boulevard; 936-950 S. Bixel Street; 1013-1025 W. Olympic Boulevard	Apartments	1367 du
		Retail	20 ksf
		Restaurant	20 ksf
117	609 E. 5th Street	Apartments	151 du

No.	Project Address	Use	Size
118	713 E. 5th Street	Apartments	51 du
119	911 S. Figueroa Street	Apartments	200 du
		Commercial	94.080 ksf
		Hotel	220 rooms
120	1800 W. Beverly Boulevard	Apartments	243 du
		Restaurant	3.5 ksf
121	940 E. 4th Street	Apartments	93 du
		Office	6.000 ksf
		Retail	14.248 ksf
122	810 E. Pico Boulevard <sup>b</sup>	Retail	181.62 ksf
123	643 N. Spring Street <sup>b</sup>	Apartments	203 du
		Retail	21.049 ksf
124	215 W. 14th Street <sup>b</sup>	Apartments	154 du
		Retail	10.7 ksf
125	1201 S. Grand Avenue <sup>b</sup>	Condominiums	126 du
126	888 S. Hope Street <sup>b</sup>	Apartments	526 du
127	755 S. Figueroa Street <sup>b</sup>	Apartments	781 du
		Retail	6.7 ksf
128	825 S. Hill Street <sup>b</sup>	Condominiums	589 du
		Retail	4.5 ksf
129	1000 W. Temple Street <sup>b</sup>	Apartments	1,500 du
		Retail	30 ksf
130	237 S. Los Angeles Street <sup>b</sup>	Sports Complex	43.453 ksf
131	450 N. Main Street <sup>b</sup>	TV Studio	18 ksf
		Auditorium	50 seat
132	640 S. Santa Fe Avenue <sup>b</sup>	Office	107.127 ksf
133	1745 E. 7th Street <sup>b</sup>	Apartments	57 du
		Commercial	6 ksf
134	430 S. Hewitt Street <sup>b</sup>	Condominiums	72 du
135	437 W. 5th Street <sup>b</sup>	Condominiums	660 du
		Restaurant	13.742 ksf
136	508 E. 4th Street <sup>b</sup>	Apartments	41 du

No.	Project Address	Use	Size
137	552-554 S. San Pedro Street <sup>b</sup>	Apartments	407 du
		Retail	12.3 ksf
138	601 S. Central Avenue <sup>b</sup>	Apartments	236 du
		Commercial	12 ksf
139	600 S. San Pedro Street <sup>b</sup>	Apartments	303 du
		Retail	20 ksf
140	508 E. 4th Street <sup>b</sup>	Apartments	41 du
141	655 S. San Pedro Street <sup>b</sup>	Apartments	81 du
142	656 S. Stanford Avenue <sup>b</sup>	Apartments	82 du
143	754 S. Hope Street <sup>b</sup>	Apartments	409 du
144	900 N. Alameda Street <sup>b</sup>	Office	179.9 ksf
145	1027 W. Wilshire Boulevard	Retail	5 ksf
		Office	5 ksf
		Condominiums	356 du
146	1000 S. Hill Street <sup>b</sup>	Apartments	498 du
		Commercial	8.707 ksf
147	1018 W. Ingraham Street <sup>b</sup>	Apartments	43 du
		Retail	7.4 ksf
148	1030-1380 N. Broadway <sup>b</sup>	Apartments	920 du
		Commercial	21.405 ksf
149	1219 S. Hope Street <sup>b</sup>	Hotel	75 room
		Restaurant	7.7 ksf
150	1323 S. Grand Avenue <sup>b</sup>	Apartments	284 du
		Retail	6.3 ksf
151	222 E. 7th Street <sup>b</sup>	Apartments	452 du
		Commercial	13.655 ksf
152	354 S. Spring Street <sup>b</sup>	Apartments	212 du
153	361 S. Spring Street <sup>b</sup>	Hotel	315 room
154	400-402 W. 7th Street; 701-715 S. Hill Street <sup>b</sup>	Apartments	165 du
		Restaurant	25.934 ksf
155	1625 W. Palo Alto Street	Hotel	88 room
156	641 Imperial Street	Residential	140 du
		Office	14.749 ksf

No.	Project Address	Use		Size
157	550 S. Main Street	Apartments	159	du
		Retail	23	ksf
158	110 11th Street	Office	52	ksf
159	1011 N. Broadway	Hotel	92	rooms
160	905 E. 2nd Street	Condominiums	320	du
		Retail	18.716	ksf
161	1334 S. Flower Street	Apartments	188	du
		Retail/Restaurant	10.096	ksf
162	1410 S. Flower Street	Apartments	152	du
		Retail	1.184	ksf
163	1300 S. Figueroa Street	Hotel	1,024	rooms
164	1346 W. Court Street	Apartments	43	du
165	1322 W. Maryland Street	Apartments	47	du
		Retail	0.76	ksf
166	Alameda District Plan	Residential	22	du
		Office	7,443.2	ksf
		Retail	645	ksf
		Hotel	750	room
		Restaurant	20	ksf
		Museum	70	ksf
167	Los Angeles Sports & Entertainment District <sup>a</sup>	Convention Center <sup>c</sup>	250	ksf
		Hotel	183	rooms
		Office	601.8	ksf
		Apartment	1,152	du
		Retail	214.583	ksf

No.	Project Address	Use		Size
168	Regional Connector Project	2nd Street Construction Closure	--	--
169	Main Spring Forward	Cycle Track Project	--	--
170	First and Broadway Civic Center Park	Park	--	--

du = dwelling units

ksf = one thousand square feet

Related projects list is based on information provided by LADOT on July 5, 2017.

- a Project trip generation was reduced for the portion of the project that was already built by July 2017.
- b Projects were not included in information provided by LADOT. Projects and land use from third party research.
- c Convention Center trip generation rate based on Los Angeles Sports & Entertainment District Specific Plan.

SOURCE: Fehr and Peers, 2017.

# IV. Environmental Impact Analysis

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## A. Aesthetics

### 1. Introduction

Senate Bill (SB) 743, codified within the California Environmental Quality Act (CEQA) Section 21099 et. seq., states that “Aesthetic (...) impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” (Public Resources Code Section 21099(d) (1)). As described in Chapter II, *Project Description*, the Project meets these conditions and as such aesthetic impacts associated with the Project would not be considered significant. In addition, City of Los Angeles Zoning Information File No. 2452 (ZI No. 2452) states that projects meeting SB 743 criteria are exempted from a determination of significant impacts on aesthetic resources (scenic vistas, scenic resources, aesthetic character, and light and glare) as outlined in CEQA Appendix G. However, ZI No. 2452 requires that projects in transit priority areas be evaluated for consistency with relevant City land use plans and regulations governing aesthetics.

Evaluation of the Project’s physical impacts associated with aesthetics is not required in this EIR and is provided for informational purposes only. However, the limitation of aesthetic impacts pursuant to PRC Section 21099 does not include impacts to historic or cultural resources. Such impacts are evaluated pursuant to CEQA in Section IV.C, *Cultural Resources*, of this Draft EIR.

#### a) Views

The term “views” generally refers to visual access to, or the visibility of, a particular sight from a given vantage point or corridor. The City of Los Angeles recognizes the value of preserving sightlines (view access) to designated scenic resources or subjects of visual interest, such as historic buildings, from public vantage points. The City considers such views “valued views” or “recognized views” in the 2006 City of Los Angeles CEQA Thresholds Guide (*Thresholds Guide*) and other City planning documents. The subjects of valued or recognized views may be focal, of specific individual resources, or panoramic, of broad geographic areas. The nature of a view may be unique, such as a view from an elevated vantage or particular angle. The analysis of view impacts evaluates the degree to which a project may interrupt or block existing sightlines to a scenic resource, from public vantage points such as scenic lookouts, trails, parks, and designated scenic highways or corridors. Existing views may be focused, as of a single feature such as a building

or garden, or panoramic, encompassing a broad field of view such as an urban skyline or distant mountain range or hilltop ridgelines.

### **b) Visual Character and Quality**

Visual quality refers to the overall aesthetic character of an area or a field of view. Aesthetic features often consist of unique or prominent natural or man-made attributes or several small features that, when viewed together, create a whole that is visually interesting or appealing. The focus of the visual quality analysis is on the loss of aesthetic features or the introduction of contrasting features that could substantially degrade the visual character of the Project area. Potential impacts on historic resources as a result of changes in visual character and views associated with historic resources are evaluated in Section IV.C, *Cultural Resources*, of this Draft EIR.

### **c) Light and Glare**

Artificial light is associated with the evening and nighttime hours and sources may include streetlights, illuminated signage, vehicle headlights, and other point sources. Uses such as residences and hotels are considered light-sensitive since they are typically occupied by persons who have an expectation of darkness and privacy during evening hours and who are subject to disturbance by bright light sources. The analysis of lighting focuses on whether the Project would cause or substantially increase night time lighting effects on light sensitive uses in the Project area.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces such as window glass or reflective materials, and to a lesser degree from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light sensitive land use. Activities such as driving, and land uses such as parks and residences, are considered glare sensitive as the presence of glare could interfere with vision and/or result in an irritant to these activities/uses.

### **d) Shade and Shadow**

Shading from buildings and structures has the potential to block sunlight. Although shading is common and expected in urban areas, and is considered a beneficial feature when it provides cover from excess sunlight and heat, it can have an adverse impact if it interferes with sun-related activities at sensitive uses. The *Thresholds Guide* specifically provides shade thresholds and cites such uses as routinely usable outdoor spaces associated with residential, recreational and institutional uses (e.g., schools, convalescent homes), commercial pedestrian-oriented outdoor spaces and outdoor eating areas, nurseries, and solar collectors.

## 2. Environmental Setting

### a) Regulatory Setting

#### (1) State of California

##### (a) *Senate Bill No. 743*

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects including the development of infill projects in transit priority areas. The bill adds to the CEQA Statute, Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, and in particular Section 21099. Pursuant to Section 21099(d)(1): “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”<sup>1</sup> Pertinent definitions applicable to PRC Section 21099(a) and the Project include:

- “Infill site” means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.
- “Transit priority area” means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.
- “Major transit stop” is defined by PRC Section 21064.3 to mean a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

As discussed in subsection IV.A.1, *Introduction*, the Project Site would meet the criteria set forth in SB 743 because it is: (1) an infill mixed-use development; and (2) located within a transit priority area immediately north of Metro’s future 2nd Street/Broadway Regional Connector Subway Station and within 750 feet of Metro’s Civic Center/Grand Park Station. The Civic Center/Grand Park Station serves the Red and Purple Line subway and the Silver Line BRT (at street level). Therefore, the Project meets the criteria set forth under SB 743 and is exempt from

<sup>1</sup> Section 21009(2)(b) clarifies that “For purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.”



findings of significance related to aesthetic effects, including view, visual quality, light and glare, and shade impacts that may exceed CEQA Appendix G and City of Los Angeles CEQA (shade/shadow only) thresholds. For the purpose of this EIR, aesthetic effects are disclosed for informational purposes only and not for determining whether the Project will result in significant impacts to the environment. The aesthetic impact analysis in this EIR is included to discuss what aesthetic impacts would occur from the Project if PRC Section 21099(d) was not in effect. As such, nothing in the aesthetic impact discussion in this EIR shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

(b) *California Streets and Highways Code*

Article 2.5, State Scenic Highways, Section 280 created the system of California Historic Parkways. In order to be designated as a Historic Parkway, a freeway must have: (1) original construction completed prior to 1945; (2) features of historical significance as recognized by the State Office of Historic Preservation, including notable landmarks, historical sites, or natural or human achievements that exist or have occurred during the original construction of the parkway or in the immediately adjacent land area through which the parkway currently passes; (3) any portion of the highway or corridor bound on one or both sides by federal, state, or local parkland, Native American lands or monuments, or other open space, greenbelt areas, natural habitat or wildlife preserves, or similar acreage used for or dedicated to historical or recreational uses; and (4) any portion of the highway traversed, at the time of designation and by Caltrans's best count or estimate using existing information, by not less than 40,000 vehicles per day on an annual daily average basis.

(2) **City of Los Angeles**

(a) *General Plan Framework*

The citywide General Plan Framework Element (General Plan Framework), adopted in December 1996 and readopted in August 2001, establishes the conceptual basis for the City's General Plan. The General Plan Framework provides direction regarding the City's vision for growth and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. Although the General Plan Framework does not directly address the design of individual neighborhoods or communities, it embodies broad neighborhood design policies and implementation programs to guide local planning efforts. The General Plan Framework also clearly states that the livability of all neighborhoods would be improved by upgrading the quality of development and improving the quality of the public realm (Objective 5.5).

Chapter 5 of the General Plan Framework, Urban Form and Neighborhood Design, establishes a goal of creating a livable city for existing and future residents with interconnected, diverse neighborhoods. "Urban form" refers to the general pattern

of building heights and development intensity and the structural elements that define the City physically, such as natural features, transportation corridors, activity centers, and focal elements. “Neighborhood design” refers to the physical character of neighborhoods and communities within the City. The land use forms and spatial relationships identified in the General Plan Framework are discussed in Section IV.H, *Land Use and Planning*, of this Draft EIR. To the extent the policies included therein affect the appearance of development, Project consistency with these policies is analyzed later in this section. The Project’s consistency with the General Plan Framework Element is provided in Section IV.H, *Land Use and Planning*, of this Draft EIR.

(b) *Central City Community Plan*

The Project Site is located within the Historic Core/Center City sector of Central City Community Plan. The Community Plan is one of the 35 community plans established throughout the City, which collectively comprise the Land Use Element of the City’s General Plan and which are intended to implement the policies of the General Plan Framework. Community Plans include, among other provisions, guidelines regarding the appearance of development and the arrangement of land use. Central City Community Plan Chapter V, Urban Design, incorporates policies for the development of the Downtown Design Guide, discussed below.<sup>2</sup> The purpose of the urban design subsection specific to the Historic Core/Center City is to establish guidelines represented by the Downtown Design Guide and to set up preservation priorities that strike a balance between historic preservation and new development.<sup>3</sup> The text of the Community Plan also supports the development and adoption of a Community Design Overlay Zone; the adoption of a Streetscape Plan to reinforce connections and linkages for businesses/pedestrians/transit users; and to provide incentives for visual vibrancy, commercial re-use/reactivation opportunities, shared/municipal parking opportunities. Policies also include linking east-west mid-block paseo and galleries into a network that provides easy pedestrian access through the area, activated by retail and institutional uses.<sup>4</sup> The Project’s consistency with the Central City Community Plan is provided in Section IV.H, *Land Use and Planning*, of this EIR.

(c) *Downtown Design Guide*

The *Downtown Design Guide: Design for A Livable Downtown* (Design Guide), is intended to provide guidance for creating a livable and more sustainable Downtown community.<sup>5</sup> As discussed in the Central City Community Plan, a

<sup>2</sup> City of Los Angeles Department of City Planning, Central City Community Plan, 2003, page V-1, <https://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>. Accessed December 2018.

<sup>3</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page V-3.

<sup>4</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page V-4.

<sup>5</sup> City of Los Angeles, Downtown Design Guide, June 15, 2009, <http://www.urbandesignla.com/resources/docs/DowntownDesignGuide/lo/DowntownDesignGuide.pdf>. Accessed December 2018.

function of the Downtown Design Guide is to integrate urban design standards and guidelines with development.<sup>6</sup> These include new street and sidewalk standards for Downtown, established citywide urban design principles related to usable and accessible transit, walkability, and wellbeing. The intent of the Design Guide is to also bridge the past and the future; accentuate visual interest; develop street furnishings; emphasize implementation and maintenance; stimulate sustainability and innovation. Tailored for Downtown, the Downtown Design Guide focuses on housing and transportation choice; shops and services with walking distance; safe, shared Streets; gathering places and active recreation areas.<sup>7</sup>

The goal of the Design Guide is to create pedestrian orientation for street types unique to Downtown; to enhance streetscape and landscapes that reinforce the pedestrian quality of Downtown's streets and public open spaces, which in themselves, takes advantage of the local climate and promote the use and enjoyment of the open spaces.<sup>8</sup> The Design Guide further defines criteria for building massing, street wall, ground floor treatment, parking and access, on-site open space, architectural detail and signage. Regarding parking, the purpose of the Design Guide is to create places that provide safety, comfort and convenience for the pedestrian. The Design Guide is also intended to respect existing and planned development guidelines for the Historic Core and to promote green streets and green alleys.

#### (d) *Citywide Design Guidelines*

The City's General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence. The Citywide Design Guidelines provide guidance for applying policies contained within the General Plan Framework and the City's 35 Community Plans. The Citywide Design Guidelines are particularly applicable to those areas within the City that do not currently have adopted design guidelines contained in a Community Plan Urban Design chapter, specific plan, redevelopment plan, or other community planning documents.<sup>9</sup> They provide guidance for new Community Plan updates. Per the Citywide Design Guidelines, in instances where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter, a specific plan, or a community-specific guideline such as the Downtown Design Guide, the community-specific requirements prevail and are superseded by the Downtown Design Guide and not evaluated in this Draft EIR.

<sup>6</sup> City of Los Angeles, Downtown Design Guide, page 1.

<sup>7</sup> City of Los Angeles, Downtown Design Guide, page 6.

<sup>8</sup> City of Los Angeles, Downtown Design Guide, page 1.

<sup>9</sup> City of Los Angeles Department of City Planning, Commercial Citywide Design Guidelines, Pedestrian-Oriented/Commercial and Mixed Use Projects, Introduction, page 6, <http://planning.lacity.org/urbandesign/resources/docs/CommercialCitywideDesignGuidelines/hi/CommercialCitywideDesignGuidelines-Introduction1.pdf>. Accessed December 2018.

(e) *Walkability Checklist*

The City of Los Angeles Walkability Checklist for Entitlement Review (Walkability Checklist) is a guide created by the City's Urban Design Studio. The Walkability Checklist consists of a list of recommended design elements intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form. The Walkability Checklist is to be used by the City's planners, project applicants, and decision-makers for discretionary projects to assess the pedestrian orientation of a project. The suggested design guidelines are consistent with the General Plan and supplement applicable Community Plan requirements, but are not considered mandatory. The guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm. The Project's consistency with the Walkability Checklist is provided in Section IV.H, *Land Use and Planning*, of this Draft EIR.

(f) *Broadway Supplemental Sign Use District*

The Project Site is located within the Historic Broadway Supplemental Sign Use District. The Supplemental Sign Use District, which applies to S. Broadway between W. 1st Street and W. 12th Street regulates signage that cannot otherwise be provided for in the underlying C2 zone. The Supplemental Sign Use District allows signage programs that complement and protect the character-defining features of Broadway's historic buildings, encourage new infill investment on Broadway on vacant and underutilized sites, support strong pedestrian activity, reduce blight along the corridor, encourage economic development, and encourage the revitalization of the Broadway Theater and Entertainment District.<sup>10</sup>

(g) *Los Angeles Municipal Code (LAMC) Lighting Requirements*

Lighting is regulated by various Chapters within the LAMC. Applicable regulations for the Project Site include the following. The Project's consistency with the lighting requirements of the LAMC is provided in Section IV.H, *Land Use and Planning*, of this Draft EIR:

- Chapter 1, Article 2, Sec12.21 A 5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and adjacent premises.
- Chapter 1, Article 7, Sec17.08 C. Plans for street lighting shall be submitted to and approved by the Bureau of Street Lighting for subdivision maps.

<sup>10</sup> City of Los Angeles, Historic Broadway Sign Supplemental Sign Use District (ZI 2457, Ord. 184,056), January 20, 2016, page 5, <http://planning.lacity.org/documents/policy/BroadwaySignSupplemental.pdf>. Accessed December 2018.

- Chapter 1, Article 4.4, Section 14.4.4. No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.
- Chapter 9, Article 3, Section 93.0117(b). No exterior light may cause more than two foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units; elevated habitable porch, deck, or balcony on any property containing residential units; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

## **b) Existing Visual Resources**

### **(1) Project Site**

The Project Site is currently occupied by five structurally distinct buildings constructed between the 1930s and 1970s. These include the 8-story Times Building, the 4-story Plant Building, the 10-story Mirror Building, the 6-story Executive Building, and the six-story parking garage. As further described in Section IV.C, *Cultural Resources*, of this Draft EIR, Times Mirror Square is eligible for listing in the National Register of Historic Places and California Register of Historical Resources as a historic district and for designation as a Historic Preservation Overlay Zone.

The sidewalks adjoining the Project Site are landscaped with 29 uniform and young or mature California Sycamore street trees, although potted plants or planters are also provided along some sections of W. 1st Street, S. Spring Street, S. Broadway, and the corners of W. 1st Street and Broadway and W. 2nd Street and Broadway. Sidewalks along W. 1st Street are 19 feet in depth. Sidewalks along S. Spring Street range up to 15 feet in depth, with varying sidewalk depths up to 10 feet along W. 2nd Street and S. Broadway. Vintage, double-lanterned streetlights, known as “UM-1920” are located within the public rights-of-way along all four street frontages. The streetlights date to the early decades of the twentieth century and are notable for their ornamental attributes.<sup>11</sup>

### **(2) Surrounding Area**

The Project Site is located at the north edge of Downtown Los Angeles’ Historic Core and is also within the Central City’s Community Plan’s Amended Central Business District. This area is characterized by a concentration of government buildings and historically and architecturally significant buildings. The Historic Core to the south of W. 1st Street, includes the Broadway Theater and Commercial

<sup>11</sup> City of Los Angeles Department of City Planning, Office of Historic Resources, Los Angeles Historic Resources Survey (SurveyLA) prepared for Architectural Resources Group, 2016.

District, in which former banks, department stores, theaters, and other commercial uses that date largely to the 1910s and 1920s are concentrated within a few blocks' radius. Reflective of the era in which they were constructed, many of these buildings are designed in the ornate and embellished Beaux Arts style, as well as Renaissance Revival, Classical Revival, Art Deco, and Zig Zag Moderne. The Historic Core District, as well as the blocks surrounding the Project Site are also distinguished by some of the City's most iconic architecture and uses, including the Los Angeles Department of Water and Power (LADWP) Building at 111 N. Hope Street; the Broad Museum on Grand Avenue; the Los Angeles Music Center with the Walt Disney Concert Hall, the Ahmanson Theater, and the Dorothy Chandler Pavilion on Grand Avenue near W. 1st Street; Los Angeles City Hall at 200 N. Spring Street; the Bradbury Building at 304 S. Broadway, the Koyasan Buddhist Temple at 342 E. 1st Street, and dozens of other City of Los Angeles Historic Cultural Monuments.

Los Angeles City Hall, constructed in 1928, comprises a 27-story Neoclassical tower rising above a three-story Art Deco base. Until the 1980s, City Hall dominated the downtown L.A. skyline because a strict height limit of 13 stories or 150 feet imposed in 1907 and rescinded in 1957.<sup>12</sup> The height limit, which was intended to give the city "harmonious lines" and to create emphasis for City Hall, generally resulted in a flat skyline for the remainder of Downtown.<sup>13</sup>

Grand Park, extending between the Los Angeles Music Center and City Hall, creates view opportunities of City Hall and the Downtown skyline from a variety of perspectives. Grand Park is a component of the greater, approximately 5-block open promenade passing between the LADWP Building on N. Hope Street and Los Angeles City Hall on N. Spring Street. The west edge of the promenade is crowned by the LADWP Building fountains at the crest of the hill. The promenade flows through the Los Angeles Music Center's broad plaza centered between the Dorothy Chandler Pavilion and the Ahmanson Theater, then crosses Grand Avenue and enters Grand Park. Metro's Los Angeles Civic Center/Grand Park Station accessed on Hill Street within Grand Park's promenade. Grand Park, which drops from approximately 400 feet above mean sea level (ASML) in the vicinity of N. Grand Avenue and to approximately 300 feet ASML at N. Spring Street, features several tiers and amenities, such as the restored, historic Arthur J. Will Memorial Fountain, performance lawns, drought tolerant gardens, and the Grand Event Lawn. The Park allows for a physical connection between N. Hope Street and N. Spring Street via a series of staircases, accessible ramps and sloped walks. Grand Park terminates at the Grand Event Lawn in front of City Hall. The staircases and

<sup>12</sup> Los Angeles Times, No Tall Buildings: Aesthetics, Not Quakes, Kept Lid On, July 8, 1985, [http://articles.latimes.com/1985-07-08/local/me-9715\\_1\\_building-height](http://articles.latimes.com/1985-07-08/local/me-9715_1_building-height). Accessed December 2018.

<sup>13</sup> Los Angeles Times, Downtown Los Angeles skyline keeps evolving, January 2, 2015. <http://www.latimes.com/local/california/la-me-downtown-skyline-20150102-story.html>. Accessed December 2018.

open promenade accentuate the historical and prominent City Hall tower as one approaches from the west.

The 17-story LADWP Building, completed in 1965, is a prominent Corporate International Style building rising from the center of an large reflecting pool punctuated by vivid fountains and lighting during the evening hours.<sup>14</sup> The Dorothy Chandler and Ahmanson Buildings, designed by William Becket in the mid-1960s, are representative of the New Formalist style, including such features as classical columns, stylized entablatures, and colonnades. Designed by architect Frank Gehry, the curved metallic planes of the Disney Concert Hall represent a modern, Deconstructionist style and is an internationally recognized architectural landmark.<sup>15</sup> To the east along W. 1st Street, the 7-story Mid-Century Modern Stanley Mosk County Courthouse and more recently renovated County Law Library line the north side of W. 1st Street between Grand Avenue and Broadway. As with other civic buildings in Downtown these buildings are oriented toward Grand Park's axial promenade. The currently under-construction City of Los Angeles First and Broadway Civic Center Park, directly across W. 1st Street from the Project Site, is located along the south edge of Grand Park's Great Event Lawn at Spring Street. The length of the promenade and the Civic Center is punctuated by prominent pieces of public art and plazas incorporated into more recently constructed governmental buildings.

Many of the more contemporary buildings in the area near the Project Site are classified as "Late Modern." These include the award-winning, 17-story LAPD Headquarters Building at 100 W. Spring Street, directly across S. Spring Street east of the Project Site.<sup>16</sup> The LAPD Headquarters Building is oriented toward City Hall and is characterized by 75-foot setbacks and public plazas on three sides. The north setback wall reflects the image of the City Hall tower and art features along E. 1st Street. A deeper setback on the south of the LAPD Headquarters Building supports a one-acre park along E. 2nd Street that provides landscaped open space edged with planters and benches and is often used as a dog park. The modern, 13-story Caltrans Building at 100 S. Main Street, just south of the LAPD Headquarters building occupies a full city block. The building is set back 155 feet from Main Street, allowing ground-level public space for exhibitions and public art, as well as retail stores and a cafeteria. The Caltrans building features a shifting skin that opens and closes depending on temperature and lighting conditions, which allows more private interiors during the day, and open and transparent interiors during the evening hours.

<sup>14</sup> Los Angeles Conservancy, Department of Water and Power Building, <https://www.laconservancy.org/locations/departments-water-and-power-building>. Accessed December 2018.

<sup>15</sup> The Shape of America, Walt Disney Concert Hall, <http://www.shapeofamerica.org/shape/id/10/>. Accessed December 2018.

<sup>16</sup> AECOM, Los Angeles Police Department Headquarters, <http://www.aecom.com/projects/los-angeles-police-department-headquarters>. Accessed December 2018.

The Little Tokyo District just to the south of the Caltrans Building is distinguished by the cultural character of its plazas, shops, restaurants and open cultural events, as well as the Kyoasan, Highashi Honganji, and Nishi Hongwanji Buddhist Temples, all of which are constructed in traditional Japanese architectural styles. The Koyasan Buddhist Temple was established by in 1912 by the City's original Japanese-American community, is one of the oldest Buddhist Temples in mainland North America and the keeper of the Hiroshima Peace Flame.

To the west of the Project Site, the modern, 10-story Federal Courthouse, described as a "floating cube,"<sup>17</sup> rests on a recessed podium structure. The building features highly reflective cladding and is approximately 10 stories in height. The podium and the rising topography of the site require broad staircases from S. Broadway, W. 1st Street, and W. Hill Street to reach the building's entrance and to enhance the building's appearance of mass as viewed from the street level. The building is located within a deep setback from W. 2nd Avenue, which allows for landscaped public open space and exposure of the building to natural sunlight.

To the west of the Federal Courthouse, 2nd Street enters the 2nd Street tunnel, passing under Bunker Hill and emerging at S. Figueroa Street. The Bunker Hill District is located to the west of Hill Street and is bounded by W. 1st Street on the north. Bunker Hill as well as the Financial District (to the south of the Bunker Hill District) provide a concentration of the City's most prominent skyscrapers, including 73-story U.S. Bank Tower; the 73-story Wilshire Grand Tower, the 62-story Aon Center tower, California Plaza's 54-story towers, the 45- and 54-story Wells Fargo Center towers, the 55-story Bank of America Plaza tower, and numerous other towers, existing and under construction.

Distinguished by broad sidewalks, dense canopy street trees, and a diversity of historical and cultural districts and buildings, public parks and plazas, public art, and shops within some of the plazas, the Downtown environment is visually vibrant and encouraging of pedestrian activity. In the Civic Center neighborhood near the Project Site, the focus of public uses energizes daytime activity, with visual interest centered on City Hall rising above the surrounding public buildings. However, the Civic Center is generally not occupied during the evenings or weekends, such that pedestrian activity is substantially reduced at these times.

### (3) Light and Glare

Lighting from existing on-site uses includes light emanating from the interiors of the Times, Plant, Mirror, and Executive Buildings, lighting from the sign, "The Times," on the Times Building's east and west facades and the illuminated sign and clock on the Times Building's north façade. Lighting is also provided at parking

<sup>17</sup> Curbed Los Angeles, Judges are moving into LA's shiny new federal courthouse, September 14, 2016, <https://la.curbed.com/2016/9/14/12905838/new-federal-courthouse-downtown-los-angeles>. Accessed December 2108.



structure entrance on S. Broadway and some light emanates from the parking structure interior. Primary night lighting in the area derives from street lights, light fixtures within the area's parks and plazas, light spillage from building interiors, and architectural lighting and lighting features such as the LADWP Building and fountains. Other light sources include vehicle lights during the evening hours. The potential for glare also occurs relative to glass facades, such as the Federal Courthouse at S. Broadway and W. 1st Street, or metal facades, such as the Disney Concert Hall at Grand Avenue and W. 1st Street. The area does not have billboard or prominent signage along the city streets.

#### (4) Shading

The existing buildings on the Project Site, including the 8-story Times Building, 10-story Mirror Building, and 6-story Executive Building cast transient shadows onto adjacent streets, with the highest shading occurring along W. Broadway and N. Spring Street. Other shading is generated by nearby civic buildings, including the 10-story Federal Courthouse to the west, the 10-story LAPD Headquarters Building to the east, and the 30-story City Hall to the northeast. Shadow-sensitive land uses in the Project vicinity include the under-construction Los Angeles First and Broadway Civic Center Park to the north, Grand Park to the north, and City Hall Park to the northeast. The rooftop of the Federal Courthouse to the west contains a photovoltaic array that generates electric power for the building and is considered a shade-sensitive use. No outdoor recreational facilities associated with residential uses are located in the immediate vicinity.

### 3. Project Impacts

#### a) Methodology

As described in the regulatory section above, the Project represents infill development proposed within a transit priority area and, therefore, pursuant to PRC Section 21099(d)(1) and ZI No. 2452, aesthetic impacts on the environment are not considered significant. However, an analysis is provided herein that follows the methodology guidance in the 2006 L.A. CEQA Thresholds Guide (*Thresholds Guide*) for informational purposes only.

#### (1) Views

The analysis of views includes a qualitative analysis of whether the Project would block views of valued visual resources and scenic vistas from public vantage points such as roads, parks and public view decks in the Project area. The analysis is limited to views from public vantage points in accordance with *Thresholds Guide* which provides that an analysis of Project impacts on views shall be conducted from public places such as designated scenic highways, corridors, bike paths and trails. A viewing location must include views of scenic resources that are available to the public. Under the *Thresholds Guide*, an office building or private residence

would not be considered a viewing location since views of broad horizons, aesthetic structures, and other scenic resources would not be available to the public. In addition, the California courts have routinely held that “obstruction of a few private views in a project’s immediate vicinity is not generally regarded as a significant environmental impact.”<sup>18</sup>

## (2) Scenic Resources

The evaluation of scenic resources pertains to the identification of scenic resources, including historic buildings on the Project Site or within the vicinity of the Project, which could be removed or visually impacted by the Project. The analysis incorporates the findings of Section IV.C, *Cultural Resources*, of this Draft EIR to determine the extent of impacts on historic buildings. Scenic resources may also consist of unique or prominent natural or man-made attributes or several small features that, when viewed together, create a whole that is visually interesting or appealing.

## (3) Visual Character and Quality

Visual character and quality refers to the overall aesthetic or visual appearance of an area or a field of view. Aesthetic features include both visually prominent features such as tall buildings, mountains and hills, lakes, rivers and large natural areas or parks, and valued visual resources such as trees, rock outcroppings, historic buildings, and other locally recognized desirable aesthetic features. The focus of the visual quality analysis is on the loss of valued visual resources and the introduction of contrasting prominent features that could degrade the visual character of the Project area. Factors such as changes in the appearance of the Project Site, building height and massing, setbacks, landscape buffers and other features are taken into account.

## (4) Light and Glare

The analysis of light and glare describes the existing light and glare environments in the Project area, identifies the light- and glare-sensitive land uses in the area, describes the light and glare sources under the proposed Project, and qualitatively evaluates whether the Project would result in a substantial increase in nighttime lighting and daytime and nighttime glare as seen from the area’s sensitive uses. Included in this analysis is consideration of the affected street frontages, the direction in which Project lighting would be directed, the potential for sunlight to reflect off of the exterior surfaces of the proposed buildings, and the extent to which glare would interfere with the operation of motor vehicles or other activities.

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<sup>18</sup> *Banker’s Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego*, 139 Cal.App.4th 249, 279 (2006).

## (5) Shading

The consequences of shadows on land uses can be positive, including cooling effects during warm weather; or negative, such as loss of warmth during cooler weather and loss of natural light for landscaping and human activity. In order to determine the extent of any negative shading impacts associated with the Project, shading diagrams were prepared that show the off-site shadow-sensitive in the Project vicinity, the extent of the shadows to be generated by the Project, and the length of time that the shadow-sensitive uses would be shaded. In accordance with the *Thresholds Guide*, shadow-sensitive uses include routinely usable outdoor spaces associated with residential, recreational or institutional uses (e.g., schools, convalescent homes), commercial uses such as pedestrian-oriented outdoor spaces and outdoor eating areas, nurseries, and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce.

The shading durations evaluated include shading that would occur on the Winter and Summer Solstices (December 21 and June 21, respectively) between 9:00 a.m. Pacific Standard Time (PST) and 3:00 p.m. PST, and during the Spring and Fall Equinoxes (March 21 and September 21, respectively) between 9:00 a.m. and 5:00 p.m. The duration of shading that would occur is compared to threshold standards set forth in the *Thresholds Guide* (see thresholds section below). Shadow diagrams were only prepared for the solstice shadows because they represent the longest and worst-case shadows.

The street grid of downtown Los Angeles is rotated 38 degrees from a true north-south axis. The references to north, south, east, and west are relative to the street grid, in which W. 1st and W. 2nd Streets are described as running in an east-west direction and S. Spring Street and S. Broadway are described in running in a north-south direction. However, the references to north, south, east, and west in the shading analysis, and in this EIR overall, are not true cardinal directions.

## b) Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact if it would:

- a) Have a substantial adverse effect on a scenic vista; or**
- b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway; or**
- c) Substantially degrade the existing visual character or quality of the site and its surroundings; or**
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.**

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the *Thresholds Guide*, as appropriate, to assist in answering the Appendix G Threshold questions.

The *Thresholds Guide* identifies the following factors for consideration on a case-by-case basis to evaluate aesthetics impacts:

#### *Obstruction of Views*

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or the ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

#### *Aesthetics*

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which a proposed zone change would result in buildings that would detract from the existing style or image of the area due to density, height, bulk, setbacks, signage, or other physical elements;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

### *Shading*

- If shadow-sensitive uses would be shaded more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (PST), between early November and mid-March, or more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (PDT) between early mid-March and early November.<sup>19</sup>

### *Nighttime Illumination*

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas.

## **c) Project Design Features**

The following project design features (PDFs) are proposed with regards to aesthetics:

**PDF-AES-1: Construction Fencing:** Temporary construction fencing will be placed along the periphery of the Project Site to screen construction activity of new buildings and any rehabilitation of exteriors of the Times, Plant, and Mirror Buildings from view at the street level. The fence will be located along all perimeters of the Project Site with a minimum height of 8 feet. The Project Applicant will ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period.

**PDF-AES-2: Screening of Utilities:** Mechanical, electrical, and roof top equipment (including Heating, Ventilation, and Air Conditioning [HVAC] systems), as well as building appurtenances, will be integrated into the Project's architectural design (e.g., placed behind parapet walls) and be screened from view from public rights-of-way.

**PDF-AES-3: Glare:** Glass used in building façades will be anti-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the

<sup>19</sup> The durations originally cited in the LA CEQA Thresholds Guide reflected the early April and late October dates that represented the start and end of Daylight Saving Time then in effect. The durations used in this analysis have been modified to reflect the current start of Daylight Saving Time on the second Sunday in March and the return to Daylight Standard Time on the first Sunday in November.

California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.

**PDF-AES-4: Lighting:** Construction and operational lighting, including vehicle headlights within the parking podium, will be shielded and/or directed downward (or on the specific on-site feature to be lit) in such a manner as to preclude light pollution or light trespass onto adjacent uses that would cause more than two foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors of existing and anticipated future adjacent uses.

**PDF-AES-5 Screening of Loading Areas:** All commercial loading will be conducted interior to the buildings or screened from public view.

## d) Analysis of Project Impacts

As noted in the Regulatory Framework section above, Section 21099(d)(1) of the CEQA Statute (SB 743) provides pursuant to State Law that the Project's aesthetic impacts shall not be considered significant impacts on the environment. ZI No. 2452 applies SB 743 to the City. Therefore, the analysis in this section is provided for informational purposes only.

### ***Threshold a) Would the Project have a substantial adverse effect on a scenic vista?***

#### (1) Construction

As set forth in the *Thresholds Guide*, when analyzing aesthetic impacts, views generally refer to visual access to, or the visibility of, a particular sight from a given vantage point or corridor. "Panoramic" views are considered vistas and provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic vistas are usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views and vistas might include an urban skyline, valley, mountain range, the ocean, or other water bodies. In contrast, "focal views" focus on a particular object, scene, setting or feature of visual interest. Examples of focal views include natural landforms, public art/signs, individual buildings, such as historic buildings, and protected heritage or landmark trees.

The Project Site is situated in an area of Downtown Los Angeles, in which the topography rises from east to west. The rise in elevation provides more viewing opportunities since it facilitates broader view fields or a tiered effect with a variety of building heights. Public vantage points in the Project vicinity include locations throughout the Grand Park, which drops from approximately 400 feet ASML at the Los Angeles Music Center to 300 feet AMSL at the Los Angeles City Hall; W. 1st Street, an east-west street corridor rising approximately 100 feet from S. Spring

Street on the east to Hope Street on the west; the currently under-construction First and Broadway Civic Center Park; City Hall Park; the Los Angeles Music Center; and the City Hall observation deck. Existing views of the Downtown skyline and historic buildings, such as City Hall and the Times Building, which are considered to be valued view resources in the Downtown, are visible from these view locations.

The Project Site is developed with the 8-story Times Building, the 4-story Plant Building, the 10-story Mirror Building, the 6-story Executive Building, and the 6-level parking garage. Because the Project Site is developed, existing direct views of scenic resources across the Project Site from adjacent streets are generally not available. However, views across the Project Site are available through the 1<sup>st</sup> Street corridor, the City Hall observation deck, and other higher elevations. The Project would demolish the existing eight-story Executive Building and six-story parking structure in the west sector of the block. These would be replaced by a five-story Podium and above street grade 37-story and 53-story residential towers respectively. Although the existing Times, Mirror, and Plant Buildings would be rehabilitated, their height and mass would not change.

The proposed residential towers, construction fencing, roof-top cranes, and other appurtenances of construction would be visible during much of the approximately 4-year construction period, per Chapter II, *Project Description*, of this Draft EIR. The heavy use of earth moving equipment and haul trucks and would occur during excavation and site preparation. During this time, direct views across the Project Site and of these on-site activities would be largely blocked by construction fencing, as required under AES-PDF-1. Construction fencing would also block direct, street-level views across the Project Site of lower sections of the Podium and historic Times and Mirror Buildings during the rehabilitation construction period. However, no unique scenic vistas are currently available across the Project Site as viewed from adjacent streets or higher elevations (see the “Operation” analysis below), and as such, construction activities, would not block or substantially block scenic vistas. However, during the construction period, the incomplete towers and construction cranes would form a component of the City’s high-rise background. Because of the temporary nature of construction activities and the view blockage provided by construction fencing construction of the Project would not substantially degrade the existing character of the views across or toward the Project Site. **Therefore, the Project would not have a substantial adverse effect on a scenic vista. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant pursuant to SB 743 and ZI No. 2452.**

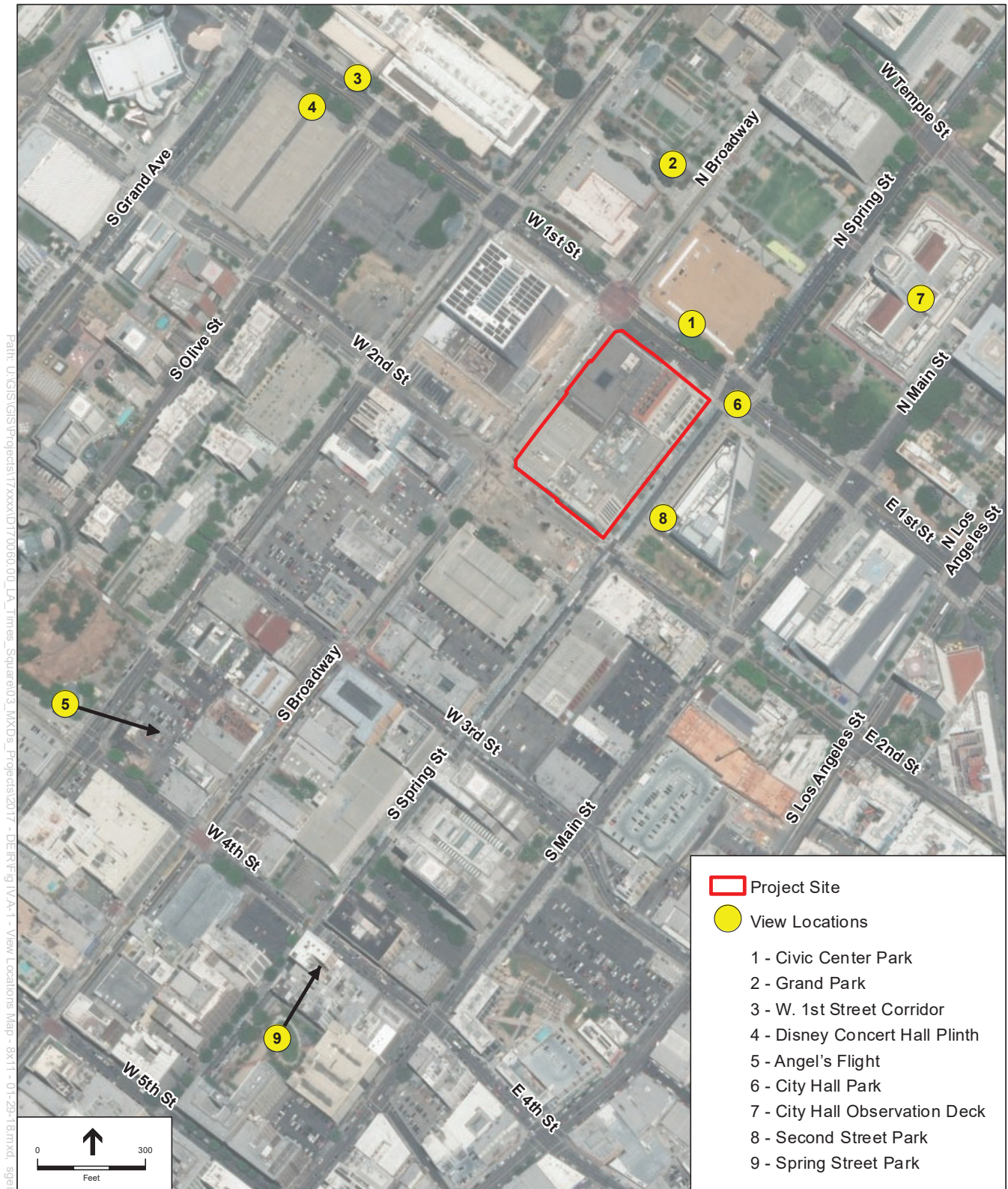
The effects of the completed towers on views across the Project Site are described in detail under the subsection “Operation,” below.

## (2) Operation

View simulations representing public view locations, including public parks and plazas, illustrate the scale and context of the Project with respect to the existing setting. View locations applicable to each of the simulations are illustrated in **Figure IV.A-1, View Locations Map**.

**Figure IV.A-2, Key View 1 - Existing and Simulated Views from Civic Center Park**, illustrates south-facing views of the Project Site from the currently under-construction First and Broadway Civic Center Park. The fronts of the Times and Executive Buildings are visible on the Project Site, although the Executive Building occupies the majority of the frontage. The 10-story Federal Courthouse is visible in the right of the photo and the LAPD Headquarters Building is visible in the left of the photo. As shown in the existing view, a small section of the 52-story Gas Company Tower (555 W. 5th Street) is visible between the Executive Building and the Federal Courthouse. However, because this is a partial view of the Gas Company Tower, and the view from this perspective does not represent the architectural character of the building or allow the building serve as a component of a high-rise cluster, it is not considered a scenic resource. In the simulation, the Executive Building would be removed and the Project’s residential towers would form the dominant skyline feature. The restored west wall of the Times Building and Paseo entrance would be visible. As shown in the simulation, a section of the Gas Company Tower and the proposed 30-story W. 2nd Avenue and Broadway mixed-use tower (above Metro’s 2nd and Broadway Station at W. 2nd Street and Broadway) would be visible south of the Project Site. In conjunction with the proposed W. 2nd Avenue and Broadway mixed-use tower, the Project would form a component in a high-rise skyline. No broad views of scenic resources would be blocked by the Project’s towers and no scenic vistas are currently available from Key View 1 that would be impacted by the Project. As such, the Project would not have a substantial adverse effect on a scenic vista from this location.





SOURCE: ESRI.

Times Mirror Square  
**Figure IV.A-1**  
 View Locations Map



Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2018

Times Mirror Square

**Figure IV.A-2**

Key View 1 - Existing and Simulated Views from Civic Center Park

**Figure IV.A-3, Key View 2 - Existing and Simulated Views from Grand Park**, shows south-facing views of the Project Site from Grand Park. In the existing view, the Los Angeles County Law Library is in the right of the photo, the 10-story Federal Courthouse Building is in the center adjacent to the Project Site, and City Hall is in the left background. As shown in Key View 2, no scenic resources are visible in the line of sight across the Project Site. Current horizon views of the Project Site from Grand Park west of Broadway are blocked by the existing County Law Library and the Stanley Mosk Courthouse buildings, which are located between Grand Park and W. 1st Street. Future views from west of Broadway would likely be constrained to the tops of the North and South Towers but would not constitute a substantial change in the broader view field. In the simulation, the Project's residential towers form the dominant skyline feature. As shown in the simulation, the Project would form a component in the Downtown high-rise skyline. No existing scenic vistas or buildings across the Project Site are currently available from Key View 2 that would be impacted by the Project. As such, the Project would not have a substantial adverse effect on a scenic vista from this location.

**Figure IV.A-4, Key View 3 - Existing and Simulated Views from the W. 1st Street Corridor**, illustrates east-facing views of the Project Site from just east of Grand Avenue. As viewed from this perspective, the 10-story Federal Courthouse Building occupies the center background and, as such, obscures direct views of the Project Site. To the left of the Courthouse, the north facades of the Times Building and Caltrans Building (to the south of Main Street) are also visible. There are no direct views of scenic resources or buildings in the view field across the Project Site. The simulation illustrates the change in the character of the view in that the Project's North Tower and South Tower would rise in the background of the Federal Courthouse Building. The deep setback of approximately 189 feet between the two towers would allow views of the sky across the Project Site and contribute to the character of the view. As shown in the simulation, the setback of the North Tower from the Podium base of approximately 40 feet from the curb face would maintain views of the north facades of the Times and Caltrans Buildings to the south. No scenic vistas are currently available from Key View 3 that would be impacted by the Project. As such, the Project would not have a substantial adverse effect on a scenic vista from this location.





Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure IV.A-3**

Key View 2 - Existing and Simulated Views from Grand Park



Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure IV.A-4**

Key View 3 - Existing and Simulated Views from the W. 1st Street Corridor

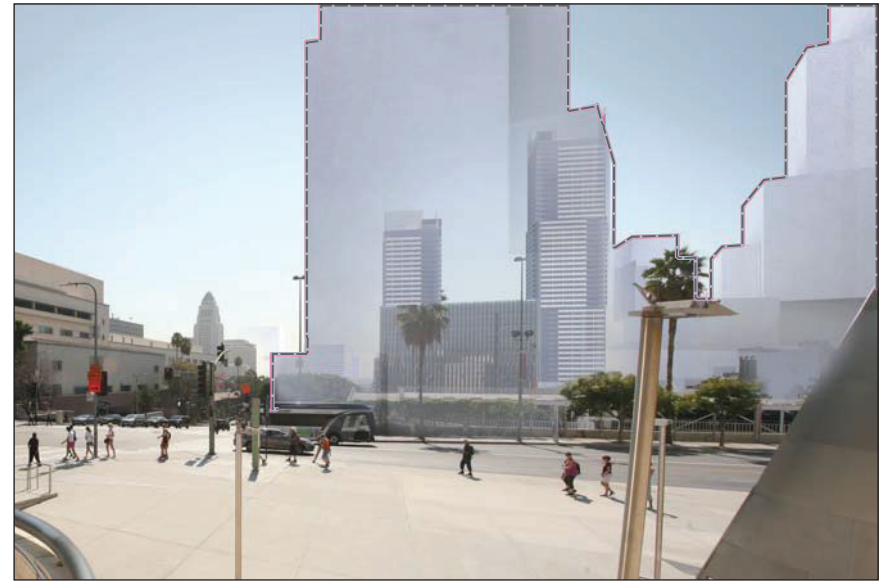
**Figure IV.A-5, Key View 4 - Existing and Simulated Views from Disney Concert Hall Plinth**, illustrates east-facing views of the Project Site from the plinth<sup>20</sup> of the Disney Concert Hall. As shown in Figure IV.A-5, the 7-story Stanley Mosk Courthouse is visible in the left background of the photo, the 30-story City Hall tower is visible in the left-center background of the photo, and the 10-story Federal Courthouse is visible in the center background of the photo. The 10-story Mirror Building is visible directly to the right of the Federal Courthouse. There are no direct views of scenic resources or buildings in the view field across the Project Site. The simulation illustrates the change in the character of the view across the Project Site. The Project's North and South Tower would be visible behind the Federal Courthouse Building. As shown in the simulation, the deep setback of 189 feet between the two towers would provide for views of the sky across the Project Site and contribute to the character of the view. The Project would not block direct views of the historic City Hall. Once the Grand Avenue Project (Related No. 14 represented by the background outline) is constructed, any existing views of buildings across the Project Site toward W. 2nd Street would not be available. All broad, east-facing views of City Hall would continue to be available with future development of the Project and other projects. No scenic vistas are currently available from Key View 4 that would be impacted by the Project. As such, the Project would not have a substantial adverse effect on a scenic vista from this location.

**Figure IV.A-6, Key View 5 - Existing and Simulated Views from Angels Flight**, illustrates east-facing views of the Project Site from top of Angeles Flight at 356 S. Olive Street. Angel's Flight is a 100-year old funicular railway, reopened in 2017, which rises from approximately 280 feet AMSL at S. Hill Street to approximately 370 feet AMSL at Olive Street. The elevation of Olive Street accommodates views across portions of the Downtown. In Figure IV.A-6, the 17-story, 300 S. Olive Street apartment complex is visible in left of the photo. The pyramid top of the City Hall tower is visible above a shrub in the center of the photograph. No other notable buildings are visible in the field of view across the Project Site and the existing skyline is not distinctive. As shown in the simulation, the Project's North Tower would cover the partial view of the City Hall tower. Although the Project would block the existing partial view of the City Hall tower section, the tower section does not represent the character of the City Hall building or its architectural integrity and, as such, this location does not serve as a valued vantage point for public views of City Hall. Therefore, because the current view field does not provide a substantial view of the historic City Hall the Project would not have a substantial adverse effect on a scenic vista from this view location.

<sup>20</sup> A "plinth" is the raised base or podium.



Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure IV.A-5**

Key View 4 - Existing and Simulated Views from Disney Concert Hall Plinth





Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure IV.A-6**

Key View 5 - Existing and Simulated Views from Angels Flight



**Figure IV.A-7, Key View 6 - Existing and Simulated Views from City Hall Park,** shows west-facing views of the Project Site from City Hall Park near the intersection of N. Spring Street and E. 1st Street. In the existing view, the Project Site's Mirror, Plant, and Times Buildings are in the center of the photo. The Federal Courthouse building is in the background to the right. Because this perspective is at ground level, the Financial District's high-rise cluster is not visible in the background. The simulation illustrates the change in the character of the view created by the dominant North Tower and South Tower rising in the background of the Times Building. As visible in the simulation, the distance between the two towers would provide for views of the sky across the Project Site and, thus, create an openness in the character of the view. A portion of the Federal Courthouse building would continue to be visible. No scenic vistas are currently available from Key View 7 that would be impacted by the Project. As such, the Project would not have a substantial adverse effect on a scenic vista from this location.

**Figure IV.A-8, Key View 7 - Existing and Simulated Views from the City Hall Observation Deck,** shows west-facing views of the Project Site from the 27th-story observation deck in City Hall. In the existing view, the Project Site's Mirror, Plant, and Times Buildings are in the center of the photo. The center right background is the Federal Courthouse building, behind which high-rise buildings in the City's Financial District, including the 52-story Gas Company Tower (555 W. 5th Street) and the 52-story Two California Plaza building (350 S. Grand Avenue) are available across the Project Site. The 42-story One California Plaza building and other high-rise structures, including the 45-story Wells Fargo Center and the 55-story Bank of America Center, also part of the Downtown cluster are visible in the background behind the existing Executive Building and Federal Courthouse. More distant views along the south horizon include views of high-rises along S. Figueroa Avenue to the south. Views of the high-rise cluster in the Financial District are generally considered to one of the City's valued view resources. In the simulation, views of the Times Building would not change, but the Project's residential towers would form a dominant skyline feature and would completely block views of three of the high-rise buildings, including the Gas Company Tower and the One and Two California Plaza buildings, which are part of Downtown's existing high-rise cluster. However, the majority of the skyline view, including the Wells Fargo Center and the Bank of America Center would not be blocked. In addition, in combination with the existing high-rise skyline, the Project's towers in combination with other related projects, such as 100 Grand Avenue and the 222 W. 2nd Street mixed-use project, represented in the simulation, would contribute to the evolving character of the skyline views. Views of the south horizon and high-rises along S. Figueroa Avenue to the south would not change. Although views of three buildings would be obstructed to some extent, the Project would not substantially diminish or detract from overall Downtown skyline views. As such, the Project would not have a substantial adverse effect on a scenic vista from this location.



Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure IV.A-7**

Key View 6 - Existing and Simulated Views from City Hall Park



Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure IV.A-8**

Key View 7 - Existing and Simulated Views from the City Hall Observation Deck

**Figure IV.A-9, Key View 8 - Existing and Simulated Views from 2nd Street Park**, illustrates west-facing views of the Project Site from the 2nd Street Park, a pocket park located just to the south of the LAPD Building. The park is located at the northeast corner of W. 2nd Street and S. Spring Street. As shown in the existing view, the historic Times, Mirror, and Plant Buildings are in the foreground within the Project Site. A small section of the Federal Courthouse building is visible between the Mirror and Times Buildings. No scenic resources are visible in the line of sight across the Project Site. As shown in the simulation, the 53-story South Tower would be visible behind the Mirror Building and the 37-story North Tower would be visible behind the 8-story Times and 4-story Plant Buildings. The Project's Podium would not be visible. A minimal section of the Federal Courthouse would continue to be visible. However, because of the very limited view of the Courthouse building, the building would not constitute an existing scenic resource. Because the towers would be constructed to the west of the historic Times, Mirror, and Plant Buildings, it would not impact views of these resources. Because the Project would not substantially diminish skyline views or views of existing scenic resources, it would not have a substantial adverse effect on a scenic vista from this location.

**Figure IV.A-10, Key View 9 - Existing and Simulated Views from Spring Street Park**, illustrates north-facing views of the Project Site from the Spring Street Park, located just to the south of E. 4th Street. As shown in the existing view, long-range views from public parks to the south of the Project Site have minimal long-range views because of the density of development and relatively flat terrain. Although facing the Project Site, no scenic resources are visible in the line of sight across the Project Site. In the simulation, the Project's South Tower would be visible in the background of an existing residential high-rise building. The Project, however, would not alter the character of the existing view and, as such, the Project would not have a substantial adverse effect on a scenic vista from this location.

(a) *View Summary*

As viewed from public parks and other public vantage points located in all directions relative to the Project Site, the Project would change the character of the skyline view to varying degrees. The setback between the two towers would retain views of the sky and add interest to the skyline as viewed from the east and west, and the majority of high-rise buildings in the Financial District and along S. Figueroa Street would continue to be visible as viewed from the north, and the Project's high-rise towers would contribute to the variety of the evolving skyline. The Project would not block existing views of City Hall from surrounding streets, including views from Grand Avenue and N. 1st Street. **Therefore, the Project would not have a substantial adverse effect on a scenic vista across or toward the Project Site from key view locations. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant pursuant to SB 743 and ZI No. 2452.**





Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2017

Times Mirror Square

**Figure IV.A-9**

Key View 8 - Existing and Simulated Views from 2nd Street Park



Existing View



Simulated Future View

SOURCE: AC Martin Partners, Inc, 2017



Times Mirror Square  
**Figure IV.A-10**  
Key View 9 - Existing and Simulated Views from Spring Street Park

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

**(1) Construction**

There are no State Designated Scenic Highways located within Downtown Los Angeles, nor is the Project Site visible from a State Designated Scenic Highway.<sup>21</sup> The closest Designated Scenic Highway, is I-110 northeast of the Downtown Los Angeles, which is designated as a Historic Parkway by the State. As such, the Project would not impact scenic resources within a designated scenic highway. The Project Site is located in Downtown Los Angeles in a distinctive urban setting. The area is not characterized by natural features, such as rock outcroppings trees, or other aesthetic natural features.

Off-site resources with unique aesthetic character include the nearby City Hall and the historic Broadway Theater District, as indicated in the Project Site's "Historic Core" designation. Downtown's Historic Core extends from 1st Street to approximately 11th Street between Los Angeles and Hill Streets. Within the Historic Core, the Broadway Theater District is a six-block stretch of S. Broadway between S. 3rd and S. 9th Streets. This neighborhood is the first and largest historic theater district listed on the National Register of Historic Places. In 2016, the City adopted the Historic Broadway Supplemental Use Sign District to support and enhance historic preservation, economic development and revitalization of the Broadway Theater District, and to reduce blight along the corridor. Although the Sign District is applicable to the Project Site, the Broadway Theater District is the primary object of the Sign District's historic preservation and revitalization. Other than the historic Times Building's illuminated clock and "The Times" building sign, the Project Site does not contain illuminated signage, former theaters, or similar entertainment uses, and the Project Site is not characterized by blight that needs to be addressed through restoration. Under the Project, the Times Building's illuminated clock and "The Times" sign would be repaired as necessary to preserve these features.

In addition, the Project's demolition and construction activities would be separated (distanced) from the historic City Hall by the restored Times Building, the First and Broadway Civic Center Park, and City Hall Park (adjacent to City Hall) so that visual effects of construction would not damage this scenic resource. As discussed above, there are no State Designated Scenic Highways located within the Central City Community Plan's Downtown and the Project Site is not visible from a State Designated Scenic Highway. As such, Project construction would not damage locally recognized, including those within a state scenic highway. The Project would result in the removal of the existing Executive Building and the parking

<sup>21</sup> State of California, Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/). Accessed December 2018.

structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *Thresholds Guide*. However, per ZI No. 2452, aesthetic impacts, including impacts to scenic resource, as defined in the *Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project in a Transit Priority Area, such as the Project. **Therefore, construction impacts relative to scenic resources would be less than significant. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant as a matter of law pursuant to SB 743 and ZI No. 2452.**

## (2) Operation

There are no State Designated Scenic Highways located within Downtown Los Angeles, nor is the Project Site visible from a State Designated Scenic Highway. The closest Designated Scenic Highway, is I-110 northeast of the Downtown Los Angeles, which is designated as a Historic Parkway by the State. As such, the Project would not impact scenic resources within a designated scenic highway. No natural resources occur on the Project Site or in the immediate area, and as such, the Project would not substantially damage natural scenic resources. On-site scenic resources include the historic Times, Mirror, Plant and Buildings, as well as the more modern Executive Building and Parking Structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *Thresholds Guide*.

The Project would restore the historical and architectural integrity of the Times Building, as well as rehabilitate the Mirror and Plant Buildings. Under the Project, the Times Building would regain its original visual character through the removal the Executive Building, which currently abuts and extends over the Times Building's west façade. The removal of the Executive Building and restoration of the Times Building's west façade would reverse the alterations and restore the original 1935 design. Overall, and as further stated in Section IV.C, *Cultural Resources*, of this EIR, the Project would retain and rehabilitate the primary character-defining features of and remove the non-character defining additions to the Times, Plant, and Mirror Buildings. Project rehabilitation of the Times, Plant, and Mirror Buildings would not materially impair their appearance and condition, and the integrity of all three buildings would be enhanced.

Existing signage associated with the Times Building, including illuminated building signs and clock would be maintained as original features of the buildings. Project rehabilitation of Times, Plant, and Mirror Buildings would enhance the integrity and visual quality of all three buildings. The restoration of the Project Site's historical resources would, thus, preserve and not substantially damage the Project Site's on-site scenic resources.



As discussed above, off-site resources with scenic value include the nearby City Hall and the historic Broadway Theater District, as indicated in the Project Site's "Historic Core" designation under the Central City Community Plan. The architectural character of the Times Building, the nearest of the Project's buildings to the historic City Hall, would continue to complement the architectural integrity of the latter. As discussed above, the Project would not block views of City Hall from Grand Park, through adjacent street corridors, or from other public locations, such as the Disney Concert Hall plinth, as shown in Figure IV.A-5, Existing and Future Views from Disney Concert Hall, above, or other Music Center locations. Within the City Hall view field that also includes the Project Site, other features, such as the Times and Mirror Buildings, the First and Broadway Civic Center Park, and City Hall Park (adjacent to City Hall) would create setbacks between the Project's new towers and City Hall. The presence of intervening features, including the City Hall Park (adjacent to City Hall) and the future First and Broadway Civic Center Park, between City Hall and the Project's modern towers would reduce the contrast between the Project's modern towers and the scenic, architectural character of City Hall. In addition, the Project's taller South Tower would be set back farther from W. 1st Street and would be more removed from the City Hall view field than the North Tower. This additional setback would further reduce contrast between City Hall and the Project's tallest component. With physical distances between the Project's towers and City Hall and the non-obstruction of the City Hall view field, the Project would not substantially damage City Hall as a scenic resource.

As also discussed above, the Project is located within the Historic Broadway Supplemental Sign Use District, the purpose of which is to protect the character-defining features of Broadway's historic buildings, support strong pedestrian activity, reduce blight along the corridor, encourage economic development, and encourage the revitalization of the Broadway Theater and Entertainment District. The Project would be substantially consistent with the objectives of the Supplemental Use Sign District in that it would restore and preserve the historic Times, Mirror, and Plant Buildings, while restoring the original, illuminated "The Times" sign and clock. The Project Site does not contain other historic buildings within the Broadway Supplemental Sign Use District. Neither side of Broadway between W. 1st Street and W. 3rd Street is occupied by existing or former theaters, entertainment signage, or other features of the historical Broadway Theater and Entertainment District and, because such scenic resources are not adjacent to or near the Project Site, the development of the Project between W. 1st Street and W. 2nd Street would not damage off-site Broadway Theater and Entertainment District's scenic resources.

The Project Site is visually separated (distanced) from the Broadway Theater and Entertainment District by the 2nd Street/Broadway Metro station, an existing off-site parking structure, and a proposed 30-story mixed use project to the south of W. 2nd Street. Broadway's historic theaters or buildings are located to the south of W. 3rd Street. From this area, the Project would be a minimally visible

background feature and, as such, would not substantially damage Broadway's scenic resources as viewed from the Broadway Theater and Entertainment District. The operation of the Project would not affect the objectives of the Historic Broadway Supplemental Sign Use District to preserve or revitalize the historic Broadway Theater and Entertainment District or to preserve the original scenic character of its historic resources in any adjacent areas.

In addition, the Project's residential uses, Paseo, shops, sidewalk cafes, and other uses would help to revitalize to provide an active evening and weekend pedestrian environment. The introduction of new residents to the area and increased pedestrian activity would potentially generate greater local interest in the historic Theater District and, as such, would potentially contribute to the preservation of older theaters and historic buildings. No State Designated Scenic Highways are located within Downtown Los Angeles, nor is the Project Site visible from a State Designated Scenic Highway.<sup>22</sup> **As such, Project construction would not damage locally recognized scenic resources, including those within a state scenic highway, and impacts would be less than significant. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant as a matter of law pursuant to SB 743 and ZI No. 2452.**

***Threshold c) Would the Project substantially degrade the existing visual character of the site and its surroundings?***

**(1) Visual Character and Quality**

**(a) Construction**

Construction activities typically result in site disturbance, movement of construction equipment, the export of soils, delivery of building materials, views of incomplete buildings, and other activities that generally contrast with the aesthetic character of an area. Construction activities would entail the demolition of the existing six-level parking structure and the six-story, approximately 176,528-square-foot Executive Building. Other construction activities would include excavation for nine levels of subterranean parking and grading of the lot to provide for foundations, staging of construction vehicles, storage of materials, and building construction. It is anticipated that excavation would generate approximately 364,000 cubic yards of soil export. No imported fill would be required. In addition to site disturbance and hauling, construction activities typically result in movement of construction equipment, concrete pours, and other activities. The use of cranes would be required for the construction of the Project's components. Demolition, grading and construction of new buildings, sidewalk improvements, and installation of landscaping would be temporary in nature. Construction activities would be

<sup>22</sup> State of California, Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/). Accessed December 2018.

primarily visible from W. 1st Street, W. 2nd Street, and S. Broadway. Because of the lesser extent of construction activities associated the rehabilitation of the Times, Mirror, and Plant Buildings, S. Spring Street would have less direct views of excavation and hauling activities. However, taller construction equipment such as cranes and the upper portions of the Project buildings under construction would be visible from a greater radius of street networks.

Construction of the Project is expected to be completed in a single phase anticipated to begin in 2019, with full buildout of the Project anticipated for 2023. Because of the temporary nature of construction, related activities would not substantially alter or degrade the visual character of the surrounding area or the existing Project Site. In addition, construction fencing would be provided for safety, and would also serve to screen views of grading and other site disturbance from adjacent streets and sidewalks. The fence would have a minimum height of 8 feet (PDF-AES-1). Construction fencing and other temporary barriers have the potential to attract graffiti or posting of unauthorized materials if not appropriately monitored. Therefore, PDF-AES-1 would also provide for regular visual inspection of the fence, temporary barriers, and sidewalks and removal of any observed graffiti or unauthorized materials.

The Project would result in the removal of the existing Executive Building and the parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *Thresholds Guide*. However, in accordance with SB 743, impacts to aesthetics would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to visual character, as defined in the *Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project in a Transit Priority Area, such as the Project. **Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant as a matter of law pursuant to SB 743 and ZI No. 2452.**

(b) *Operation*

(i) *Architectural Style*

The physical appearance of the Project is illustrated in Chapter II, *Project Description*, of this Draft EIR, including Figure II-5 and in future renderings in Figures II-9 and II-10, Figures II-12 and II-13, and Figure II-15. Building elevations, as viewed from all four cardinal directions, are illustrated in Figures II-16 through II-19. Simulations provided above (Figures IV.A-2 through IV.A-10) also illustrate the visual character and quality of the Project. As shown in these simulations, the design of the tower and Podium components would reflect the Moderne architectural style of the existing Times, Plant, and Mirror Buildings, which incorporate the principles of geometric shapes characterized by smooth lines; streamlined forms; strong compositional gestures; horizontal lines; vertical and

punched expressions; a base, body and top formal expression. It would also reflect the Neoclassical and Art Deco architectural features of the nearby City Hall and civic buildings along Grand Park, as well as modern architectural styles represented by the nearby Federal Courthouse, LAPD Headquarters, and Caltrans Buildings. Similarities between the mixed-use component and the newer buildings in the area include extensive use of glass in building design.

Setback between the residential towers would be 189 feet with each tower exhibiting prominent window elements and external balconies for residential units on all four sides. The scale of the Podium supporting the new residential towers would be articulated with a contemporary base, body, and rooftop and would incorporate solid and transparent glazed materials and strong compositional features and punched and vertical articulation to also complement the architecture of the rehabilitated buildings. The solid portions of the Podium base would incorporate similar materials, textures, and color values to the Mirror Building to visually link the entire development.

#### (ii) *Sidewalks*

The Project would provide wider public sidewalks along W. 1st Street, W. 2nd Street, and S. Broadway than under existing conditions. The sidewalk along W. 1st Street would be widened to 36 feet from the existing 19 feet; the sidewalk along S. Broadway would be widened to 15 feet, 2 inches, from the existing 10 feet, 2 inches; and the sidewalk along W. 2nd Street would be widened to various widths ranging from 11 feet and 21 feet, respectively, from the existing 7 feet. Sidewalk dimensions would exceed the minimum sidewalk widths for the street designations of Modified Boulevard II (W. 1st Street), Modified Avenue II (S. Spring Street and S. Broadway), and Modified Avenue III (2nd Street) described in Chapter II, *Project Description*, of this EIR.

The W. 1st Street frontage at the new development site (west sector of the block) would be developed with minimum of 93.4 percent retail, the S. Broadway façade would be developed with 80 percent retail. Additional building setbacks would consist of six feet along W. 1st Street, 5 feet along S. Broadway, and 7 feet along W. 2nd Street. Setbacks would be landscaped and used as sidewalk passage.

#### (iii) *Landscaping and Open Space*

A north-south, 15,706-square-foot Paseo would be open-to-the-sky and would pass through the block between W. 1st Street and W. 2nd Street, thus, dividing the new mixed-use towers and Podium from the rehabilitated buildings. As discussed in detail in Chapter II, *Project Description*, the Project would provide a full retail and service base at street level along all four sides of the Podium, including W. 1st Street, Broadway, W. 2nd Street, and the Paseo. The Paseo, with clearly defined landscaped entrances at W. 1st Street and W. 2nd Street, would incorporate landscaping, benches, pavement treatment, as well as retail shops and cafés. The

Paseo would also provide pedestrian access to the grocery store to be developed in the rehabilitated Plant Building. The café/restaurant at W. 1st Street and Broadway would have an outdoor seating component and a café at W. 2nd Street and S. Broadway would have outdoor seating next to a green space for the City. A continuous overhang would be provided above all retail and residential lobbies on Broadway.

Figure II-20, Ground Level Overall Landscape Plan, in Chapter II illustrates the Project's landscape plan at the ground level. As shown in the Landscape Plan, the existing *Platanus Racemosa* (Sycamore) trees along W. 1st Street, S. Broadway, and S. Spring Street would remain in place. In addition, the Project would add five new Sycamore trees and seven *Agonis Flexuosa* (After Dark Peppermint) trees on 1<sup>st</sup> Street to create a double row of trees between the Paseo entrance and the corner of W. 1st Street and S. Broadway. Seven new Sycamore trees would fill in the existing row of six Sycamore trees on S. Broadway to create a continuous line of Sycamore trees along the street edge. In addition, three new Sycamore trees would fill in the existing Sycamore trees along S. Spring Street. Four new Sycamore trees would be added to W. 2nd Street, which currently has no landscaping. Two additional trees, *Cassia Leptophyllia* (Gold Medalion) trees, would be planted at the corner of S. Broadway and W. 2nd Street. Approximately 29 trees, including 18 Gold Medalion trees and 11 *Tipuana Tipu* (Tipu) trees, would be planted along the pedestrian Paseo. In total, the Project would provide approximately 57 new trees within the public sidewalk and public-access Paseo.

Approximately 28,777 square feet of open space would also be provided at the roof level of the five-story Podium. This area, which would be used by tower residents, would be located within the setbacks between the towers and between the towers and the edges of the Podium. The Residential Terrace, which is located between the two towers, would be open to sky and provide approximately 7,700 square feet of landscaping. Rooftop equipment on the four-story Plant Building would be relocated on the building to provide space for a rooftop landscaped garden for office tenants. This area is described as the "Office Terrace," comprising approximately 18,400 square feet, as shown in Figure II-6, in the Project Description.

Landscaping on the roofs of the Podium and the Plant Building would be visible from off-site areas and enhance the visual character of the Project. Denser street trees along all four street frontages would enhance the sidewalk by providing greenery and additional shading. As described above, the Project would widen public sidewalks along W. 1st Street, W. 2nd Street, and S. Broadway as well as provide additional building setbacks along these streets. Broader sidewalks and the Project's street-front shops and restaurants and block-long Paseo with shops and restaurants would enliven the public streets in the Civic Center area, and increase pedestrian activity during all times during both weekdays and weekends.

(iv) *Effects of the Project on the Area's Visual Character and Quality*

The Project's 495-foot-high North Tower and 665-foot-high South Tower would be taller than existing newer buildings along the 1st Street and Grand Park corridor. Existing buildings, from the 17-story LADWP building anchoring the corridor on the west, the low-rise Disney Auditorium and the Dorothy Chandler Pavilion on Grand Avenue, mid-rise civic buildings along Grand Park, and the new 10-story Federal Court Building, 10-story LAPD Building, and 13-story Caltrans Building on W. 1st Street, culminate in City Hall's 453-foot-high tower rising at the foot of Grand Park. This pattern creates a visual emphasis, with City Hall as the hallmark feature of the corridor axis. The existing pattern of scale, however, is transforming, as represented by the proposed new development in the area, including the Frank Gehry-designed 39-story residential tower and a 20-story hotel/apartment tower at W. 1st Street and Grand Avenue, two blocks to the west. The introduction of taller buildings to this area is also represented by the 30-story mixed-use planned for W. 2nd Street and S. Broadway, just to the south of the Project Site. The location of the Project's 37-story tower in the north sector of the Times-Mirror block and the 53-story tower in the south sector of the block, the wider sidewalks and additional setbacks of the towers from the street would create a tiered effect from lower to higher beginning at W. 1st Street. Although the Project's towers are taller than existing civic buildings along the 1st Street corridor and taller than City Hall, which has served as a visual focus of Civic Center and the north-south oriented Grand Park, the Project is representative of the demonstrative trend toward taller buildings in this area of Downtown.

Although the Project would change the visual character of the Project Site and immediately surrounding area, in part due to an increase in the scale of development with construction of the proposed towers, overall it would upgrade the aesthetic quality of the street front and result in the rehabilitation of the Times, Mirror, and Plant Buildings, which would represent an aesthetic benefit. The rehabilitation of the Times, Mirror, and Plant Buildings would represent an aesthetic benefit since it would restore the original west wall of the Times Building (upgrade its architectural integrity), restore aging LA Times signage and clock, and restore the original finishes and features of the historical buildings. In addition, the rooftop equipment on the four-story Plant Building would be relocated to allow for a rooftop garden that would be partially visible from the street.

Furthermore, the demolition of the parking structure would be beneficial from a visual quality standpoint and would not adversely affect the visual character of the Mirror Building. While the Executive Building would be demolished, it physically imposes on the Times Building, and its removal would improve the integrity of the Times Building with regard to its original design and the context of its architectural significance. Therefore, the removal of the Executive Building and parking structure would create an aesthetic benefit to another scenic resource, which

would contribute to the valued visual character of the area, and impacts would be less than significant.

#### (v) *Visual Character and Quality Summary*

As discussed above, the Project would provide for the rehabilitation and improvement in the visual character and quality of the Times, Mirror, and Plant Buildings. However, the Project would remove the Executive Building and parking structure, historic resources that may be considered to contribute to the aesthetic character of the Project Site and its surroundings. The Project's 37-story North Tower and 53-story South Tower, however, would exceed existing, predominant building heights along the W. 1st Street/Grand Park corridor such as the 17-story LADWP building on Hope Street to the west and the 30-story Los Angeles City Hall on Spring Street to the east. The proposed tower heights, however, would be consistent with current growth in the Downtown. The effects of building height relative to the W. 1st Street corridor would also be reduced by setback of the 53-story tower from W. 1st Street. **Overall, the Project would not substantially degrade the existing visual character or quality of the site and its surroundings. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant as a matter of law pursuant to SB 743 and ZI No. 2452.**

#### (2) *Shade/Shadow Evaluation*

The *Thresholds Guide* considers a project to have a significant shade impact if it would shade sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST (between early November and mid-March), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. PDT (between mid-March and early November).

The Project would introduce new residential towers rising 37-stories (495 feet) and 53 stories (665 feet) above street grade, respectively, and a five story Podium to the west sector of the block. The existing Times, Mirror, and Plant buildings in the east sector of the block would remain in their existing configuration and building heights. In order to determine the extent of shading from the new uses, shading diagrams were prepared to represent the shading patterns during the times specified in the *Thresholds Guide*. Uses that would be sensitive to shading include outdoor recreational areas, such as public parks, residential sun decks and patios, and solar collectors. Sidewalk dining areas are also considered by the City to be shade-sensitive.<sup>23</sup> Sensitive or potential sensitive receptors that would be affected by the Project are listed in Figures IV.A-11 through IV.A-14 and include Grand Park, First and Broadway Civic Center Park, City Hall Park, City Hall, LAPD's 2nd Street Park, Federal Courthouse w/Solar Array, and the 200 S. Olive Street

<sup>23</sup> City of Los Angeles Department of City Planning, Los Angeles CEQA Thresholds Guide, 2006, page A-3.

Residences. Other uses in the area that could be shade sensitive, including the proposed 2nd and Broadway mixed use or the Vibiana Redbird Restaurant's patio dining area. However, these are located to the south of the Project Site and would not be affected by the Project's shadow.

The Project's shading diagrams are presented for the Winter Solstice, Summer Solstice, Spring Equinox, and Autumn Equinox in Figures IV.A-11 through IV.A-14, below. Shadows for all other times of the year can be extrapolated between these four seasons and would not exceed the shadows represented by these measurements. As shown in these figures, shadow lengths are based on the Project's building heights and mass, and vary according to seasons and specific times of the day. Gaps in the colored polygons that represent the building's consecutive shadow outlines are areas in which other buildings would cause shading that would overlap the Project's shadow pattern. In other words, these areas (gaps) would be shaded even in the absence of the Project.

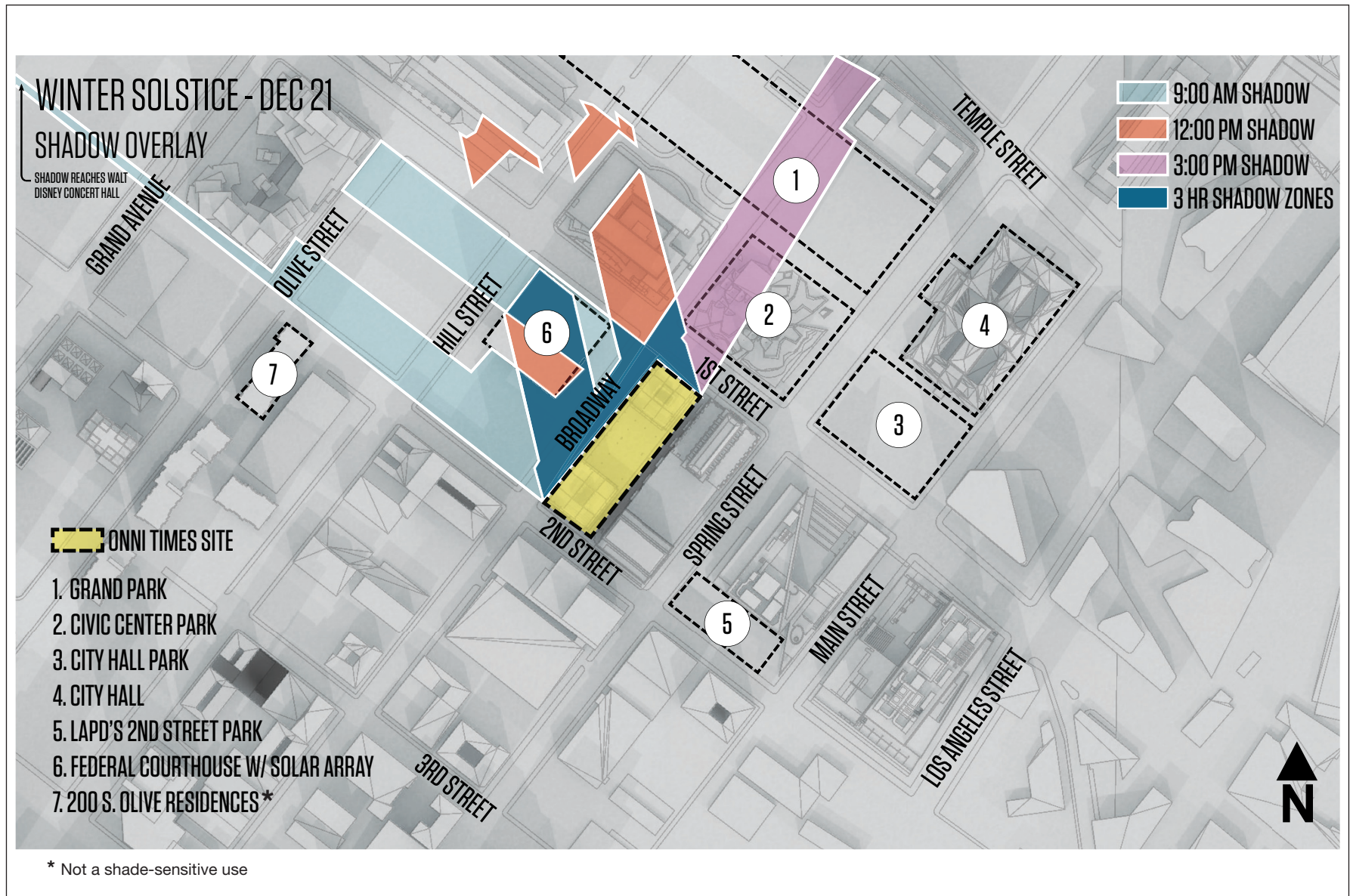
(a) *Winter Solstice*

**Figure IV.A-11, Winter Solstice Shadows – December 21**, below, illustrates the Winter Solstice shading pattern caused by the Project's 37-story North Tower and 53-story South Tower. Blue polygons represent morning shadows occurring at 9:00 a.m. and orange polygons represent afternoon shadows occurring at 1:00 p.m. The dark blue polygons represent the area in which shadows would exceed the *Threshold Guide* standard of three hours. Shading would occur prior to 9:00 a.m. and after 3:00 p.m. However, these time periods are not included in the City's threshold standard and are not evaluated.

As shown in Figure IV.A-11, during the Winter Solstice, unobstructed morning shadows from the South Tower would extend through the W. 2nd Street corridor to approximately the Disney Concert Hall on Grand Avenue. Shadows from the North Tower would extend west just beyond S. Olive Street. These shadows would be fast-moving and within in a three-hour period, shadows from both buildings will have moved to south of S. Olive Street.

At 9:00 a.m., the Project's towers would also shade the Federal Courthouse building to the west of S. Broadway. As shown in Figure IV.A-11, the Project would continuously shade the Federal Courthouse building for more than three hours, which would exceed the City's three-hour threshold standard. The North Tower would shade the Courthouse from approximately 9:00 a.m. to 12:00 p.m. and the South Tower would shade the Courthouse from approximately 11:00 a.m. to 2:00 p.m., so that the continuous shading would occur for approximately five hours. The roof of the Federal Courthouse contains a photovoltaic array that generates electrical power for the Courthouse, and, as a solar collector, the use is shade sensitive. Although shadows would not prevent energy production, it would reduce output during periods of shading.





SOURCE: AC Martin Partners, Inc, 2017



Times Mirror Square  
**Figure IV.A-11**  
 Winter Solstice Shadows – December 21

By 1:00 p.m., the Project's tower shadows would move across Grand Park, a shade-sensitive use. The shadow would continue until the threshold standard of 3:00 p.m., and would not exceed the City's three-hour threshold criteria. Shadow from the Project would also shade the First and Broadway Civic Center Park, an off-site shade sensitive use, between approximately 1:00 p.m. and 3:00 p.m., thus not exceeding the City's three-hour continuous shading maximum. No other off-site sensitive uses would be shaded during the 9:00 a.m. to 3:00 p.m. period.

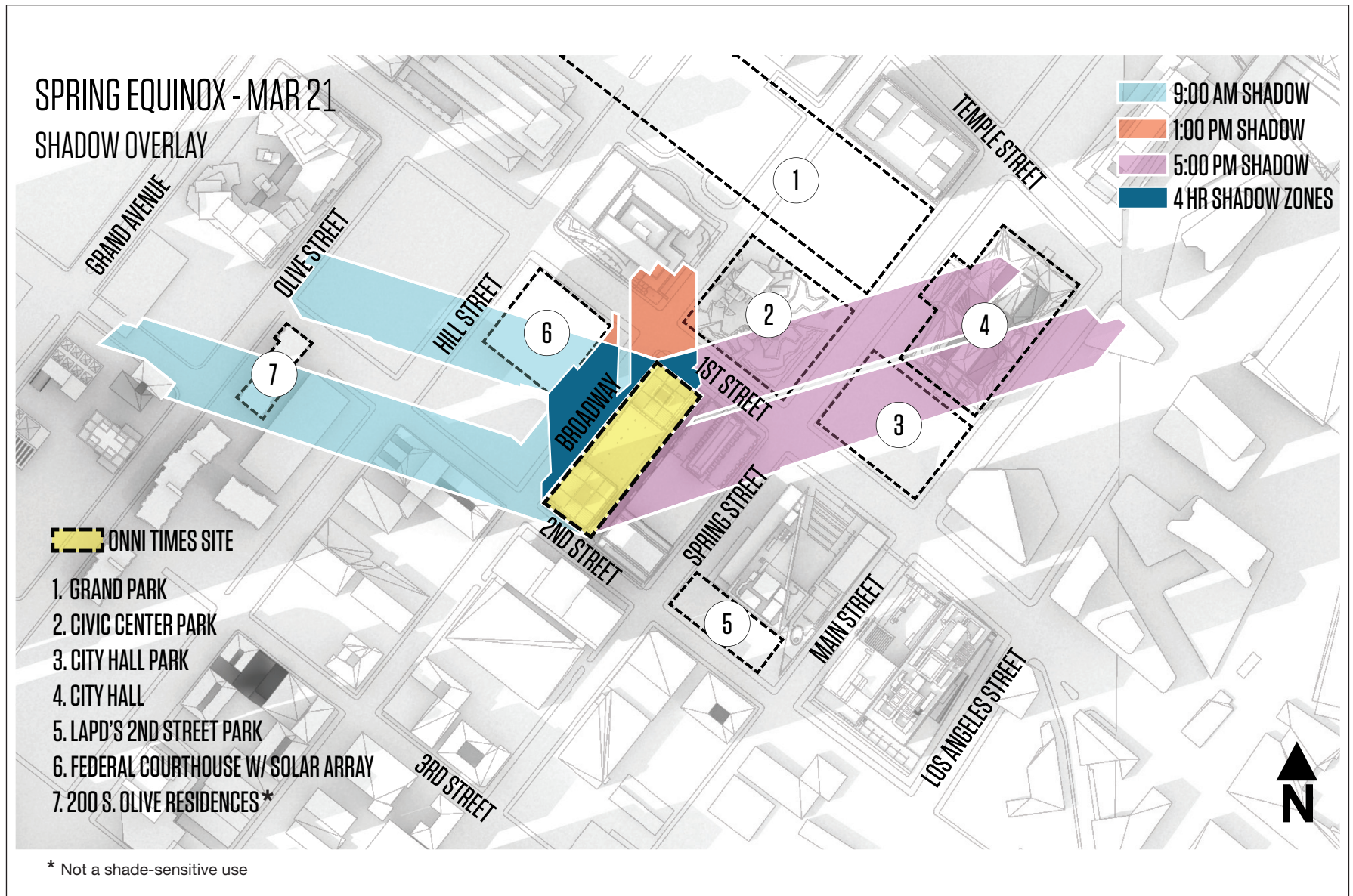
As shown in Figure IV.A-11, during the Winter Solstice, the Project shadow would exceed the City's threshold standard of three continuous hours of shading between the hours of 9:00 a.m. and 3:00 p.m. at the Federal Courthouse's solar array, but not at the City's First and Broadway Civic Center Park. Although the Project would exceed the threshold standard, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant pursuant to SB 743 and ZI No. 2452.

(b) *Spring Equinox*

**Figure IV.A-12, *Spring Equinox Shadows – March 20***, illustrates future shade conditions during the Spring Equinox. As shown in Figure IV.A-12, at 9:00 a.m., the shadow from the Project would extend to the west of S. Olive Street, with the South Tower shading a residential building at 200 S. Olive Street during the 9:00 a.m. hour. Outdoor recreational uses, such as yards, decks, or balconies associated with residential uses can be considered shade sensitive. However, because the residential building does not provide outdoor recreational uses, it is not considered a shade-sensitive use. In addition, the shadow from the South Tower would move quickly and pass this use within an hour.

Shadows from both the North and South Towers would cross the photovoltaic array on the Federal Courthouse roof between 9:00 a.m. and 1:00 p.m. The North Tower would shade the building from 9:00 a.m. to 11:00 a.m., a period of two hours and the South Tower would shade the building from 12:00 p.m. to 1:00 p.m., a period of one hour, for a total of three hours of shading. Although three total hours of shading would occur, shadows would be discontinuous. However, total shading of the Courthouse would not exceed the City's four-hour, continuous shading threshold standard.





SOURCE: AC Martin Partners, Inc, 2017

By 1:00 p.m. the Project's shadow would cross W. 1st Street and, by 2:00 p.m., shadows would move across the First and Broadway Civic Center Park, continuing until 5:00 p.m. (three hours). Shading would not exceed four continuous hours at this shade-sensitive use between the City's 9:00 a.m. to 5:00 p.m. threshold window. The Project would shade Grand Park between 3:00 p.m. and 4:00 p.m., a period of one hour. The Project would shade City Hall Park between 4:00 p.m. and 5:00 p.m., also a period of one hour. Shading of Grand Park and City Hall Park would not exceed the City's threshold standard of four continuous hours. The Project's shadow would also reach the City Hall building, although the latter is not a shade-sensitive use.

As shown in Figure IV.A-12, during the Spring Equinox, the Project's shadow would not exceed the City's threshold standard of four continuous hours of shading between 9:00 a.m. and 5:00 p.m. at the Federal Courthouse's solar array or future First and Broadway Civic Center Park, Grand Park, City Hall Park, or the LAPD 2nd Street Park. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant pursuant to SB 743 and ZI No. 2452.

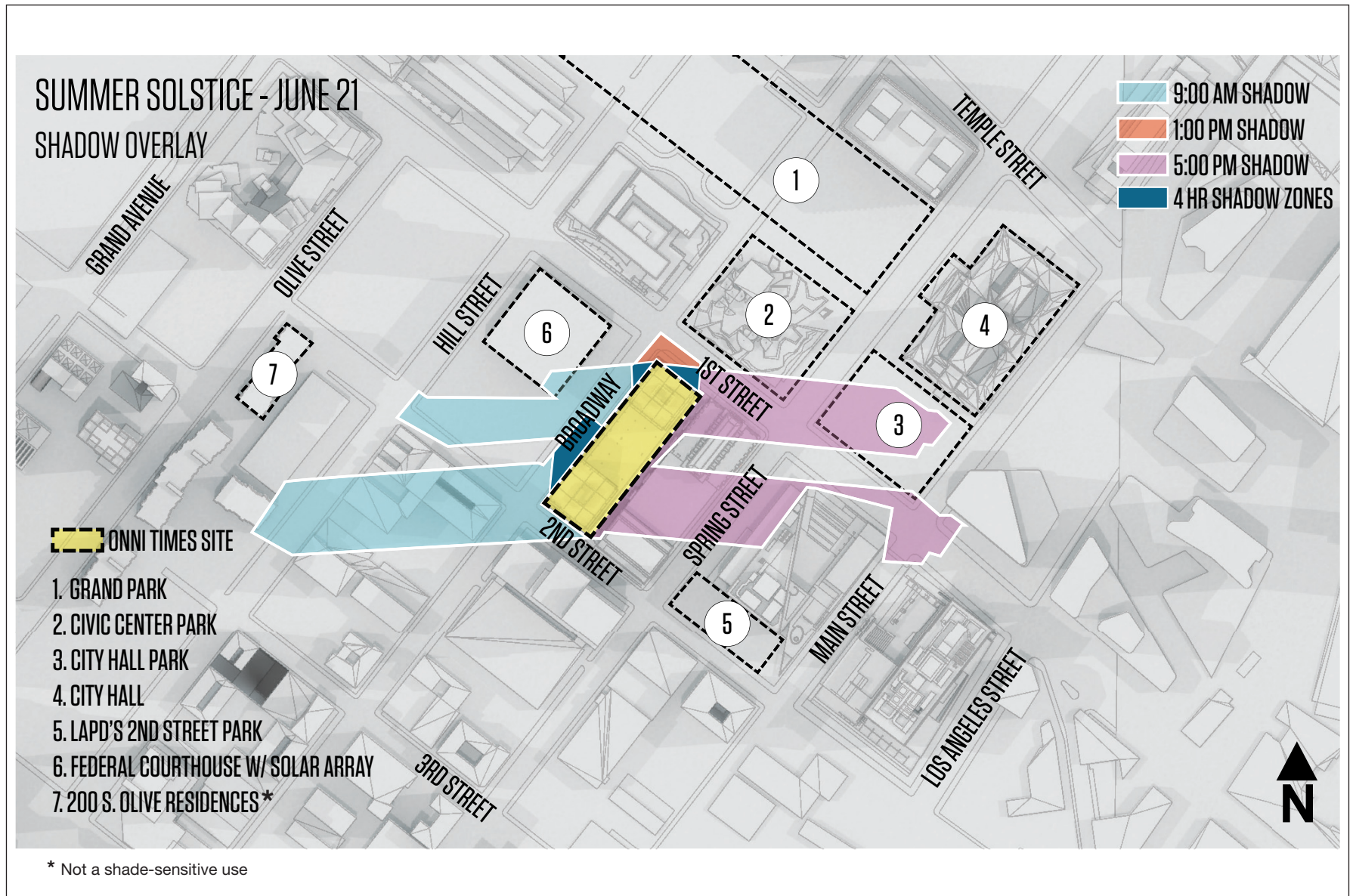
(c) *Summer Solstice*

**Figure IV.A-13, Summer Solstice Shadows – June 21**, illustrates future shadow conditions during the Summer Solstice. As shown in Figure IV.A-13, at 9:00 a.m., the shadow from the Project would extend to the west of S. Hill Street. A shadow from the North Tower would cross a corner of the Federal Courthouse building, but would not shade the roof-top photovoltaic array. Continuous, four-hour shading between 9:00 a.m. and 1:00 p.m. would occur within the S. Broadway sidewalk and street right-of-way, which are not shade-sensitive uses.

During mid-day, the Project's shadow would be confined to W. 1st Street, not a shade-sensitive use. Grand Park would not be shaded during the Summer Solstice. However, the Project would shade a portion of Civic Center Park from approximately 2:00 p.m. to 5:00 p.m. (three hours). In addition, the Project would shade sections of E. 1st Street and S. Spring Street adjacent to the LAPD building, not a sensitive use. No shadows would reach LAPD's 2nd Street Park to the south of the building.

As shown in Figure IV.A-13, during the Summer Solstice, shade from the Project would not exceed the City's threshold standard of four continuous hours of shading between 9:00 a.m. and 5:00 p.m. at Civic Center Park or other shade-sensitive uses. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant pursuant to SB 743 and ZI No. 2452.





SOURCE: AC Martin Partners, Inc, 2017

(d) *Autumn Equinox*

**Figure IV.A-14, *Autumn Equinox Shadows – September 22***, below, illustrates future shade conditions during the Autumn Equinox. As shown in Figure IV.A-14, at 9:00 a.m., the shadow from the Project would extend to the west of S. Olive Street, with the South Tower shading a residential building at 200 S. Olive Street during the 9:00 a.m. hour.

Shadows from both the North and South Towers would cross the photovoltaic array on the Federal Courthouse roof between 9:00 a.m. and 1:00 p.m. The North Tower would shade the building from 9:00 a.m. to 11:00 a.m., a period of two hours and the South Tower would shade the building from 12:00 p.m. to 1:00 p.m., a period of one hour, for a total of three hours of shading. Although three total hours of shading would occur, shadows would be discontinuous. However, total shading of the building would not exceed the City's four-hour, continuous shading threshold standard.

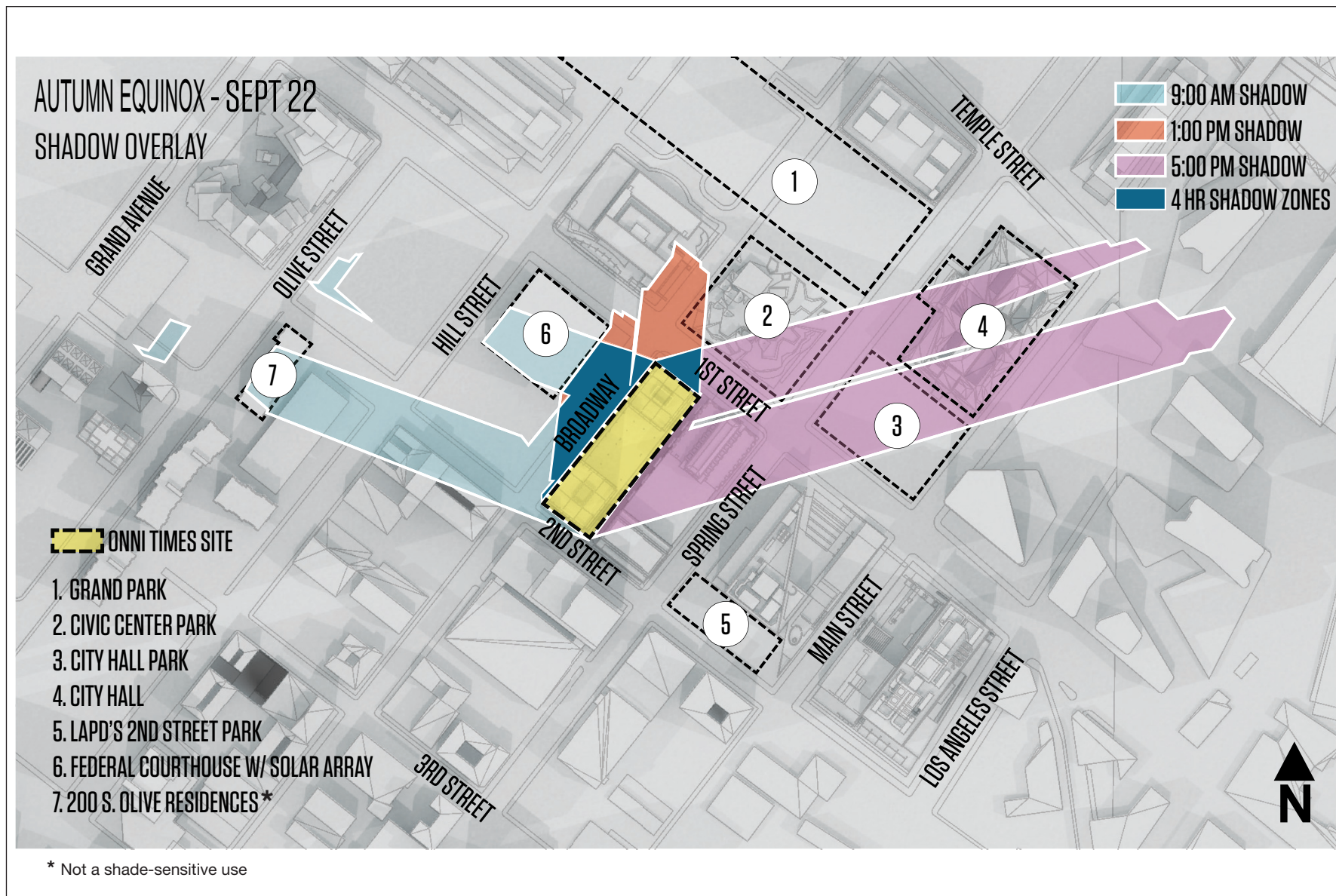
By 1:00 p.m. the Project's shadow would cross W. 1<sup>st</sup> Street and, by 2:00 p.m., shadows would move across Civic Center Park, continuing until 5:00 p.m. (three hours). Shading would not exceed four continuous hours at this shade-sensitive use between the City's 9:00 a.m. to 5:00 p.m. threshold window. The Project would shade Grand Park between 3:00 p.m. and 4:00 p.m., a period of one hour. The Project would shade City Hall Park Between 4:00 p.m. and 5:00 p.m., also a period of one hour. Shading of Grand Park and City Hall Park would not exceed the City's threshold standard of four continuous hours. The Project's shadow would also reach the City Hall building, although the latter is not a shade-sensitive use.

As shown in Figure IV.A-14, during the Autumn Equinox, the Project's shadow would not exceed the City's threshold standard of four continuous hours of shading between 9:00 a.m. and 5:00 p.m. at the Federal Courthouse's solar array or Civic Center Park, Grand Park, or City Hall Park. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant pursuant to SB 743 and ZI No. 2452.

(e) *Shade/Shadow Summary*

The *Thresholds Guide* states that a project impact would be considered significant if it would shade shadow-sensitive uses for more than three consecutive hours between 9:00 a.m. and 3:00 p.m. PST, between early November and mid-March. As discussed above, Project would shade the Federal Courthouse building's energy-producing photovoltaic array during the Winter Solstice for five continuous hours, which is two hours in excess of the City's three-hour threshold standard. During the Spring and Fall Equinoxes the North and South towers would shade the Federal Courthouse for a total of three, discontinuous hours, which would not exceed the City's factor of four continuous hours between 9:00 a.m. and 5:00 p.m. during the Equinoxes.





SOURCE: AC Martin Partners, Inc, 2017

The towers would not shade the Federal Courthouse building during the Summer Solstice. The Project would not exceed the City's factor of four continuous hours of shading between 9:00 a.m. and 5:00 p.m. during the Winter Solstice, the Equinoxes, or Summer Solstice at the future First and Broadway Civic Center Park, directly to the north. **Because the Project would exceed the City's shading factors during the Winter Solstice at the Federal Courthouse solar array, it would substantially degrade the existing visual character of that site. However, the shade analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant as a matter of law pursuant to SB 743 and ZI No. 2452.**

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

### (1) Construction

Project construction lighting would increase the low level of existing nighttime lighting at the Project Site. However, the Project area is an urbanized setting characterized by a moderate amount of nighttime lighting. Construction activities are anticipated to take place during daylight hours, and construction-related nighttime lighting would be used at the construction site only for safety and security purposes. Construction lighting would be shielded, directed downward, and as required by PDF-AES-4 in such a manner as to preclude light pollution or light trespass that would cause more than two foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors of any existing or anticipated adjacent uses. In addition, an 8-foot tall opaque security fencing would be provided around the construction site as required by PDF-AES-1, which would block ground-level views of the construction site and reduce light spillover onto adjacent properties. Finally, Project construction lighting would be intermittent during certain stages of the approximately 4-year construction period. **For these reasons, Project construction lighting would not would not adversely affect day or nighttime views in the area. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant as a matter of law pursuant to SB 743 and ZI No. 2452.**

### (2) Operation

#### (a) Nighttime Lighting

The existing illuminated LA Times sign and clock would be rehabilitated and remain in place. Project lighting would include illuminated signage for ground-level retail and restaurant uses, architectural lighting, decorative lighting within the Paseo, lighting of podium-top features, security lighting of entryways, illuminated building identification, potential architectural surface lighting along the building



elevations, and interior lighting of Project buildings. Street lights would be augmented if required by the Bureau of Street Lighting. Any additional street lights would be consistent with the existing historic style used in the Civic Center area. The illuminated building signs on the Times and Mirror Buildings and the illuminated clock on the Times Building would remain. These signs are consistent with the Historic Broadway Supplemental Sign Use District, which allows signage programs that complement and protect the character-defining features of Broadway's historic buildings.

Project lighting would be visible from the vicinity's light-sensitive land uses, including the residential component of the proposed mixed use development just to the south of W. 2nd Street. However, night lighting from street lights, vehicle lights, and illuminated signs already occur in the area to the south of W. 2nd Street and along S. Broadway.

The Project's exterior lighting, such as security lighting, would be shielded and directed downward, and would avoid direct illumination of adjacent properties in accordance with LAMC lighting regulations and with PDF-AES-4, which requires that operational lighting will be directed downward or on the specific on-site feature to be lit or generate direct glare onto exterior glazed windows or glass doors of existing and anticipated future adjacent uses. The street-level commercial uses would be consistent with other commercial operations in the area to the south of 1st Street. The Project is oriented toward W. 1st Street, which is dominated by civic buildings and parks that are unoccupied during the late night hours. As such, the west portion of the Project along W. 1st Street is characterized by a generally low level of lighting and activity. The Project's commercial signage and architectural lighting would change the character of the surrounding area by creating a brighter and more vibrant street front than under existing conditions. The Project's W. 2nd Street frontage would be directly across from the Broadway/2nd Street Metro Station and a proposed high-rise mixed use development, which are also anticipated to create a brighter street front, consistent with that of the Project's, than under existing conditions.

In addition, as with all urban areas, the City of Los Angeles contributes to sky glow or light pollution, in which the quality of nighttime views is compromised with respect to views of the night sky and celestial events. **The Project's brightest components, including architectural lighting and street-level commercial signage, however, would be consistent with Project's own residential and commercial uses and would not generate excessive lighting that would adversely affect daytime or nighttime views in the area.**

*(b) Glare*

Daytime glare is most often associated with mid- to high-rise buildings with exterior façades comprised largely or entirely of highly reflective glass or other reflective materials from which the sun can reflect, particularly following sunrise and prior to

sunset. The Project would develop two new residential towers, visible from surrounding streets. The Times, Mirror, and Plant Buildings would retain their existing façade materials and windows and would not generate any new glare compared to existing conditions. The exterior façades of the proposed residential towers would feature horizontal bands of windows and, as such, would avoid broad expanses of glass or flat, shiny building walls that would produce glare. In addition, as provided by PDF-AES-3, glass used in exterior façades will be anti-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., minimize the use of glass with mirror coatings).

With respect to nighttime glare, some glare related to contrast with the dark sky or ambient darkness would be generated by the Project lighting, including architectural lighting, light emanating from the building interiors, lighting of the proposed residential amenities on the podium deck, security lights, and illuminated signage. Interior residential lighting would have a more subdued effect than exterior lighting in that all rooms in the towers would not be illuminated concurrently, and interior lighting would be substantially reduced in the late evening hours when residents retire. Headlights (the glare source) of vehicles existing the parking structure at night also have the potential to generate glare. However, the stream of vehicles would not be continuous. Implementation of PDF-AES-4 would ensure that headlights throughout the podium levels of the parking structure would be screened away from any sensitive receptors, such as upper story residential uses to the south. In addition, the lights on the ground floor from vehicles leaving the parking structure would occur at the public street, in which other, similar vehicle lights are anticipated.

Architectural lighting would be directed to the building surface intended for illumination so that the light sources would not be directly visible from off-site locations. **All other exterior lights such as security lights and lighting on the podium deck would be shielded so that the light source would not be directed to an off-site use and vehicle lights would occur along the public street and, as with other vehicle lights would not change existing conditions or generate a glare source for the area's upper story residential uses. With exterior lighting directed onto the building surface or shielded, the Project would not adversely affect nighttime views in the area. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant as a matter of law pursuant to SB 743 and ZI No. 2452.**

## e) Cumulative Impacts

Chapter III, *General Description of Environmental Setting*, of this Draft EIR provides a list of 169 projects that are planned or are under construction in the Project study area. Related projects that are located within a similar view field or along the same roadway as the Project, or within proximity to the Project, have the potential to contribute to cumulative aesthetic impacts including view blockage, visual character, light and glare, and shade.

Related Projects along the nearby W. 1st Street corridor, or in proximity to the Project on the W. 2nd Street corridor include the following eight projects:

- Related Project No. 2 at 225 S. Los Angeles Street: 300 residential units and 3,400 sf retail uses (stories unknown);
- Related Project No. 14 at 237 S. Grand Avenue (100 Grand Avenue): 20- and 39-story buildings, 2,060 residential units, 250-seat event facility, 275-room hotel supermarket, 67,000 sf restaurant uses, 225,250 sf retail uses, 681,000 sf office uses, 50,000 sf health club;
- Related Project No. 16 at 150 N. Los Angeles Street: 27-story new Parker Center, 712,500 sf offices, 35,000 sf retail, 2,500 sf child care;
- Related Project No. 25 at 201 S. Broadway: 27,675 sf mixed use (stories unknown);
- Related Project No. 53 at 118 S. Astronaut E.S. Onizuka Street, 77 residential units (stories unknown);
- Related Project No. 110 at 222 W. 2nd Street (Tribune Development): 30 story 107-unit mixed use, with apartments, 53,404 sf offices, and 7,200 sf retail uses
- Related Project No. 168 at W. 2nd Street and Broadway: Metro's 2nd and Broadway Regional Connector Project (rail station)
- Related Project No. 169: Main and Spring Streets Bike Path Project

Of these nearby related Projects, the most visually prominent in conjunction with the Project would be the 30-story Related Project No. 110, which is located directly across W. 2nd Street from the Project's Mirror Building and South Tower, and the 39-story and 20-story Related Project No. 14, which is located within the same view field at the south side of Grand Avenue, between W. 1st Street and W. 2nd Street. Related Projects No. 168 (the 2nd and Broadway Metro Station) and No. 169 (the Spring Street Bike Path Project) are located adjacent to the Project Site.

## (1) Views

Existing focal views across the nearest related high-rise Projects are generally blocked from the street level by intervening development. No scenic vistas are available across either the Project Site or the adjacent Related Project No. 110 from the south or north. As viewed from the west, including the W. 1st Street Corridor (Figure IV.A-4, above), the Disney Auditorium Plinth (Figure IV.A-5, above), and Angel's Flight (Figure IV.A-6, above), views of scenic buildings in the background of the Project include City Hall, a scenic, historic building. However, the existing view is partial and, thus, not considered to be a valued view or vista of this building. This would also be the case in the background of the adjacent Related Project No. 110, as viewed from west. The Project and Related Project No. 14 (Grand Avenue Project) would also be in the same view field, as viewed from the Disney Auditorium Plinth. However, the Grand Avenue Project would block views of the Project Site and would not create a cumulative view obstruction in combination with the Project. As represented in Figure IV.9 (Key View 8), views across the Project Site and Related Project No. 110 from the east, are presently blocked by existing buildings on the Project Site. Therefore, no view resources are in the background of the Project Site that would be blocked or cumulatively blocked by related projects. **As such, the Project would not contribute to adverse cumulative view impacts. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant as a matter of law pursuant to SB 743 and ZI No. 2452.**

## (2) Scenic Resources

Downtown Los Angeles in which the Project and related projects would be located is a distinctive urban setting. There are no State Designated Scenic Highways located within Downtown Los Angeles, nor is the Project Site visible from a State Designated Scenic Highway.<sup>24</sup> The area is not characterized by natural features, such as rock outcroppings, trees, or other aesthetic natural features. However, the Project Site contains the Executive Building and parking structure, which contribute to the Times Mirror Square historic district. As discussed in Section IV.C, *Cultural Resources*, of this Draft EIR, these resources would be demolished to allow for the proposed North and South Towers and to restore the west wall and original features of the Times Building. Because the Project would not change the Mirror and Plant Buildings, and demolition would enable the restoration of the Times Building to its original architectural integrity (PWS Moderne), the Project would have not adversely change the Project Site's scenic resources (the specific individual historical buildings that are significant for their architecture). The adjacent Tribune Project (Related Project No. 110) and the nearby Grand Avenue Project (Related Project No. 14) do not contain historic buildings or other scenic

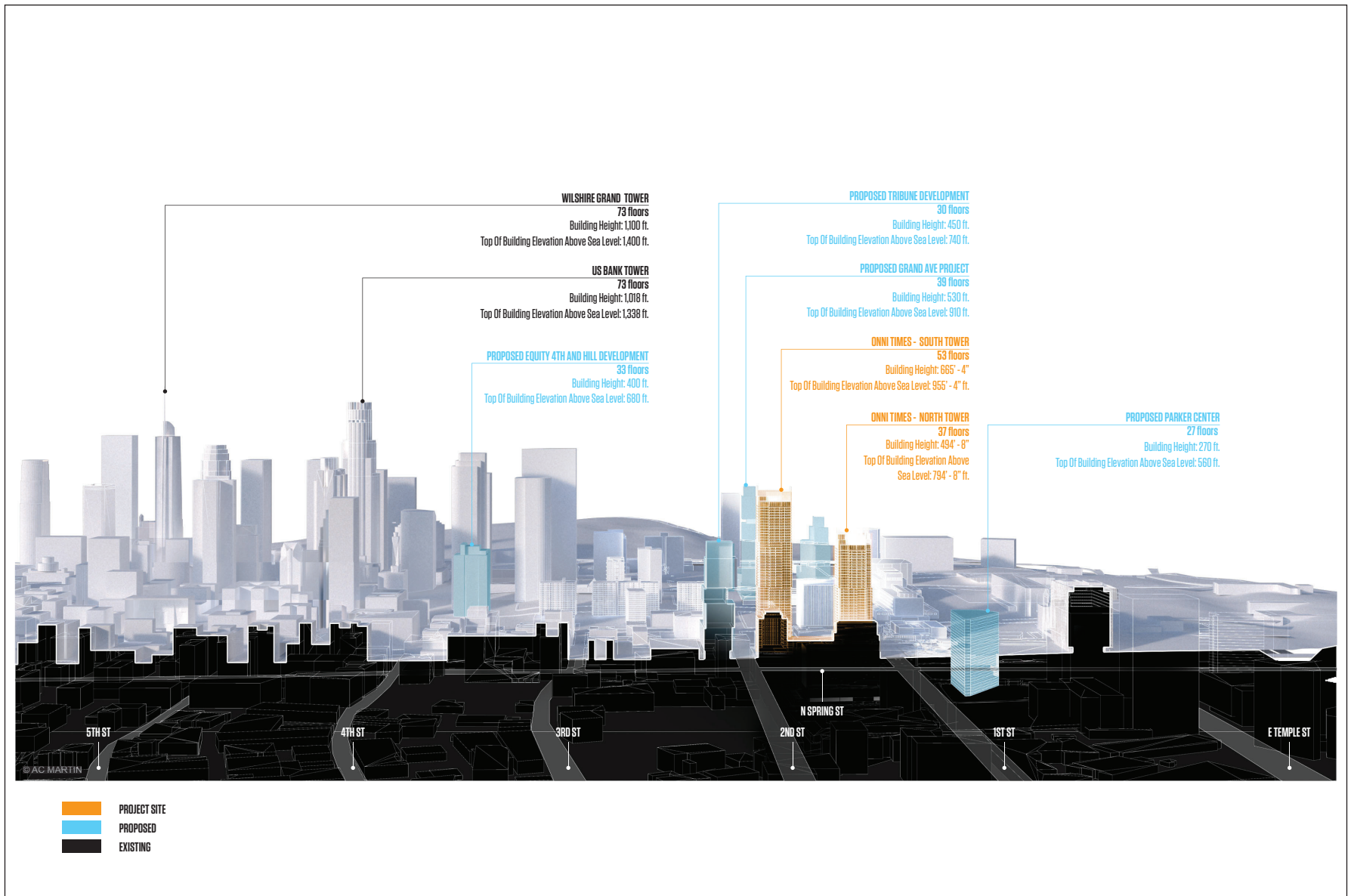
<sup>24</sup> State of California, Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/). Accessed December 2018.

resources that would be cumulatively impacted by new construction. Other related projects in the area, however, may contain historic buildings and features that would be impacted by development and result in a cumulative considerable impact to these scenic resources. These properties, however, would be subject to CEQA, other reviews and restrictions, and mitigation measures that would potentially reduce the effects of the loss of historic scenic resources. Notwithstanding, the Project would demolish the Executive Building and parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *Thresholds Guide*. If the related projects also result in the removal or significant alteration of scenic resources, cumulative impacts could occur. However, in accordance with SB 743, which supersedes the *Thresholds Guide*, the Project's aesthetic impacts, including impacts on scenic resources, would not be significant and would not contribute to a cumulatively significant impact.

### (3) Visual Character and Quality

#### (a) Visual Character

Related projects containing high-rise components would continue to alter the visual character of Downtown Los Angeles. **Figure IV.A-15, *Composite View of the Downtown Skyline with Related Projects***, presents a simulated view of the Downtown skyline with the addition of related high-rise projects. As shown in Figure IV.A-15, the Project in combination with other high-rise related projects would contribute to Downtown's dense and visually interesting skyline. The skyline, in itself, constitutes a visual resource and, as such, the contribution of the Project and related projects to the growing character of the skyline would not degrade the existing visual quality of the area. Adjacent related projects, including Related Projects No. 168 (the 2nd and Broadway Metro Station) and No. 169 (the Spring Street Bike Path Project) would also contribute to a visual character benefit by increasing pedestrian and bicycle activity in combination with the Project's proposed active street front and Paseo and, thus, would enhance the vibrancy and human presence of the street front in the area. Furthermore, the removal of the Executive Building and parking structure would create an aesthetic benefit the Times Building, which would improve the integrity of the Times Building with regard to its original design and the context of its architectural significance and would therefore contribute to the valued visual character of the area. Notwithstanding, the Project would demolish the Executive Building and parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *Thresholds Guide*. If the related projects also result in the removal or significant alteration of scenic resources, cumulative impacts could occur. However, in accordance with SB 743, which supersedes the *Thresholds Guide*, the Project's aesthetic impacts, including to visual character, would not be significant and would not contribute to a cumulatively significant impact. Therefore, the Project's impacts to visual character would not be cumulatively considerable, and cumulative visual character impacts would be less than significant.



SOURCE: AC Martin Partners, Inc, 2018

Times Mirror Square  
**Figure IV.A-15**  
Composite View of the Downtown Skyline with Related Projects

### (b) *Shading*

Building projects in close proximity have the potential to generate cumulative shade impacts. The nearest related project to the Project Site is the 30-story the Tribune Project (Related Project No. 110), located just across W. 2nd Street from the South Tower and the Mirror Building. This building was examined during the preparation of the Project's shade studies (Figures IV.A.11 through IV.A-14, above). As demonstrated therein, shadows from Related Project No. 110 would not affect the sensitive receptors, including the Federal Courthouse and the future First and Broadway Civic Center Park, that would be shaded by the Project. Other related projects are not close enough to the Project Site to cast shadows on these receptors sites. As such, the Project in combination with related projects would not cumulatively exceed the City's shade threshold at sensitive receptor locations. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant pursuant to SB 743 and ZI No. 2452.

### (4) Light and Glare

Downtown Los Angeles is characterized by high levels of ambient light emanating from high-rise buildings, street lights, building signs, vehicle headlights, and street-level signage along primary streets. Related projects would generally add more high-rise development and mixed-use, which as with the Project, would increase visible building lights, as well as architectural lighting at many of the buildings, security lighting, and street level lighting from retail and restaurant signs. Because new architectural lighting, security lights, and street lights would be generally directed downward or toward the surfaces intended for lighting in accordance with PDF-AES-4 under the Project, and because the Project and related projects would be consistent with LAMC requirements, such as Chapter 9, Article 3, Section 93.0117(b), which provides that no exterior light may cause more than two foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors on any property containing residential units, the Project combined with related projects would not substantially increase glare (visible light sources) from surrounding residential areas. Increased 24/7 traffic associated with the Project and related projects' retail and residential components would also increase lighting levels associated with vehicle headlights on Downtown's streets. However, vehicle headlights are generally directed toward the street surface and would not adversely affect nighttime views. Because of directional lighting of most building lighting, location of most illuminated signs at the street level, and the highly residential character of most related projects, light and glare from related projects in combination with the Project would not create a new source of substantial light and glare that would affect daytime or nighttime views in the area. Cumulative daytime glare from building surfaces would be similar to existing conditions, in which several existing reflective glass and metallic buildings, such as the Federal Courthouse and the Disney Auditorium, respectively, occur in the area. However, most new buildings associated with related projects contain residential



components and are more likely to implement architectural detailing, such as balconies, that would break up large, reflective surfaces. However, because of Downtown's high ambient light, it is anticipated that new development would not be out of character with the existing high existing light and glare environment of the Downtown to the extent that daytime and nighttime views would be adversely affected. Furthermore, this analysis is provided for informational purposes only. The aesthetics impacts of the Project shall not be considered significant pursuant to SB 743 and ZI No. 2452.

#### **f) Mitigation Measures**

The analysis above with respect to views (scenic vistas), shade/shadow, and light and glare is provided for informational purposes only. The impacts of the Project relative to these issue areas shall not be considered significant pursuant to SB 743 and ZI No. 2452. Therefore, potential impacts to aesthetics would be less than significant, and no mitigation measures are required.

#### **g) Level of Significance After Mitigation**

Project-level and cumulative impacts on aesthetics would be less than significant.

## **IV. Environmental Impact Analysis**

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### **B. Air Quality**

#### **1. Introduction**

This section addresses air emissions generated by construction and operation of the Project and whether the Project would cause an exceedance of an ambient air quality standard or a South Coast Air Quality Management District's (SCAQMD) numeric indicator. The analysis also addresses consistency of the Project with air quality policies and control measures set forth within the SCAQMD Air Quality Management Plan (AQMP), and the City of Los Angeles General Plan. Details regarding the air quality analysis are provided in the Air Quality Technical Report provided in Appendix C of this Draft EIR.

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) Federal**

The federal Clean Air Act of 1963 was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the USEPA is responsible for implementation of certain portions of the Clean Air Act including mobile source requirements. Other portions of the Clean Air Act, such as stationary source requirements, are implemented by state and local agencies.

The Clean Air Act establishes federal air quality standards, known as NAAQS and specifies future dates for achieving compliance. The Clean Air Act also mandates that the state submit and implement a State Implementation Plan for areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The 1990 amendments to the Clean Air Act identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the Clean Air Act which are most applicable to the Project include Title I (Non-attainment Provisions) and Title II (Mobile Source Provisions).

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria pollutants: (1) O<sub>3</sub>; (2) NO<sub>2</sub>; (3) CO; (4) SO<sub>2</sub>; (5) PM<sub>10</sub>; (6) PM<sub>2.5</sub>, and (7) lead. The NAAQS were amended in July 1997 to include an 8-hour standard for O<sub>3</sub> and to adopt a NAAQS for PM<sub>2.5</sub>. The NAAQS were also amended in September 2006 to include an established methodology for calculating PM<sub>2.5</sub> as well as revoking the annual PM<sub>10</sub> threshold. Table IV.B-1 shows the NAAQS currently in effect for each criteria pollutant.

**Table IV.B-1, South Coast Air Basin Attainment Status (Los Angeles County)**, shows the attainment status of the Air Basin for each criteria pollutant. As shown in Table IV.B-1, the Air Basin is currently in non-attainment for O<sub>3</sub>, PM<sub>2.5</sub>, and one area of the Air Basin for Pb under the NAAQS.

**TABLE IV.B-1**  
**SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)**

<b>Pollutant</b>	<b>National Standards (NAAQS)</b>	<b>California Standards (CAAQS)</b>
O <sub>3</sub> (1-hour standard)	N/A <sup>a</sup>	Non-attainment – Extreme
O <sub>3</sub> (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO <sub>2</sub>	Attainment	Attainment
SO <sub>2</sub>	Attainment	Attainment
PM <sub>10</sub>	Attainment	Non-attainment
PM <sub>2.5</sub>	Non-attainment – Serious	Non-attainment
Lead (Pb)	Non-attainment (Partial) <sup>b</sup>	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride <sup>c</sup>	N/A	N/A

N/A = not applicable

a The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

b Partial non-attainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.

c In 1990, the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

SOURCE: United States Environmental Protection Agency, Nonattainment Areas for Criteria Pollutants (Greenbook), Last Updated September 30, 2018, <https://www.epa.gov/green-book>. Accessed December 2018; California Air Resources Board, Area Designations Maps/State and National, Last Reviewed October 18, 2017, <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed December 2018.

In addition to criteria pollutants, Title I also includes air toxics provisions which require the USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112, the USEPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAPs). The list of hazardous air pollutants (HAPs), or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

Title II requirements pertain to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles which have strengthened in recent years to improve air quality. For example, the standards for NO<sub>x</sub> emissions have been lowered substantially, and the specification requirements for cleaner burning gasoline are more stringent.

## (2) State of California

### (a) *California Air Resources Board*

CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts. The SIP is required for the State to take over implementation of the federal Clean Air Act from the USEPA.

### (b) *California Clean Air Act*

The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the CAAQS by the earliest practical date. The CAAQS apply to the same criteria pollutants as the federal Clean Air Act but also include state-identified criteria pollutants, which include sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. CARB has primary responsibility for ensuring the implementation of the California Clean Air Act,<sup>1</sup> responding to the federal Clean Air Act planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state. Table IV.B-2 shows the CAAQS currently in effect for each of the criteria pollutants as well as

<sup>1</sup> Chapter 1568 of the Statutes of 1988.

the other pollutants recognized by the state. As shown in Table IV.B-2, the CAAQS include more stringent standards than the NAAQS for most of the criteria air pollutants.

Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. Table IV.B-1 provides a summary of the attainment status of the Los Angeles County portion of the Air Basin with respect to the state standards. The Air Basin is designated as attainment for the California standards for sulfates and unclassified for hydrogen sulfide and visibility-reducing particles.<sup>2</sup> As shown in Table IV.B-1, the Air Basin is currently in non-attainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> under the CAAQS. Since vinyl chloride is a carcinogenic toxic air contaminant, CARB does not classify attainment status for this pollutant.

#### (c) *Air Quality and Land Use Handbook*

CARB published the *Air Quality and Land Use Handbook* in April 2005 to serve as a general guide for considering impacts to sensitive receptors from facilities that emit TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines; and (4) avoid siting sensitive receptors within 300 feet of a large gasoline dispensing facility (3.6 million gallons per year or more) or 50 feet of a typical gasoline dispensing facility (less than 3.6 million gallons per year).<sup>3</sup>

#### (d) *On-Road and Off-Road Vehicle Rules*

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to DPM and other TACs (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight

<sup>2</sup> California Air Resources Board, State Area Designations Definitions, 2016, <https://www.arb.ca.gov/desig/adm/define.htm>. The term unclassified is defined by CARB as a category given to an area with insufficient data and are treated as attainment areas for regulatory purposes.

<sup>3</sup> California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, 2005, <https://www.arb.ca.gov/ch/handbook.pdf>. Accessed December 2018.

ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In 2008, CARB approved the Truck and Bus regulation to reduce NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from existing diesel vehicles operating in California (13 CCR, Section 2025).<sup>4</sup> The requirements were amended to apply to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. For the largest trucks in the fleet, those with a GVWR greater than 26,000 pounds, there are two methods to comply with the requirements. The first way is for the fleet owner to retrofit or replace engines, starting with the oldest engine model year, to meet 2010 engine standards, or better. This is phased over 8 years, starting in 2015 and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this option would meet or exceed the 2010 engine emission standards for NO<sub>x</sub> and DPM by 2023. The second option, if chosen, requires fleet owners, starting in 2012, to retrofit a portion of their fleet with diesel particulate filters (DPFs) achieving at least 85 percent removal efficiency, so that by January 1, 2016 their entire fleet is equipped with DPFs. However, DPFs do not lower NO<sub>x</sub> emissions. Thus, fleet owners choosing the second option must still comply with the 2010 engine emission standards for their trucks and busses by 2020.

In addition to limiting exhaust from idling trucks, CARB also promulgated emission standard for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by CARB on July 26, 2007 aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR, Section 2449).<sup>5</sup> Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with large fleets beginning compliance in 2014, medium fleets in 2017, and small fleets in 2019. Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (VDECS) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits (VDECS

<sup>4</sup> California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, <http://www.arb.ca.gov/msprog/onrdiesel/documents/TBFinalReg.pdf>. Accessed December 2018.

<sup>5</sup> California Air Resources Board, Final Regulation Order, Regulation for In-Use Off-Road Diesel-Fueled Fleets, <http://www.arb.ca.gov/regact/2010/offroadlsi10/finaloffroadreg.pdf>. Accessed December 2018.

installation) be fully implemented by 2023 in all equipment for large and medium fleets and across 100 percent of small fleets by 2028.

### (3) Regional

#### (a) *South Coast Air Quality Management District*

The SCAQMD has jurisdiction over air quality planning for all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Air Basin is a subregion within SCAQMD jurisdiction. While air quality in the Air Basin has improved, the Air Basin requires continued diligence to meet the air quality standards.

#### (i) *Air Quality Management Plan*

The SCAQMD has adopted a series of AQMPs to meet the CAAQS and NAAQS. The 2012 AQMP incorporates scientific and technological information and planning assumptions, including regional growth projections<sup>6</sup> to achieve federal standards for air quality in the Air Basin. It incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, and on-road and off-road mobile sources. The 2012 AQMP includes new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. Additionally, it highlights the significant amount of emission reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the federal Clean Air Act.

The SCAQMD released the Draft 2016 AQMP on June 30, 2016 for public review and comment. A revised Draft 2016 AQMP was released in October 2016 and the SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017.<sup>7</sup> CARB approved the 2016 AQMP on March 23, 2017. Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the federal, state, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of zero and near-zero-emissions technologies; and taking credit from co-benefits from greenhouse gas, energy, transportation and other

<sup>6</sup> South Coast Air Quality Management District, 2012 Air Quality Management Plan, 2013, <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan>. Accessed December 2018.

<sup>7</sup> South Coast Air Quality Management District, 2016 Air Quality Management Plan, <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>. Accessed December 2018.



planning efforts.<sup>8</sup> The strategies included in the 2016 AQMP are intended to demonstrate attainment of the NAAQS for the federal non-attainment pollutants ozone and PM<sub>2.5</sub>.<sup>9</sup> Similar to the 2012 AQMP, the 2016 AQMP relies on “...aggressive mobile source control strategy supplemented with focused and strategic stationary source control measures.” The 2016 AQMP also recognizes the reduction in traditional air pollutants which occur as a “co-benefit” with the reduction in climate change-related pollutants achieved through greenhouse gas (GHG) emission reduction programs and policies, and commercial building energy efficiency measures.<sup>10</sup> This analysis considers the 2016 AQMP as the most recent SCAQMD adopted plan.

#### (ii) *Air Quality Guidance Documents*

The SCAQMD published the California Environmental Quality Act (CEQA) Air Quality Handbook to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts.<sup>11</sup> The CEQA Air Quality Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. However, the SCAQMD is currently in the process of replacing the CEQA Air Quality Handbook with the Air Quality Analysis Guidance Handbook. While this process is underway, the SCAQMD recommends that lead agencies avoid using the screening tables in Chapter 6 (Determining the Air Quality Significance of a Project) of the CEQA Air Quality Handbook, because the tables were derived using an obsolete version of CARB’s mobile source emission factor inventory, and the trip generation characteristics of the land uses identified in these screening tables were based on the fifth edition of the Institute of Transportation Engineer’s Trip Generation Manual, instead of the most current edition. Additionally, the lead agency should avoid using the on-road mobile source emission factors in Table A9-5-J1 through A9-5-L (EMFAC7EP Emission Factors for Passenger Vehicles and Trucks, Emission Factors for Estimating Material Hauling, and Emission Factors for Oxides of Sulfur and Lead). The SCAQMD instead recommends using other approved models to calculate emissions from land use projects, such as the California Emissions Estimator Model (CalEEMod) software.<sup>12</sup> The SCAQMD has published a guidance document called the *Final Localized Significance Threshold Methodology* that is intended to provide guidance in evaluating localized effects

<sup>8</sup> South Coast Air Quality Management District, 2016 Air Quality Management Plan.

<sup>9</sup> South Coast Air Quality Management District, NAAQS/CAAQS and Attainment Status for South Coast Air Basin, 2016, <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=2>. Accessed December 2018.

<sup>10</sup> South Coast Air Quality Management District, NAAQS/CAAQS and Attainment Status for South Coast Air Basin.

<sup>11</sup> South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). Accessed December 2018.

<sup>12</sup> South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

from mass emissions during construction.<sup>13</sup> The SCAQMD adopted additional guidance regarding PM<sub>2.5</sub> in a document called *Final Methodology to Calculate Particulate Matter (PM)<sub>2.5</sub> and PM<sub>2.5</sub> Significance Thresholds*.<sup>14</sup> This latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and Localized Significance Threshold Methodology.

### (iii) SCAQMD Rules and Regulations

Several SCAQMD rules adopted to implement portions of the AQMP may apply to the proposed Project. The Project may be subject to the following SCAQMD rules and regulations:

**Regulation IV – Prohibitions:** This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules which apply to the Project:

- **Rule 401 – Visible Emissions:** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- **Rule 402 – Nuisance:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 – Fugitive Dust:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM<sub>10</sub> emissions to less than 50 micrograms per cubic meter (µg/m<sup>3</sup>) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Mitigation measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or

<sup>13</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, 2008.

<sup>14</sup> South Coast Air Quality Management District, Final Methodology to Calculate Particulate Matter (PM)<sub>2.5</sub> and PM<sub>2.5</sub> Significance Thresholds, 2006, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/pm-2-5-significance-thresholds-and-calculation-methodology>. Accessed December 2018.

ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.

**Regulation XI – Source Specific Standards:** Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the Project:

- **Rule 1113 – Architectural Coatings:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- **Rule 1138 – Control of Emissions from Restaurant Operations:** This rule specifies emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.
- **Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO<sub>x</sub> emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.
- **Rule 1186 – PM<sub>10</sub> Emissions from Paved and Unpaved Roads, and Livestock Operations:** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM<sub>10</sub> emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

**Regulation XIII – New Source Review (NSR):** Regulation XIII sets requirements for preconstruction review required under both federal and state statutes for new and modified sources located in areas that do not meet the Clean Air Act standards ("non-attainment" areas). NSR applies to both individual permits and entire facilities. Any permit that has a net increase in emissions is required to apply BACT. Facilities with a net increase in emissions are required to offset the emission increase by use of Emission Reduction Credits (ERCs). The regulation provides for the application, eligibility, registration, use and transfer of ERCs. For low emitting facilities, the SCAQMD maintains an internal bank that can be used to provide the required offsets. In addition, certain facilities are subject to provisions that require public notice and modeling analysis to determine the downwind impact prior to permit issuance.

**Regulation XIV – Toxics and Other Non-Criteria Pollutants:** Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants. The following is a list of rules which may apply to the Project:

- Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities:** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.
- Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines:** This rule applies to stationary compression ignition (CI) engine greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

(b) *Southern California Association of Governments*

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the Southern California region and is the largest MPO in the nation, where by law, SCAG is required to ensure that transportation activities are supportive of and comply with the goals of regional and state air quality plans in order to attain the NAAQS. In addition, SCAG co-produces the transportation strategy and transportation control measure sections of the AQMP with the SCAQMD for the Air Basin. With regard to air quality planning, SCAG adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2016, which addresses regional development and growth forecasts and forms the basis for the land use and transportation control portions of the AQMP. The growth forecasts are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. The RTP/SCS and AQMP are based on projections originating within local jurisdictions.

SCAG's Sustainable Communities Strategy provides specific implementation strategies. These strategies include supporting projects that encourage a diverse job opportunities for a variety of skills and education, recreation and culture and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians,

users of public transportation, and seniors; and supporting alternative fueled vehicles.<sup>15</sup>

#### (4) Local

Local jurisdictions, such as the City of Los Angeles, have the authority and responsibility to reduce air pollution through their land use decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City's General Plan Air Quality Element includes City-wide goals, objectives, and policies related to air quality resources. A number of these goals, objectives, and policies are relevant to the Project and are related to traffic mobility, minimizing particulate emissions from construction activities, discouraging single-occupancy vehicle trips, managing traffic congestion during peak hours, and increasing energy efficiency in City facilities and private developments.

The City of Los Angeles is also responsible for the implementation of transportation control measures as outlined in the AQMP. Through capital improvement programs, local governments can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation measures.

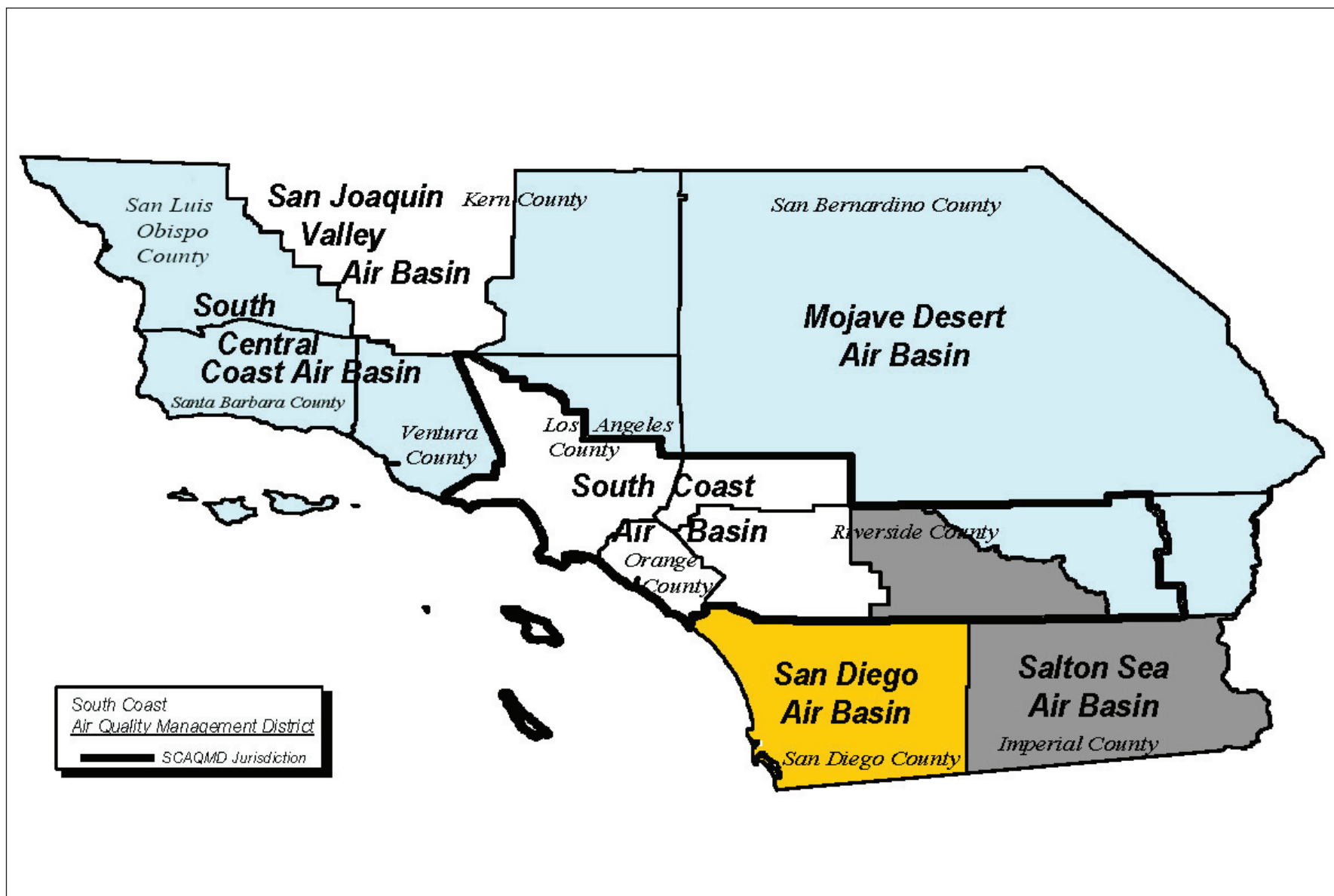
### b) Existing Conditions

#### (1) Regional Air Quality

##### (a) Air Basin

The Project Site is located within the South Coast Air Basin (Air Basin), which is shown in **Figure IV.B-1, *Boundaries of the South Coast Air Quality Management District***. The Air Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Air Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Air Basin, as it is a coastal plain with connecting broad valleys and low hills.

<sup>15</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, pages 74-101, <http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed December 2018.



SOURCE: South Coast Air Quality Management District, 2014

Times Mirror Square Project

**Figure IV.B-1**  
Boundaries of the South Coast Air Quality Management District

The Air Basin lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean. The usually mild climatological pattern is interrupted by periods of hot weather, winter storms, or Santa Ana winds. The extent and severity of pollutant concentrations in the Air Basin is a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential. The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone, which is a secondary pollutant that forms through photochemical reactions in the atmosphere.

The greatest air pollution impacts throughout the Air Basin typically occur from June through September. This condition is generally attributed to the emissions occurring in the Air Basin, light winds, and shallow vertical atmospheric mixing. These factors reduce the potential for pollutant dispersion, thereby causing elevated air pollutant levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert.

#### *(b) Sources of Air Pollution*

As detailed in the AQMP, the major sources of air pollution in the Air Basin are divided into four major source classifications: point, area, on-road, and off-road sources. Point and area sources are the two major subcategories of stationary sources.<sup>16</sup> Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries). Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products and permitted sources) which are distributed across the region. On-road sources and off-road sources are the two main subcategories of mobile sources, such as cars and trucks (on-road sources) and heavy construction equipment (off-road sources).

#### *(c) Criteria Pollutants*

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The following pollutants are regulated by the United States Environmental Protection Agency (USEPA) and are subject to emissions control requirements adopted by federal, state and local regulatory agencies. These pollutants are referred to as

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<sup>16</sup> South Coast Air Quality Management District, 2012 Air Quality Management Plan.



“criteria air pollutants” as a result of the specific standards, or criteria, which have been adopted for them. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) for each of the monitored pollutants and their effects on health are summarized in **Table IV.B-2, *Ambient Air Quality Standards***. The NAAQS and CAAQS have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. A brief description of the health effects of these criteria air pollutants are provided below.

(i) *Ozone (O<sub>3</sub>)*

Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) in the presence of sunlight under favorable meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. According to the USEPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath.<sup>17</sup> Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases such as asthma, emphysema and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease.<sup>18</sup> Long-term exposure to ozone is linked to aggravation of asthma, and is likely to be one of many causes of asthma development and long-term exposures to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children.<sup>19</sup> According to CARB, inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath.<sup>20</sup> The USEPA states that people most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers.<sup>21</sup> Children are at greatest risk from exposure to ozone because

<sup>17</sup> United States Environmental Protection Agency, Health Effects of Ozone Pollution, <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution>, last updated October 10, 2018. Accessed January 2019.

<sup>18</sup> United States Environmental Protection Agency, Health Effects of Ozone Pollution.

<sup>19</sup> United States Environmental Protection Agency, Health Effects of Ozone Pollution.

<sup>20</sup> California Air Resources Board, Ozone & Health, Health Effects of Ozone, <https://ww2.arb.ca.gov/resources/ozone-and-health>. Accessed January 2019.

<sup>21</sup> United States Environmental Protection Agency, Health Effects of Ozone Pollution.

their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure.<sup>22</sup> According to CARB, studies show that children are no more or less likely to suffer harmful effects than adults; however, children and teens may be more susceptible to ozone and other pollutants because they spend nearly twice as much time outdoors and engaged in vigorous activities compared to adults.<sup>23</sup> Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults and are less likely than adults to notice their own symptoms and avoid harmful exposures.<sup>24</sup> Further research may be able to better distinguish between health effects in children and adults.<sup>25</sup>

### (ii) *Volatile Organic Compounds (VOCs)*

VOCs are organic chemical compounds of carbon and are not “criteria” pollutants themselves; however, they contribute with NO<sub>x</sub> to form ozone, and are regulated to prevent the formation of ozone.<sup>26</sup> According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone, other VOCs have adverse health effects, and in some cases, VOCs can be both highly reactive and have adverse health effects.<sup>27</sup> VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.).<sup>28</sup>

### (iii) *Nitrogen Dioxide (NO<sub>2</sub>) and Nitrogen Oxides*

NO<sub>x</sub> is a term that refers to a group of compounds containing nitrogen and oxygen. The primary compounds of air quality concern include NO<sub>2</sub> and nitric oxide (NO). Ambient air quality standards have been promulgated for NO<sub>2</sub>, which is a reddish-brown, reactive gas.<sup>29</sup> The principle form of NO<sub>x</sub> produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> referred to as NO<sub>x</sub>.<sup>30</sup> Major sources of NO<sub>x</sub> include emissions from cars,

<sup>22</sup> United States Environmental Protection Agency, Health Effects of Ozone Pollution.

<sup>23</sup> California Air Resources Board, Ozone & Health, Health Effects of Ozone.

<sup>24</sup> California Air Resources Board, Ozone & Health, Health Effects of Ozone.

<sup>25</sup> California Air Resources Board, Ozone & Health, Health Effects of Ozone.

<sup>26</sup> United States Environmental Protection Agency, Technical Overview of Volatile Organic Compounds, <https://www.epa.gov/indoor-air-quality-iaq/technical-overview-volatile-organic-compounds>, last updated April 12, 2017. Accessed January 2019.

<sup>27</sup> California Air Resources Board, Toxic Air Contaminants Monitoring, Volatile Organic Compounds, <https://www.arb.ca.gov/aaqm/toxics.htm>, last reviewed June 9, 2016. Accessed January 2019.

<sup>28</sup> California Air Resources Board, Toxic Air Contaminants Monitoring, Volatile Organic Compounds.

<sup>29</sup> California Air Resources Board, Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health>. Accessed January 2019.

<sup>30</sup> California Air Resources Board, Nitrogen Dioxide & Health.

trucks and buses, power plants, and off-road equipment.<sup>31</sup> The terms NO<sub>x</sub> and NO<sub>2</sub> are sometimes used interchangeably. However, the term NO<sub>x</sub> is typically used when discussing emissions, usually from combustion-related activities, and the term NO<sub>2</sub> is typically used when discussing ambient air quality standards. Where NO<sub>x</sub> emissions are discussed in the context of the thresholds of significance or impact analyses, the discussions are based on the conservative assumption that all NO<sub>x</sub> emissions would oxidize in the atmosphere to form NO<sub>2</sub>. According to the USEPA, short-term exposures to NO<sub>2</sub> can potentially aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms while longer exposures to elevated concentrations of NO<sub>2</sub> may contribute to the development of asthma and potentially increase susceptibility to respiratory infections.<sup>32</sup> According to CARB, controlled human exposure studies that show that NO<sub>2</sub> exposure can intensify responses to allergens in allergic asthmatics.<sup>33</sup> In addition, a number of epidemiological studies have demonstrated associations between NO<sub>2</sub> exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses.<sup>34</sup> Infants and children are particularly at risk from exposure to NO<sub>2</sub> because they have disproportionately higher exposure to NO<sub>2</sub> than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration while in adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease.<sup>35</sup> CARB states that much of the information on distribution in air, human exposure and dose, and health effects is specifically for NO<sub>2</sub> and there is only limited information for NO and NO<sub>x</sub>, as well as large uncertainty in relating health effects to NO or NO<sub>x</sub> exposure.<sup>36</sup>

As shown previously in Table IV.B-1, the Air Basin is designated as attainment for NO<sub>2</sub> and non-attainment for ozone (NAAQS and CAAQS). The primary pollutant of concern during construction and operational activities is NO<sub>x</sub> since the Air Basin is non-attainment for ozone and NO<sub>x</sub> is an ozone precursor emission.

<sup>31</sup> United States Environmental Protection Agency, Nitrogen Dioxide (NO<sub>2</sub>) Pollution, <https://www.epa.gov/no2-pollution/basic-information-about-no2>, last updated September 8, 2016. Accessed January 2019.

<sup>32</sup> United States Environmental Protection Agency, Nitrogen Dioxide (NO<sub>2</sub>) Pollution.

<sup>33</sup> California Air Resources Board, Nitrogen Dioxide & Health.

<sup>34</sup> California Air Resources Board, Nitrogen Dioxide & Health.

<sup>35</sup> California Air Resources Board, Nitrogen Dioxide & Health.

<sup>36</sup> California Air Resources Board, Nitrogen Dioxide & Health.

**TABLE IV.B-2  
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards <sup>a</sup>		National Standards <sup>b</sup>		
		Concentration <sup>c</sup>	Method <sup>d</sup>	Primary <sup>c,e</sup>	Secondary <sup>c,f</sup>	Method <sup>g</sup>
O <sub>3</sub> <sup>h</sup>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )		
NO <sub>2</sub> <sup>i</sup>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	100 ppb (188 µg/m <sup>3</sup> )	None	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )		53 ppb (100 µg/m <sup>3</sup> )	Same as Primary Standard	
CO	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m <sup>3</sup> )	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—	—	
SO <sub>2</sub> <sup>j</sup>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method) <sup>9</sup>
	3 Hour	—		—	0.5 ppm (1300 µg/m <sup>3</sup> )	
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>j</sup>	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) <sup>j</sup>	—	
PM <sub>10</sub> <sup>k</sup>	24 Hour	50 µg/m3	Gravimetric or Beta Attenuation	150 µg/m3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—		
PM <sub>2.5</sub> <sup>k</sup>	24 Hour	No Separate State Standard		35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup> <sub>k</sub>	15 µg/m <sup>3</sup>	
Lead <sup>l,m</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	High Volume Sampler and

Pollutant	Average Time	California Standards <sup>a</sup>		National Standards <sup>b</sup>		
		Concentration <sup>c</sup>	Method <sup>d</sup>	Primary <sup>c,e</sup>	Secondary <sup>c,f</sup>	Method <sup>g</sup>
	Calendar Quarter	—		1.5 µg/m <sup>3</sup> (for certain areas) <sup>m</sup>	Same as Primary Standard	Atomic Absorption
	Rolling 3-Month Average <sup>m</sup>	--		0.15 µg/m <sup>3</sup>		
Visibility Reducing Particles <sup>n</sup>	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates (SO <sub>4</sub> )	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
Vinyl Chloride <sup>l</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

a California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

d Any equivalent procedure which can be shown to the satisfaction of CARB to give equivalent results at or near the level of the air quality standard may be used.

e National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

f National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

g Reference method as described by the USEPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the USEPA.

h On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

i To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb.

j On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour

Pollutant	Average Time	California Standards <sup>a</sup>		National Standards <sup>b</sup>		
		Concentration <sup>c</sup>	Method <sup>d</sup>	Primary <sup>c,e</sup>	Secondary <sup>c,f</sup>	Method <sup>g</sup>

daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

- k On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The other PM<sub>2.5</sub> and PM<sub>10</sub> standards were retained.
- l CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- m The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- n In 1989, the California Air Resources Board converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: California Air Resources Board, Ambient Air Quality Standards, May 4, 2016, <https://www.arb.ca.gov/research/aaqs/aaqs2.pdf>. Accessed December 2018.

#### (iv) Carbon Monoxide (CO)

Carbon monoxide (CO) is primarily emitted from combustion processes and motor vehicles due to the incomplete combustion of fuel, such as natural gas, gasoline, or wood, with the majority of outdoor CO emissions from mobile sources.<sup>37</sup> According to the USEPA, breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain and at very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death.<sup>38</sup> Very high levels of CO are not likely to occur outdoors; however, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease since these people already have a reduced ability for getting oxygenated blood to their hearts and are especially vulnerable to the effects of CO when exercising or under increased stress.<sup>39</sup> In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina.<sup>40</sup>

<sup>37</sup> California Air Resources Board, Carbon Monoxide & Health, <https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health>. Accessed January 2019.

<sup>38</sup> United States Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air, <https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution>, last updated September 8, 2016. Accessed January 2019.

<sup>39</sup> United States Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air

<sup>40</sup> United States Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air

According to CARB, the most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain.<sup>41</sup> For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress; inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance.<sup>42</sup> Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO.<sup>43</sup>

(v) *Sulfur Dioxide (SO<sub>2</sub>)*

According to the USEPA, the largest source of sulfur dioxide (SO<sub>2</sub>) emissions in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities while smaller sources of SO<sub>2</sub> emissions include industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content.<sup>44</sup> In 2006, California phased-in the ultra-low-sulfur diesel regulation limiting vehicle diesel fuel to a sulfur content not exceeding 15 parts per million, down from the previous requirement of 500 parts per million, substantially reducing emissions of sulfur from diesel combustion.<sup>45</sup> According to the USEPA, short-term exposures to SO<sub>2</sub> can harm the human respiratory system and make breathing difficult.<sup>46</sup> According to CARB, health effects at levels near the State one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity and exposure at elevated levels of SO<sub>2</sub> (above 1 ppm) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.<sup>47</sup> Children, the elderly, and those with asthma,

<sup>41</sup> California Air Resources Board, Carbon Monoxide & Health.

<sup>42</sup> California Air Resources Board, Carbon Monoxide & Health.

<sup>43</sup> California Air Resources Board, Carbon Monoxide & Health.

<sup>44</sup> United States Environmental Protection Agency, Sulfur Dioxide (SO<sub>2</sub>) Pollution, <https://www.epa.gov/so2-pollution/sulfur-dioxide-basics>, last updated June 28, 2018. Accessed January 2019.

<sup>45</sup> California Air Resources Board, Final Regulation Order, Amendments to the California Diesel Fuel Regulations, Amend Section 2281, Title 13, California Code of Regulations, <https://www.arb.ca.gov/regact/ulsd2003/fro2.pdf>, approved July 15, 2004. Accessed January 2019.

<sup>46</sup> United States Environmental Protection Agency, Sulfur Dioxide (SO<sub>2</sub>) Pollution.

<sup>47</sup> California Air Resources Board, Sulfur Dioxide & Health, <https://www2.arb.ca.gov/resources/sulfur-dioxide-and-health>. Accessed January 2019.



cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most likely to experience the adverse effects of SO<sub>2</sub>.<sup>48,49</sup>

(vi) *Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>)*

Particulate matter air pollution is a mixture of solid particles and liquid droplets found in the air.<sup>50</sup> Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye while other particles are so small they can only be detected using an electron microscope.<sup>51</sup> Particles are defined by their diameter for air quality regulatory purposes: inhalable particles with diameters that are generally 10 micrometers and smaller (PM<sub>10</sub>); and fine inhalable particles with diameters that are generally 2.5 micrometers and smaller (PM<sub>2.5</sub>).<sup>52</sup> Thus, PM<sub>2.5</sub> comprises a portion or a subset of PM<sub>10</sub>. Sources of PM<sub>10</sub> emissions include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, and wind-blown dust from open lands.<sup>53</sup> Sources of PM<sub>2.5</sub> emissions include combustion of gasoline, oil, diesel fuel, or wood.<sup>54</sup> PM<sub>10</sub> and PM<sub>2.5</sub> may be either directly emitted from sources (primary particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO<sub>2</sub>, NO<sub>x</sub>, and certain organic compounds.<sup>55</sup> According to CARB, both PM<sub>10</sub> and PM<sub>2.5</sub> can be inhaled, with some depositing throughout the airways; PM<sub>10</sub> is more likely to deposit on the surfaces of the larger airways of the upper region of the lung while PM<sub>2.5</sub> is more likely to travel into and deposit on the surface of the deeper parts of the lung, which can induce tissue damage, and lung inflammation.<sup>56</sup> Short-term (up to 24 hours duration) exposure to PM<sub>10</sub> has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits.<sup>57</sup> The effects of long-term (months or years) exposure to PM<sub>10</sub> are less clear, although studies suggest a link between long-term PM<sub>10</sub> exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air

<sup>48</sup> California Air Resources Board, Sulfur Dioxide & Health.

<sup>49</sup> United States Environmental Protection Agency, Sulfur Dioxide (SO<sub>2</sub>) Pollution.

<sup>50</sup> United States Environmental Protection Agency, Particulate Matter (PM) Pollution, <https://www.epa.gov/pm-pollution/particulate-matter-pm-basics>, last updated November 14, 2018. Accessed January 2019.

<sup>51</sup> United States Environmental Protection Agency, Particulate Matter (PM) Pollution.

<sup>52</sup> United States Environmental Protection Agency, Particulate Matter (PM) Pollution.

<sup>53</sup> California Air Resources Board, Inhalable Particulate Matter and Health (PM<sub>2.5</sub> and PM<sub>10</sub>), <https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm>, last reviewed August 10, 2017. Accessed January 2019.

<sup>54</sup> California Air Resources Board, Inhalable Particulate Matter and Health (PM<sub>2.5</sub> and PM<sub>10</sub>).

<sup>55</sup> California Air Resources Board, Inhalable Particulate Matter and Health (PM<sub>2.5</sub> and PM<sub>10</sub>).

<sup>56</sup> California Air Resources Board, Inhalable Particulate Matter and Health (PM<sub>2.5</sub> and PM<sub>10</sub>).

<sup>57</sup> California Air Resources Board, Inhalable Particulate Matter and Health (PM<sub>2.5</sub> and PM<sub>10</sub>).

pollution causes lung cancer.<sup>58</sup> Short-term exposure to PM<sub>2.5</sub> has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days and long-term exposure to PM<sub>2.5</sub> has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children.<sup>59</sup> According to CARB, populations most likely to experience adverse health effects with exposure to PM<sub>10</sub> and PM<sub>2.5</sub> include older adults with chronic heart or lung disease, children, and asthmatics and children and infants are more susceptible to harm from inhaling pollutants such as PM<sub>10</sub> and PM<sub>2.5</sub> compared to healthy adults because they inhale more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems.<sup>60</sup>

(vii) *Lead (Pb)*

Major sources of lead emissions include ore and metals processing, piston-engine aircraft operating on leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturers.<sup>61</sup> In the past, leaded gasoline was a major source of lead emissions; however, the removal of lead from gasoline has resulted in a decrease of lead in the air by 98 percent between 1980 and 2014.<sup>62</sup> Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system, and affects the oxygen carrying capacity of blood.<sup>63</sup> The lead effects most commonly encountered in current populations are neurological effects in children, such as behavioral problems and reduced intelligence, anemia, and liver or kidney damage.<sup>64</sup> Excessive lead exposure in adults can cause reproductive problems in men and women, high blood pressure, kidney disease, digestive problems, nerve disorders, memory and concentration problems, and muscle and joint pain.<sup>65</sup>

(d) *Toxic Air Contaminants*

In addition to criteria pollutants, the SCAQMD periodically assesses levels of toxic air contaminants (TACs) in the Air Basin. A TAC is defined by California Health and Safety Code Section 39655:

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- <sup>58</sup> California Air Resources Board, Inhalable Particulate Matter and Health (PM<sub>2.5</sub> and PM<sub>10</sub>).
  - <sup>59</sup> California Air Resources Board, Inhalable Particulate Matter and Health (PM<sub>2.5</sub> and PM<sub>10</sub>).
  - <sup>60</sup> California Air Resources Board, Inhalable Particulate Matter and Health (PM<sub>2.5</sub> and PM<sub>10</sub>).
  - <sup>61</sup> United States Environmental Protection Agency, Lead Air Pollution, <https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution>, last updated November 29, 2017. Accessed January 2019.
  - <sup>62</sup> United States Environmental Protection Agency, Lead Air Pollution.
  - <sup>63</sup> United States Environmental Protection Agency, Lead Air Pollution.
  - <sup>64</sup> California Air Resources Board, Lead & Health, <https://ww2.arb.ca.gov/resources/lead-and-health>. Accessed January 2019.
  - <sup>65</sup> California Air Resources Board, Lead & Health.

*“Toxic air contaminant” means an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412(b)) is a toxic air contaminant.*

Between July 2012 and June 2013, the SCAQMD conducted the Multiple Air Toxics Exposure Study (MATES IV), which is a follow-up to previous air toxics studies conducted in the Air Basin. The MATES IV Final Report was issued in May 2015. The study, based on actual monitored data throughout the Air Basin, consisted of several elements. These included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Air Basin from exposure to TACs. The study concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Air Basin equates to a background cancer risk from long-term inhalation exposure to TAC emissions of approximately 418 in one million based on the average of 10 fixed monitoring sites and 367 in one million based on a population-weighted average risk. The overall cancer risk was about 65 percent lower for the average of 10 fixed monitoring sites and 57 percent lower for the population-weighted risk than the previous MATES III cancer risks.<sup>66</sup>

Approximately 68 percent of the risk is attributed to diesel particulate matter (DPM) emissions, approximately 22 percent to other toxics associated with mobile sources (including benzene, butadiene, and formaldehyde), and approximately 10 percent of all airborne carcinogenic risk is attributed to stationary sources (which include industries and certain other businesses, such as dry cleaners and chrome plating operations).<sup>67</sup> The study also found lower ambient concentrations of most of the measured air toxics compared to the levels measured in the previous study conducted during 2004 and 2006. Specifically, benzene and 1,3-butadiene, pollutants generated mainly from vehicles, were down 35 percent and 11 percent, respectively.<sup>68</sup> The reductions were attributed to air quality control regulations and improved emission control technologies. In addition to air toxics, MATES IV included continuous measurements of black carbon and ultrafine particles (particles smaller than 0.1 microns in size), which are emitted by the combustion of diesel fuels. Sampling sites located near heavily-trafficked freeways or near

<sup>66</sup> South Coast Air Quality Management District, Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin, page ES-2-3, 2015, <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf?sfvrsn=7>. Accessed December 2018.

<sup>67</sup> South Coast Air Quality Management District, Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin, page ES-2.

<sup>68</sup> South Coast Air Quality Management District, Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin, page 6-1.

industrial areas were characterized by higher levels of black carbon and ultrafine particles compared to more rural sites.

## (2) Local Air Quality

### (a) Existing Criteria Pollutants Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin to measure ambient pollutant concentrations. The nearest monitoring station most representative of the Project Site is the Central Los Angeles County Monitoring Station, located 1.35 miles north east of the Project Site at 1603 North Main Street, Los Angeles, CA 90012. Criteria pollutants monitored at this station include O<sub>3</sub>, NO<sub>2</sub>, CO, SO<sub>2</sub>, Pb, PM<sub>10</sub> and PM<sub>2.5</sub>. The most recent data available from the SCAQMD for this monitoring station are from years 2012 to 2016. The pollutant concentration data for these years are summarized in **Table IV.B-3, Ambient Air Quality Data**. As shown in Table IV.B-3, the CAAQS and NAAQS were not exceeded in the Project vicinity for most pollutants between 2012 and 2016, except for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

**TABLE IV.B-3  
AMBIENT AIR QUALITY DATA**

Pollutant/Standard <sup>a</sup>	2012	2013	2014	2015	2016
<b>O<sub>3</sub> (1-hour)</b>					
Maximum Concentration (ppm)	0.093	0.081	0.113	0.104	0.103
Days > CAAQS (0.09 ppm)	0	0	3	2	2
<b>O<sub>3</sub> (8-hour)</b>					
Maximum Concentration (ppm)	0.077	0.069	0.094	0.074	0.078
4 <sup>th</sup> High 8-hour Concentration (ppm)	0.068	0.060	0.072	0.072	0.071
Days > CAAQS (0.070 ppm)	2	0	7	6	4
Days > NAAQS (0.070 ppm)	2	0	7	6	4
<b>NO<sub>2</sub> (1-hour)</b>					
Maximum Concentration (ppm)	0.077	0.090	0.082	0.079	0.065
98 <sup>th</sup> Percentile Concentration (ppm)	0.069	0.063	0.067	0.062	0.061
<b>NO<sub>2</sub> (Annual)</b>					
Annual Arithmetic Mean (0.030 ppm)	0.025	0.022	0.022	0.022	0.021
<b>CO (1-hour)</b>					
Maximum Concentration (ppm)	N/A	N/A	3	3.2	1.9
Days > CAAQS (20 ppm)	0	0	0	0	0
<b>CO (8-hour)</b>					
Maximum Concentration (ppm)	1.9	2.0	2.0	1.8	1.4
Days > CAAQS (9.0 ppm)	0	0	0	0	0

Pollutant/Standard <sup>a</sup>	2012	2013	2014	2015	2016
<b>SO<sub>2</sub> (1-hour)</b>					
Maximum Concentration (ppm)	0.005	0.006	0.005	0.013	0.013
99 <sup>th</sup> Percentile Concentration (ppm)	0.005	0.005	0.004	0.006	0.003
Days > CAAQS (0.075 ppm)	0	0	0	0	0
<b>SO<sub>2</sub> (24-hour)</b>					
Maximum Concentration (ppm)	0.002	0.002	0.001	0.001	0.001
Days > CAAQS (0.14 ppm)	0	0	0	0	0
<b>PM<sub>10</sub> (24-hour)</b>					
Maximum Concentration (µg/m <sup>3</sup> )	80	57	87	88	67 <sup>b</sup>
Samples > CAAQS (50 µg/m <sup>3</sup> )	4	1	32	26	18
Samples > NAAQS (150 µg/m <sup>3</sup> )	0	0	0	0	0
<b>PM<sub>10</sub> (Annual Average)</b>					
Annual Arithmetic Mean (20 µg/m <sup>3</sup> )	30.2	29.5	35.4	33.0	32.4
<b>PM<sub>2.5</sub> (24-hour)</b>					
Maximum Concentration (µg/m <sup>3</sup> )					
98 <sup>th</sup> Percentile Concentration (µg/m <sup>3</sup> )	58.7	43.1	59.9 <sup>b</sup>	56.4	44.4
Samples > NAAQS (35 µg/m <sup>3</sup> )	4	1	6	7	2
<b>PM<sub>2.5</sub> (Annual)</b>					
Annual Arithmetic Mean (12 µg/m <sup>3</sup> )	12.6	12.0	12.4	12.4	11.8
<b>Lead</b>					
Maximum 30-day average (µg/m <sup>3</sup> )	0.014	0.013	0.013	0.013	0.016
Samples > CAAQS (1.5 µg/m <sup>3</sup> )	0	0	0	0	0

a ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter

b Exceptional events occurred in 2013 for PM<sub>2.5</sub>. Exceptional events are not considered violations of an ambient air quality standard.

SOURCE: South Coast Air Quality Management District, Historical Data by Year, <http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year>; California Air Resources Board, Air Quality Data Statistics, <http://www.arb.ca.gov/adam/>; United States Environmental Protection Agency, AirData, [http://www.epa.gov/airdata/ad\\_rep\\_mon.html](http://www.epa.gov/airdata/ad_rep_mon.html). Accessed December 2018.

### (b) Existing Toxic Air Contaminant Risk Levels

The SCAQMD has prepared a series of maps that show regional trends in estimated outdoor long-term inhalation cancer risk from toxic emissions, as part of an ongoing effort to provide insight into relative risks. The maps represent the estimated number of potential cancers per million people associated with a lifetime of breathing air toxics (24 hours per day outdoors for 70 years). The grid in which the Project Site is located is shown in **Figure IV.B-2, Background Inhalation Cancer Risk for Project Site Area**. As shown, the background potential cancer risk

per million people is estimated at 1,830 per million (compared to an overall South Coast Air Basin-wide risk of 1,023 per million).<sup>69</sup> Generally, the risk from air toxics is lower near the coastline: it increases inland, with higher risks concentrated near diesel sources (e.g., freeways, airports, and ports).

(c) *Existing Site Emissions*

The Project Site is currently developed with five structurally distinct but internally connected buildings currently occupied by the Los Angeles Times offices, a bank, and other office uses. The buildings range from four to 10 stories in height. The buildings include the eight-story Times Building, the 4-story Plant Building, the 10-story Mirror Building, the six-story parking structure, and the six-story Executive Building. Combined the Times, Plant, Mirror, and Executive Buildings have a total floor area of approximately 559,863 square feet. This includes approximately 541,113 square feet of commercial office uses across the four existing buildings, an approximately 7,500 square-foot bank in the Executive Building, and an approximately 11,250 square-foot cafeteria in the Plant Building. The current site usage generates air quality emissions from operations related to the commercial activities at the site. Approximately 223,945 square feet, or 40 percent of the existing uses, are vacant office spaces that have been vacant for 10 years. Therefore, the analysis assumes no existing emissions or vehicle trips are generated from the 40 percent vacant office spaces. **Table IV.B-4, Existing Site Operational Emissions**, identifies the existing site uses and emissions.

**TABLE IV.B-4**  
**EXISTING SITE OPERATIONAL EMISSIONS (POUNDS PER DAY) <sup>a</sup>**

Source	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM10	PM2.5
Area	8	<1	<1	0	<1	<1
Energy (Natural Gas)	<1	2	1	<1	<1	<1
Motor Vehicles	8	35	97	<1	18	5
<b>Total Existing Emissions</b>	<b>16</b>	<b>37</b>	<b>98</b>	<b>&lt;1</b>	<b>18</b>	<b>5</b>

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-1 of Appendix C of this Draft EIR. Approximately 223,945 square feet, or 40 percent of the existing uses, are vacant office spaces that have been vacant for 10 years. Therefore, the analysis assumes no existing emissions or vehicle trips are generated from the 40 percent vacant office spaces.

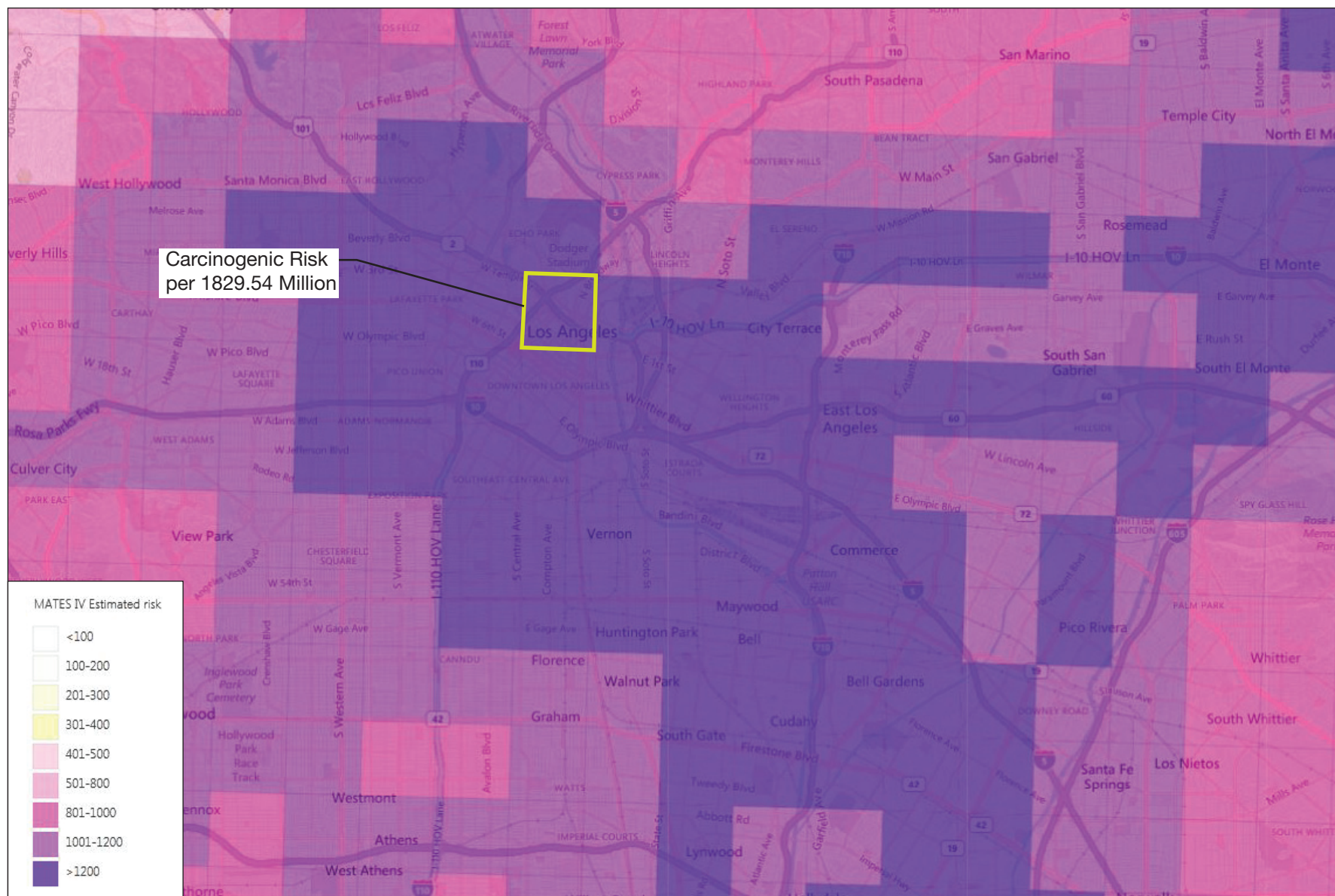
SOURCE: ESA, 2018.

<sup>69</sup> South Coast Air Quality Management District, Multiple Air Toxics Exposure Study, MATES IV Carcinogenic Risk Interactive Map, <https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f>. Accessed December 2018.

(d) *Sensitive Receptors and Locations*

Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential effects of air pollution than others. As a result, certain land uses that are occupied by these population groups, such as residences, hospitals and schools, are considered to be air quality sensitive land uses. The Project Site is primarily surrounded by civic and commercial uses, although there are areas of air quality sensitive land uses within 1,000 feet of the Project Site, as shown in **Figure IV.B-3, Sensitive Receptor Locations Nearest to the Project Site**. Air quality sensitive land uses nearest to the Project Site are described below. Maximum air quality impacts are evaluated for these air quality sensitive land uses. Other air quality sensitive land uses are located farther from the Project Site and would experience lower impacts.

- The City Hall Park is located approximately 150 feet to the northeast of the Project Site.
- Grand Park is located approximately 434 feet to the north of the Project Site.
- The one-acre park just south of the LAPD Headquarters Building is located approximately 80 feet southeast of the Project Site.
- The Higgins Building Lofts apartment complex is located at the corner of S. Main Street and West 2nd Street approximately 250 feet southeast of the Project Site.
- The Douglas Lofts apartment complex is located at the corner of Spring Street and West 3rd Street approximately 530 feet southwest of the Project Site.
- The Victor Clothing apartment complex is located on Broadway approximately 480 feet to the southwest of the Project Site.
- The Pan American Lofts building is located at the corner of Broadway and W. 3rd Street approximately 550 feet southwest of the Project Site.
- The newly constructed STOA apartment complex is located on S. Main Street approximately 550 feet southeast of the Project Site.



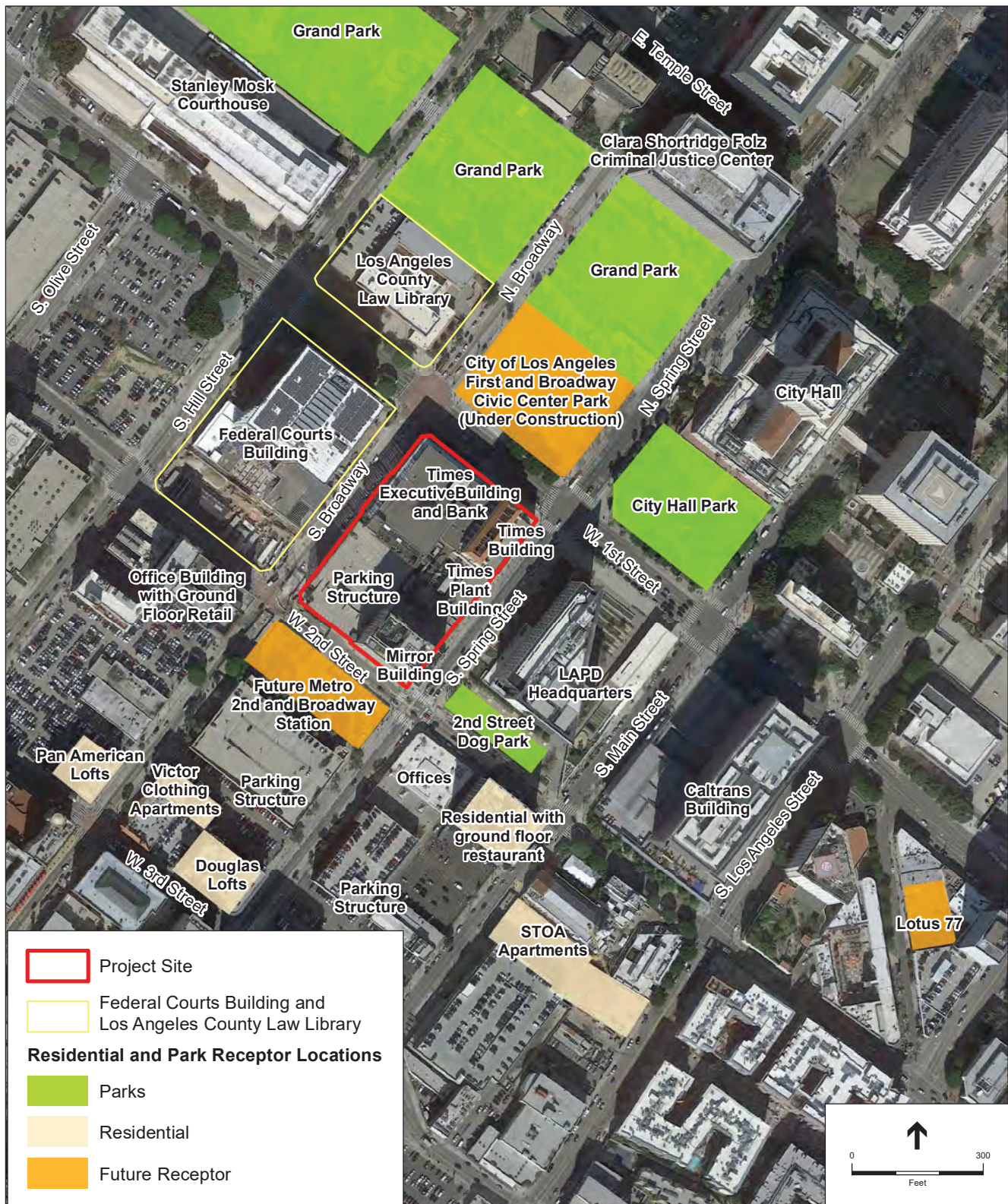
SOURCE: South Coast Air Quality Management District, 2017

Times Mirror Square Project

**Figure IV.B-2**

Background Inhalation Cancer Risk for Project Site Area





SOURCE: Google Maps, 2016 (Aerial). Times Mirror Square  
**Figure IV.B-3**  
 Sensitive Receptor Locations Nearest to the Project Site

*(e) Future Sensitive Receptors and Locations (Sensitive Receptors Not Built Yet)*

Beyond the existing development that could potentially be impacted by Project construction, there are three future projects in the nearby vicinity of the Project Site that could be impacted should they become constructed and occupied prior to the construction of the Project. Future sensitive land uses in close proximity to the Project Site are also shown in Figure IV.B-3, and include the following:

- A mixed-use residential development is planned for construction over the future Metro station at the corner of 2nd Street and Broadway approximately 50 feet southwest of the Project Site.
- The First and Broadway Civic Center Park will be constructed at the corner of 1st and Broadway approximately 130 feet northwest of the Project Site.
- The Lotus 77 apartment complex will be constructed at 118 Astronaut E S Onizuka Street approximately 1,300 feet southeast of the Project Site.

### **3. Project Impacts**

#### **a) Methodology**

The evaluation of potential impacts to regional and local air quality that may result from the construction and long-term operations of the Project is conducted as follows. Additional details are provided in the Air Quality Technical Report in Appendix C of this Draft EIR.

##### **(1) Consistency with Air Quality Management Plan**

The SCAQMD is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Air Basin is in non-attainment of the NAAQS (e.g., ozone and PM<sub>2.5</sub>). The SCAQMD's 2012 Air Quality Management Plan contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving the NAAQS. These strategies are developed, in part, based on regional growth projections prepared by SCAG. Projects that are consistent with the assumptions used in the Air Quality Management Plan do not interfere with attainment because the growth is included in the projections utilized in the formulation of the Air Quality Management Plan. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the Air Quality Management Plan would be consistent with the Air Quality Management Plan, even if they exceed the SCAQMD's numeric indicators.<sup>70</sup> As noted above, the 2016 AQMP has been adopted by the SCAQMD and CARB. Therefore, this analysis considers the 2016

<sup>70</sup> South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 12, 1993, page 12-1.

AQMP. The Project's consistency with the AQMP is evaluated based on consistency with the applicable growth projections and emission control strategies.

## (2) Construction Impacts

Construction of the Project has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as excavators and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site, and through building activities, such as the application of paint and other surface coatings. In addition, fugitive dust emissions would result from various soil-handling activities. Mobile source emissions, primarily NO<sub>x</sub>, would result from the use of construction equipment such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

Construction emissions were estimated assuming an early starting period. In order to provide a conservative emissions analysis, for modeling purposes, construction emissions were modeled with a starting time period in calendar year 2018. The Project would be expected to be fully built-out will full operation of all uses by calendar year 2023. Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. If the onset of construction is delayed to a later date than assumed in the modeling analysis, construction impacts would be less than those analyzed, because a more energy-efficient and cleaner burning construction equipment and vehicle fleet mix would be expected in the future, pursuant to State regulations that require construction equipment fleet operators to phase-in less polluting heavy-duty equipment. As a result, should the Project commence construction on a later date than modeled in this air quality impact analysis, air quality impacts would be less than the impacts disclosed herein. Emissions are estimated using the CalEEMod (Version 2016.3.2) software, which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California and is recommended by the SCAQMD.<sup>71</sup>

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<sup>71</sup> South Coast Air Quality Management District, California Emissions Estimator Model, <http://www.aqmd.gov/caleemod/>. Accessed December 2018.



Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The input values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. Construction haul and vendor truck emissions during demolition, grading, concrete pour and building construction were evaluated using regional heavy-duty truck emission factors from EMFAC2014. Daily truck trips and default trip length data were used to assess roadway emissions from truck exhaust. The maximum daily emissions are estimated values for the worst-case day and do not represent the emissions that would occur for every day of Project construction. The maximum daily emissions are compared to the SCAQMD daily regional numeric indicators (calculation details are provided in the Air Quality Technical Report provided in Appendix C of this Draft EIR).

### (3) Operational Impacts

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project Site. In addition, emissions would result from area sources on-site such as natural gas combustion from water heaters, landscaping equipment, and use of consumer products. Stationary sources of emissions may also be generated by on-site charbroiling associated with food preparation activities at the proposed restaurant land uses if the restaurant were to install charbroiling equipment. Criteria pollutant emissions would also be generated by point sources including new cooling towers and new emergency generators. Operational impacts were assessed for the existing uses in the year of 2017 (see Table IV.B-4, above), which represents the NOP baseline year, and for the full Project buildout year of 2023 (calculation details are provided in the Air Quality Technical Report provided in Appendix C of this Draft EIR).

The California Supreme Court issued an opinion regarding the environmental baseline to be used in an EIR for a long-range transportation improvement in the case *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, 57 Cal. 4th 439 (2013) (NFSR) in August 2013. In its decision, the Court held in part that “nothing in CEQA precludes an agency...from considering both types of baseline—existing and future conditions—in its primary analysis of the project’s significant adverse effects,” but if an agency “chooses to evaluate only the impacts on future conditions, foregoing the existing conditions analysis called for under the State CEQA Guidelines,” the agency needs to justify that choice. An air-quality analysis of the conditions when the Project becomes fully operational in 2023 would provide the most accurate and environmentally meaningful assessment of the Project’s operational air quality impacts, as the Project could not be operational in 2017 because it is seeking entitlements at this time and would require approximately 48 months of construction once the entitlements have been obtained. Thus, any operational impacts produced by modeling a hypothetical

2017 build out year could not in fact occur, and thereby could not realistically create a significant impact on the environment.

The operational emissions were also estimated using the CalEEMod software. CalEEMod was used to forecast the daily regional emissions from area and stationary sources that would occur during long-term Project operations. In calculating mobile-source emissions, the trip length values were based on the distances provided in CalEEMod. The trip distances were applied to the maximum daily trip estimates, based on the trip rates in the Project Transportation Impact Analysis.<sup>72</sup> The trips take into account trip and vehicle miles traveled (VMT) reductions from Project characteristics, including internal capture from co-locating commercial and residential uses on the Project Site, access to nearby mass transit, and the Project Site's proximity to nearby office, library, retail, restaurant, theater, entertainment, park, and other commercial and recreational uses in Downtown Los Angeles.

Area source emissions are based on natural gas combustion rates for building heating, water heaters and cooking, landscaping equipment fuel combustion, and consumer product usage (including paints) rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission (CEC) California Commercial End Use Survey data set, which provides energy demand by building type and climate zone.<sup>73</sup> The Project does not include fireplaces in the design of the residential towers, which consists primarily of studios, one, and two bedroom apartments. Therefore, residential fireplaces were not included in the emissions analysis.

Stationary-source emissions are estimated separately outside of the CalEEMod software. Stationary sources may include charbroiling of meat that may occur on-site during food preparation activities in the restaurant kitchen. Charbroiling emissions are calculated based on emissions factors available from the SCAQMD. In order to provide a conservative analysis, it was assumed that the restaurant uses would charbroil meat with relatively high emission factors (i.e., hamburger meat and chicken). The quantity of meat charbroiled in the restaurant uses are based on survey data from the SCAQMD and San Joaquin Valley Air Pollution Control District. The estimated emissions account for reductions from compliance with emissions control requirements consistent with SCAQMD Rule 1138.

Stationary sources would also include four on-site cooling towers to assist in dissipating heat from commercial processes of the Project, and would utilize a flow rate of approximately 17,820 gallons per day (refer to Section IV.R, *Water Supply*, of this Draft EIR). Emissions from the cooling towers occur as a result of air containing chemical impurities passing through the cooling water in the tower

<sup>72</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis, 2018.

<sup>73</sup> California Energy Commission, California Commercial End-Use Survey, <http://capabilities.itron.com/CeusWeb/Chart.aspx>. Accessed December 2018.

where some of the liquid water is entrained into the air stream and carried out of the tower as “drift” droplets where the particulate matter constituent of the drift droplets may be classified as an emission. Large drift droplets often settle out of the tower exhaust air stream and deposit near the tower, while other drift droplets may evaporate before being deposited in the area surrounding the tower, and they also can produce PM emissions. To estimate daily emissions, particulate matter emission factors for wet cooling towers calculated by the USEPA were used, conservatively assuming it would operate 24 hours a day, every day of the year using the above mentioned daily flow rate.<sup>74</sup>

Stationary source emissions are estimated for new emergency generators expected in each tower (two generators for the Project), rated at approximately 414 kilowatts (555 horsepower) for the North Tower emergency generator and 623 kilowatts (835 horsepower) for the South Tower emergency generator based on preliminary engineering assumptions. The emergency generators would result in emissions during maintenance and testing operations. The emergency generator emissions are calculated based on compliance with the Tier 4 interim emissions standards and compliance with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) mandated emission limits and operating hour constraints. Emergency generators are permitted by the SCAQMD and regulated under SCAQMD Rule 1470. Maintenance and testing would not occur daily, but rather periodically, up to 50 hours per year per Rule 1470. For the purposes of estimating daily emissions, it is estimated that the emergency generators would operate for up to two hours on days with maintenance and testing activities.

Operational air quality impacts are assessed based on the incremental increase in emissions compared to baseline conditions. Under CEQA, the baseline environmental setting for an EIR is generally established at or around the time that the Notice of Preparation for the EIR is published. As discussed previously, the Project Site is currently developed with five structurally distinct but internally connected buildings currently occupied by the Los Angeles Times offices, a bank, and other office uses. The buildings were constructed between the 1930s and 1970s and range from four to ten stories in height. The buildings include the eight-story Times Building, the four-story Plant Building, the ten-story Mirror Building, the six-story parking structure, and the six-story Executive Building. This includes approximately 541,113 square feet of commercial office uses across the four existing buildings, an approximately 7,500 square-foot bank in the Executive Building, an approximately 11,250 square-foot cafeteria in the Plant Building. Approximately 223,945 square feet, or 40 percent of the existing uses, are vacant office spaces that have been vacant for 10 years. Therefore, the analysis assumes no existing emissions or vehicle trips are generated from the 40 percent vacant

<sup>74</sup> United States Environmental Protection Agency, Air Pollutant Factors (AP-42), Fifth Edition, Volume I - Chapter 13.4: Wet Cooling Towers, <https://www3.epa.gov/ttn/chief/ap42/ch13/final/c13s04.pdf>. Accessed December 2018.

office spaces. The net operational emissions generated by the proposed Project are equal to the Project's emissions minus the existing Project Site emissions. The maximum daily net emissions from operation of the Project are compared to the SCAQMD daily regional numeric indicators.

#### (4) Localized Emissions

The localized effects from the on-site portion of the emissions are evaluated at nearby sensitive receptor locations potentially impacted by the Project according to the SCAQMD *Final Localized Significance Threshold Methodology* (June 2003, revised July 2008).<sup>75</sup> The localized significance thresholds are only applicable to NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. The SCAQMD has established conservative screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The localized analysis is based on this SCAQMD screening criteria. The screening criteria depend on: (1) the area in which the Project is located, (2) the size of the Project Site, and (3) the distance between the Project Site and the nearest sensitive receptor. The Project Site is located in the SCAQMD's Central Los Angeles Source Receptor Area 1 and is approximately 3.6 acres in size, with renovations of existing buildings taking place on approximately 1.85 acres of the site and construction of new residential towers on approximately 1.84 acres of the site. In order to provide a conservative assessment of localized construction and operational, the screening criteria used in the analysis were those applicable to a 1.84-acre site for residential tower construction, and a 3.6-acre site for total Project construction activities (residential tower construction and renovation activities) and Project operations, in the Central Los Angeles area with sensitive receptors located 25 meters away.

The nearest off-site air quality sensitive receptors are the one-acre park just south of the LAPD Headquarters Building located approximately 25 meters southeast of the Project Site and the Higgins Building Lofts apartment complex located at the corner of S. Main Street and West 2nd Street approximately 75 meters southeast of the Project Site.

Based on available information, the future mixed-use residential development planned for future construction over the future Metro station at the corner of 2nd Street and Broadway approximately 50 feet southwest of the Project Site is not reasonably expected to be in operation and occupied during construction of the Project. The Initial Study<sup>76</sup> for that project states that its construction will not begin until construction of the Metro Regional Connector portal and station within the site

<sup>75</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology.

<sup>76</sup> City of Los Angeles Department of City Planning, Initial Study, 222 West 2<sup>nd</sup> Project, Case No. ENV 2016-3809-EIR, dated January 2017, <https://planning.lacity.org/eir/nops/222West2nd/Is.pdf>. Accessed December 2018.

is complete. Therefore, construction of this related project would not be anticipated to begin until 2022 and would not be anticipated to be complete until 2025, which would be two years after completion the Project. Therefore, there is no evidence to assume that this future mixed-use residential development would be occupied by residents during construction of the Project, and as such, there would no exposure to these future residents from construction-related localized emissions from the Project.

Operational CO, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> localized emissions, which generally consists of both fugitive dust and non-fugitive dust exhaust emissions, such as diesel fuel and natural gas combustion, were analyzed in accordance with the SCAQMD *Final Localized Significance Threshold Methodology* (June 2003, revised July 2008). Therefore, with respect to localized operational CO, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>, the SCAQMD recommends evaluating impacts at the closest sensitive receptor as sensitive receptors further away in distance would experience lesser impacts. As a conservative assessment, the operational LSTs for CO, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are based on the distance of 25-meters for the most conservative analysis that corresponds to existing sensitive receptors, such as the one-acre park just south of the LAPD Headquarters Building located southeast of the Project Site, as well as the nearest future sensitive receptor that would be located at the corner of 2nd Street and Broadway southwest of the Project Site.

According to the SCAQMD *Final Localized Significance Threshold Methodology*, “projects whose calculated emission budgets for the proposed construction or operational activities are above the LST emission levels found in the LST mass rate look-up tables should not assume that the project would necessarily generate adverse impacts. Detailed air dispersion modeling may demonstrate that pollutant concentrations are below localized significant levels.”<sup>77</sup> Thus, if the screening criteria would be exceeded, a project could implement mitigation measures to reduce localized emissions to below the screening criteria or conduct dispersion modeling using the USEPA AMS/EPA Regulatory Model (AERMOD) dispersion model with meteorological data from the closest SCAQMD monitoring station to refine the localized impact analysis.

## (5) CO Hotspots

Localized areas where ambient CO concentrations exceed state and/or federal standards are termed CO hotspots. The potential for the Project to cause or contribute to the formation of off-site CO hotspots are evaluated based on prior dispersion modeling of the four busiest intersections in the Air Basin that has been conducted by the SCAQMD for its CO Attainment Demonstration Plan in the AQMP.<sup>78</sup> The analysis compares the intersections with the greatest peak-hour

<sup>77</sup> South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, page 1-2.

<sup>78</sup> South Coast Air Quality Management District, 2012 Air Quality Management Plan.



traffic volumes that would be impacted by the Project to the intersections modeled by the SCAQMD. Project-impacted intersections with peak-hour traffic volumes that are lower than the intersections modeled by the SCAQMD, in conjunction with lower background CO levels, would result in lower overall CO concentrations compared to the SCAQMD modeled values in its AQMP.

## (6) Toxic Air Contaminants Impacts (Construction and Operation)

The greatest potential for construction TAC emissions would be associated with DPM emissions associated from heavy-duty equipment during excavation and grading activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk-assessment methodology. Additionally, the SCAQMD CEQA guidance does not require a HRA for short-term construction emissions. Construction activities associated with the Project would be sporadic, transitory, and short-term in nature (approximately 48 months). Thus, construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. Nonetheless, a qualitative assessment of TAC emissions associated with short-term construction TAC emissions is provided in the analysis section below.

During long-term operations, TACs could be emitted as part of periodic maintenance operations, period testing and maintenance of the emergency generator, restaurant charbroiling, cleaning, painting, etc., and from periodic visits from delivery trucks and service vehicles. However, these uses are expected to be occasional and result in minimal exposure to off-site sensitive receptors. As the Project consists of residential, and commercial/restaurant uses, the Project would not include sources of substantial TAC emissions identified by the SCAQMD or CARB siting recommendations.<sup>79,80</sup> Thus, a qualitative analysis is appropriate for operational emissions.

## b) Project Design Features

The following Project Design Features (PDFs) are applicable to the Project.

**PDF-AQ-1: Green Building Features:** The Project will be designed to achieve the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Silver Certification level for new buildings. The Project will demonstrate

<sup>79</sup> South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, 2005, Table 2-3, <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>. Accessed December 2018.

<sup>80</sup> California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective, Table 1-1.

compliance with the LEED Silver Certification or equivalent by providing architectural and engineering documentation, building energy modeling simulations, and other supporting evidence consistent with USGBC accepted documentation standards. Pre-construction documentation that indicates the Project is designed to achieve the number of points required for LEED Silver Certification will be provided to the City prior to building permit issuance. Post-construction documentation that indicates the Project operates within the expected parameters to achieve the number of points required for LEED Silver Certification will be provided to the City after completion of LEED Silver Certification commissioning activities.

**PDF-AQ-2: Electric Vehicle Parking Features:** The Project will designate a minimum of ten (10) percent of the Code-required on-site nonresidential parking for carpool and/or alternative-fueled vehicles. The Project will ensure that at least twenty (20) percent of the total code-required parking spaces provided for all types of parking facilities are capable of supporting future electric vehicle supply equipment (EVSE), with 5 percent of the Code-required spaces further improved with electric vehicle charging stations. Plans will indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design will be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20 percent results in a fractional space, the Applicant will round up to the next whole number. A label stating “EV CAPABLE” will be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

### **c) Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to air quality if it would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;***
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;***
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);***

- d) *Expose sensitive receptors to substantial pollutant concentrations; or***
- e) *Create objectionable odors affecting a substantial number of people.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide and criteria from the SCAQMD, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*), identifies the following factors for consideration on a case-by-case basis to evaluate air quality impacts:

### **Construction**

- a) *Combustion Emissions from Construction Equipment***
  - Type, number of pieces and usage for each type of construction equipment;
  - Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
  - Emission factors for each type of equipment.
- b) *Fugitive Dust: Grading, Excavation and Hauling***
  - Amount of soil to be disturbed on-site or moved off-site;
  - Emission factors for disturbed soil;
  - Duration of grading, excavation and hauling activities;
  - Type and number of pieces of equipment to be used; and
  - Projected haul route.
- c) *Fugitive Dust: Heavy-Duty Equipment Travel on Unpaved Roads***
  - Length and type of road;
  - Type, number of pieces, weight and usage of equipment; and
  - Type of soil.
- d) *Other Mobile Source Emissions***
  - Number and average length of construction worker trips to project site, per day; and
  - Duration of construction activities.

While these factors are important inputs in determining the amounts and nature of air pollution emissions generated by a project during construction, construction air quality emissions are also evaluated in accordance with the most recent criteria adopted by the SCAQMD in connection with its *CEQA Air Quality Handbook, Air*

*Quality Analysis Guidance Handbook*, and subsequent SCAQMD guidance as discussed below.<sup>81</sup>

(a) *Regional Emissions*

The SCAQMD has established regional numerical emission indicators of significance for construction and operational activities. The numerical emission indicators are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.<sup>82</sup> Given that construction impacts are temporary and limited to the construction phase, the SCAQMD has established numerical indicators of significance specific to construction activity. Based on the indicators in the SCAQMD CEQA Air Quality Handbook,<sup>83</sup> the Project would potentially cause or contribute to an exceedance of an ambient air quality standard if Project construction or operation would generate regional emissions that would exceed the following:

- Construction:
  - 75 pounds a day for VOC
  - 100 pounds per day for NOX
  - 550 pounds per day for CO
  - 150 pounds per day for SO2
  - 150 pounds per day for PM10
  - 55 pounds per day for PM2.5
- Operation:
  - 55 pounds a day for VOC
  - 55 pounds per day for NOX
  - 550 pounds per day for CO

<sup>81</sup> While the SCAQMD CEQA Air Quality Handbook contains numerical indicators of significance for lead, project construction and operation would not include sources of lead emissions and would not exceed the numerical indicators for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial land use projects such as the Project. As a result, lead emissions are not further evaluated in this Draft EIR.

<sup>82</sup> South Coast Air Quality Management District, CEQA Air Quality Handbook.

<sup>83</sup> South Coast Air Quality Management District, Air Quality Significance Thresholds, 2015, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. Accessed December 2018.

- 150 pounds per day for SO<sub>2</sub>
- 150 pounds per day for PM<sub>10</sub>
- 55 pounds per day for PM<sub>2.5</sub>

(b) *Localized Emissions*

In addition to the regional numerical emission indicators of significance listed above, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards or ambient concentration limits. Impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of NO<sub>x</sub> and/or CO during construction or operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for NO<sub>2</sub> and/or CO.<sup>84</sup>
- Maximum daily localized emissions of PM<sub>10</sub> and/or PM<sub>2.5</sub> during construction are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 10.4 µg/m<sup>3</sup> over 24 hours (SCAQMD Rule 403 control requirement).
- Maximum daily localized emissions of PM<sub>10</sub> and/or PM<sub>2.5</sub> during operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 2.5 µg/m<sup>3</sup> over 24 hours (SCAQMD Rule 1303 allowable change in concentration).

The SCAQMD has established localized screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or ambient concentration limits without project-specific dispersion modeling. The use of the localized screening criteria are conservative mass daily emission limits that would satisfy the concentration-based limits listed above. This analysis uses the localized screening criteria to evaluate impacts from localized emissions where applicable.

To evaluate potential impacts associated with mobile sources, this assessment evaluates the potential for the Project to cause the following condition to occur at an intersection or roadway within one-quarter mile of a sensitive receptor:

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<sup>84</sup> South Coast Air Quality Management District, Final Localized Significance Threshold Methodology.

- The Project would cause or contribute to an exceedance of the CAAQS 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively.

Based on the criteria set forth by the SCAQMD, the Project would expose sensitive receptors to substantial concentrations of toxic air contaminants if any of the following would occur:<sup>85</sup>

- The Project emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of ten in one million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or an acute or chronic hazard index of 1.0.

Per the 2006 L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

- The regulatory framework for the toxic material(s) and process (es) involved;
- The proximity of the toxic air contaminants to sensitive receptors;
- The quantity, volume and toxicity of the contaminants expected to be emitted;
- The likelihood and potential level of exposure; and
- The degree to which a project's design will reduce the risk of exposure.

## d) Analysis of Project Impacts

### ***Threshold a) Would the Project conflict with or obstruct the implementation of the applicable air quality plan?***

The AQMP was adopted by the SCAQMD as a program to lead the Air Basin into compliance with several criteria pollutant standards and other federal requirements and relies on emissions forecasts based on demographic and economic growth projections provided by SCAG's Regional Transportation Plan/Sustainable Communities Strategy.<sup>86</sup> SCAG is charged by California law to prepare and approve "the portions of each AQMP relating to demographic projections and integrated regional land use, housing, employment, and transportation programs, measures and strategies."<sup>87</sup> Projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and not to interfere with its attainment.

<sup>85</sup> South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

<sup>86</sup> South Coast Air Quality Management District, 2016 Air Quality Management Plan, page 3-1.

<sup>87</sup> South Coast Air Quality Management District, 2016 Air Quality Management Plan, page 4-42.

The SCAQMD recommends that, when determining whether a project is consistent with the current AQMP, a lead agency must assess whether the project would directly obstruct implementation of the plan and whether it is consistent with the demographic and economic assumptions (typically land use related, such as resultant employment or residential units) upon which the plan is based.<sup>88</sup> Projects would also be considered to be consistent with the AQMP, in that the Project would be consistent with appropriate control strategies set forth in the AQMP for achieving its emission reduction goals and the Project is consistent with the demographic and economic assumptions upon which the plan is based. The analysis below is organized by discussing the Project's construction and operational consistency with control strategies and growth projections.

## (1) Construction

### (a) *Control Strategies*

During its construction phase, the Project would ensure compliance with CARB requirements to minimize short-term emissions from on-road and off-road diesel equipment, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and other construction emissions. As described further below, the Project would result in a short-term and temporary significant impact with respect to regional NO<sub>x</sub> emissions during construction, even after implementation of feasible mitigation measures. However, the Project would comply with fleet rules to reduce on-road truck emissions (i.e., 13 CCR, Section 2025 [CARB Truck and Bus regulation]) and the impact would be limited to up to two days each during the two continuous concrete pouring foundation phases. As discussed under Methodology, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the Air Quality Management Plan would not jeopardize attainment of the air quality levels identified in the Air Quality Management Plan, even if they exceed the SCAQMD's numeric indicators. The short-term and temporary impact would not conflict with the SCAQMD's long-term plans to achieve the ambient air quality standards. Compliance with these measures and requirements described earlier in the paragraph would be consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities.

### (b) *Growth Projections*

The Project would generate short-term construction jobs, resulting in an increase in short-term employment compared to existing conditions. Construction workers typically travel amongst construction sites as individual projects are completed within a particular area and are not typically brought from other areas to work on developments such as the Project. Moreover, being relatively small in number and

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<sup>88</sup> South Coast Air Quality Management District, Air Quality Analysis Handbook.

temporary in nature, construction jobs under the Project would not conflict with the long-term employment projections upon which the AQMP is based.

## (2) Operations

### (a) *Control Strategies and Policy Consistency*

The Project's location, design, and proposed land uses would be consistent with the AQMP. The AQMP includes transportation control measures that are intended to reduce regional mobile source emissions.<sup>89</sup> While the majority of the measures are implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, the Project's location, design, and land uses would support measures related to reducing vehicle trips for residents, patrons, and employees by increasing residential and commercial density near public transit, as further discussed below.

The California Air Pollution Control Officers Association (CAPCOA) has provided guidance for mitigating or reducing emissions from land use development projects within its guidance document titled *Quantifying Greenhouse Gas Mitigation Measures*.<sup>90</sup> The land use characteristics listed below are consistent with the CAPCOA guidance document, and would reduce vehicle trips to and from the Project Site and vehicle trip distances and would achieve a reduction in transportation-related air pollutant and GHG emissions.

- **Increased Density:** Increased density, measured in terms of persons, jobs, and/or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services. This characteristic corresponds to CAPCOA guidance strategy LUT-1.<sup>91</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill<sup>92</sup> location and is mixed-use; therefore, this characteristic applies to the

<sup>89</sup> Through capital improvement programs, local governments can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals.

<sup>90</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, 2010, <http://capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>. Accessed December 2018.

<sup>91</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, pages 155-158.

<sup>92</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, pages 59-60. The project area meets the characteristics for an urban setting with respect to typical building heights of 6 stories or much higher, grid street pattern, minimal setbacks, constrained parking, high parking prices, high quality rail service (i.e., Metro Red and Purple Lines at the Grand Park/Civic Center Station), location relative to regional cores (5 miles



Project. The Project would increase the Project Site density to approximately 305 dwelling units per acre and would provide approximately 425 jobs per acre (refer to Section IV.J, *Population and Housing*, of this Draft EIR, which provides employment data used to estimate the number of jobs per acre).<sup>93</sup>

- Location Efficiency:** Location efficiency describes the location of a project relative to the type of urban landscape such as an urban area, compact infill, or suburban center. This measure is not intended as a separate strategy but rather serves as a “cap” for all land use/location strategies. This characteristic corresponds to CAPCOA guidance strategy LUT-2.<sup>94</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include the geographic location of the Project within the region. The Project Site represents an urban infill location within Downtown Los Angeles. The Project Site is served by existing public transportation located within a quarter-mile. The Project Site is within an active urban center with many existing off-site commercial, entertainment, hotel, and residential buildings. The location efficiency of the Project Site would reduce vehicle trips and VMT compared to the statewide and South Coast Air Basin average and would result in corresponding reductions in transportation-related emissions.<sup>95</sup>
- Increased Land Use Diversity and Mixed-Uses:** Locating different types of land uses near one another can decrease VMT since trips between land use types are shorter and could be accommodated by alternative modes of transportation, such as public transit, bicycles, and walking. This characteristic

or less) and jobs/housing balance (the Central City Community Plan Area has an existing jobs/housing ratio of approximately 7.3 for year 2017).

<sup>93</sup> Based on employment density factors in the Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017.

<sup>94</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 159-161.

<sup>95</sup> CalEEMod, by default, assumes that trip distances in the South Coast Air Basin are slightly longer than the statewide average. This is due to the fact that commute patterns in the South Coast Air Basin involve a substantial portion of the population commuting relatively far distances, which is documented in the Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS shows that, even under future Plan conditions, upwards of 50 percent of all work trips would be 10 miles or longer (SCAG, Performance Measures Appendix, page 13, 2016). The 2016 RTP/SCS does not specify the current percentage of work trips greater than 10 miles in the region, but it can be assumed that the percentage is currently greater than 50 percent since the goal of the RTP/SCS is to reduce overall VMT in the region. It is thus reasonable to assume that the trip distances in South Coast Air Basin are analogous to the statewide average given that the default model trip distances in the South Coast Air Basin are slightly longer but still generally similar to the statewide average. Therefore, projects could achieve similar levels of VMT reduction (65 percent in an urban area, 30 percent in a compact infill area, or 10 percent for a suburban center) compared to the South Coast Air Basin average.

corresponds to CAPCOA guidance strategy LUT-3.<sup>96</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings (also potentially for rural master-planned communities) for mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include the percentage of each land use type in the Project. The Project would co-locate multi-family residences, offices, retail, and restaurant land uses in close proximity to existing off-site commercial and residential uses, as well as major transit facilities. The increases in land use diversity and mix of uses on the Project Site, as well as proximity to transit, would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation.

- Increased Destination Accessibility:** This characteristic corresponds to CAPCOA guidance strategy LUT-4.<sup>97</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use, including residential, commercial, retail, and restaurant land uses; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include the distance to Downtown Los Angeles and Hollywood, which are major job centers. The Project would be located in an area that offers access to multiple other nearby destinations including restaurant, bar, office, retail, entertainment, and residential uses. The Project Site is also located near other job centers in the region and within Downtown Los Angeles. The access to multiple destinations in close proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide and South Coast Air Basin average, encourage walking and non-automotive forms of transportation, and would result in corresponding reductions in transportation-related emissions.
- Increased Transit Accessibility:** Locating a project with high density near transit facilitates encourages the use of transit by people traveling to or from a project site. This characteristic corresponds to CAPCOA guidance strategy LUT-5.<sup>98</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings (also potentially for rural settings adjacent to a commuter rail station with convenient access to a major employment center) for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic

<sup>96</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 162-166.

<sup>97</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 167-170.

<sup>98</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 171-175.

include the distance to transit stations near the Project. The Project would be located within a quarter-mile of public transportation, including the Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line and the future 2nd and Broadway Metro Station being constructed as part of the Regional Connector Project. The Red Line connects the Civic Center to Union Station, Hollywood, and North Hollywood. The Red and Purple Lines provide further connection to three light rail transit lines serving downtown Los Angeles: the Blue and Expo Lines at the 7th Street/Metro Center Station and the Gold Line at Union Station. In addition, as part of the Metro Regional Connector Project, the future Historic Broadway Station would allow passengers to transfer to Blue, Expo, Red and Purple Lines, bypassing Union Station. The Project is also within a quarter mile of many Metro bus routes (e.g., local 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Hill and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770. The Project would provide access to on-site uses from existing pedestrian pathways. The Project would also provide parking for bicycles on-site to encourage utilization of alternative modes of transportation. The increased transit accessibility would reduce vehicle trips and VMT versus the statewide and South Coast Air Basin average, encourage walking and non-automotive forms of transportation, and would result in corresponding reductions in transportation-related emissions.

- Improve Design of Development:** Improved street network characteristics within a neighborhood enhances walkability and connectivity. Characteristics include street accessibility usually measured in terms of number of intersections (e.g., 4-way intersections) per square mile. This characteristic corresponds to CAPCOA guidance strategy LUT-9.<sup>99</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic applies to the Project. The Project would provide an open-to-the sky pedestrian paseo (Paseo) leading from W. 1st Street to W. 2nd Street that would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a visual connection to First and Broadway Civic Center Park. The Project would also provide new street trees along W. 1st Street, S. Broadway, S. Spring Street, and W. 2nd Street. The Project would be located in a highly street-accessible area with over 100 four-way intersections within a 1-mile radius of the Project Site (see Appendix C-3 for additional details), which exceeds the standard intersection density assumed in baseline VMT modeling. The Project's addition of the Paseo and new street trees, along with the high intersection density would reduce vehicle

<sup>99</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 182-185. This measure is incorrectly labeled as LUT-8 in the document; however, it is the 9<sup>th</sup> measure in the land use transportation category and thus should be labeled as LUT-9.

trips and VMT versus the statewide and South Coast Air Basin average, encourage walking and non-automotive forms of transportation, and would result in corresponding reductions in transportation-related emissions.

- Provide Pedestrian Network Improvements:** Providing pedestrian access that minimizes barriers and links a project site with existing or planned external streets encourages people to walk instead of drive. This characteristic corresponds to CAPCOA guidance strategy SDT-1.<sup>100</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban, suburban, and rural settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include pedestrian access connectivity within the Project and to/from off-site destinations. The walkability of existing facilities is based in part on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and recreational and entertainment facilities adjacent to the Project Site and proximity to public transit, the walkability of rating of the Project Site area is approximately 91 points;<sup>101</sup> this compares to the Citywide score of 67 points. As discussed in Chapter 2, *Project Description*, the Project would provide a full retail and service base at street level along all four edges of the Podium, including 1st Street, Broadway, 2nd Street, and the Paseo providing an interconnected streetscape environment connecting 1st Street and 2nd Street with landscaping that buffers the scale and height of the new buildings and enhances the pedestrian experience. The Project would strengthen existing and new pedestrian connections and streetscapes through the use of landscaping and the addition of new trees along the street and Paseo, street furniture, lighting and signage. The Project would provide an internal pedestrian network for Project visitors and employees that links to the existing off-site pedestrian network including existing off-site sidewalks, and would therefore result in some reduction in VMT and associated transportation-related emissions.

The Project Transportation Impact Analysis already accounts for trip reductions from Increased Land Use Diversity and Mixed-Uses (LUT-3) and Increased Transit Accessibility (LUT-5). Therefore, VMT reductions for these characteristics were not included separate from the Transportation Impact Analysis to avoid double counting. Reductions in VMT were calculated for characteristics not included in the Transportation Impact Analysis, which include Increased Density (LUT-1),

<sup>100</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 186-189.

<sup>101</sup> WalkScore.com ([www.walkscore.com](http://www.walkscore.com)) rates the Project Site area (202 W. 1st Street, Los Angeles, CA 90012) with a score of 91 of 100 possible points (scores accessed on November 8, 2017). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

Location Efficiency (LUT-2), and Increased Destination Accessibility (LUT-4), Improved Design of Development (LUT-9), and Provide Pedestrian Network Improvements (SDT-1). The Project's VMT is reduced by approximately 29.1 percent in addition to the Transportation Impact Analysis trip reductions as a result of those characteristics that are not already reflected in the Transportation Impact Analysis, following the calculation protocol from the CAPCOA guidance.

The Project is proposed on an infill site. The Project would locate residential and retail uses in a Transit Oriented Development (TOD) that would be located within a quarter-mile of multiple public transportation options, including the Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line, and the future 2nd and Broadway Metro Station being constructed as part of the Regional Connector. Therefore, the Project meets the criteria of the State as a Transportation Priority Area (TPA). The Red Line connects the Civic Center to Union Station, Hollywood, and North Hollywood. The Red and Purple Lines provide further connection to three light rail transit lines serving downtown Los Angeles: the Blue and Expo Lines at the 7th Street/Metro Center Station and the Gold Line at Union Station. As discussed above, the Project is also within a quarter mile of many Metro bus routes (e.g., local 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Hill and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770. As discussed above, the Project has also been designed to incorporate features to attract pedestrians and to promote non-motorized transportation modes such as walking and biking. Further, its land use characteristics (including increased density, location efficiency, increased land use diversity and mixed-uses, etc.), discussed above, many of which overlap the strategies in the AQMP, have also been shown by CAPCOA to reduce vehicle trips and VMT, and corresponding vehicle emissions; the Project's incorporation of these features further demonstrates its consistency with the AQMP by reducing vehicle trips, VMT and other associated emissions.

#### (b) *Growth Projections*

The Project is anticipated to be operational in 2023. As discussed in Section IV.J, *Population and Housing*, of this Draft EIR, the Project would result in population growth that would be consistent with SCAG's growth projections, which are incorporated in the SCAQMD AQMP. The Project's growth is consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth" and state efforts to meet goals in the reduction of GHG. The SCAG RTP/SCS seeks improved "mobility and accessibility... to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices."<sup>102</sup> The SCAG 2016 RTP/SCS, of which the growth projections are incorporated into the 2016 AQMP, seeks to implement "strategies

<sup>102</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 160.

focused on compact infill development, superior placemaking (the process of creating public spaces that are appealing), and expanded housing and transportation choices.”<sup>103</sup> The Project’s design and proximity to public transit, including the Metro Civic Center/Grand Park Station, and the future 2nd and Broadway Station as part of the Metro Regional Connector Project would allow the Project’s projected growth to be accommodated by the existing and under-construction transportation resources and decreases the time and cost of traveling as well as vehicular demand and associated pollutants. The Project would locate residential uses in close proximity to job centers in Los Angeles where people can live and work and have access to convenient modes of transportation in a manner that provides options for reducing reliance on automobiles. The Project’s increase in population, housing, and employment are therefore consistent with SCAG’s RTP/SCS goals and would be consistent with the growth projections for the period between 2023 and 2040 for the City as a whole (refer to Section IV.J, *Population and Housing*, of this Draft EIR). The Project would be consistent with the growth projections as contained in SCAG’s RTP/SCS, which form the basis of the growth projections in the 2016 AQMP.

(c) *General Plan Air Quality Element*

The City’s General Plan includes Citywide policies regarding a range of City resources and services, some of which are relevant to air quality. **Table IV.B-5, Comparison of the Project to Applicable Air Quality Policies of the General Plan**, evaluates the consistency of the Project with the applicable air quality goals, objectives, and policies in the Air Quality Element of the General Plan. As discussed below, the Project would not conflict with or be inconsistent with applicable air quality policies of the General Plan.

**TABLE IV.B-5  
COMPARISON OF THE PROJECT TO APPLICABLE AIR QUALITY POLICIES OF THE  
GENERAL PLAN**

Recommendation	Analysis of Project Consistency
<b>Air Quality Element</b>	
<b>Goal 1:</b> Good air quality and mobility in an environment of continued population growth and healthy economic structure.	<b>Consistent.</b> The Project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement “smart growth.” The Project would provide residential uses and employment opportunities in close proximity to existing job centers in downtown Los Angeles where people can live and work and have access to modes of transportation that reduce reliance on automobiles and minimize associated air pollutant emissions. The Project would meet the applicable requirements of the State of California Green Building

<sup>103</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 14.

Recommendation	Analysis of Project Consistency
<p><b>Objective 1.1:</b> It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan, increase traffic mobility, and sustain economic growth citywide.</p>	<p>Standards Code and the City of Los Angeles Green Building Code. In addition, the Project would incorporate PDFs that would go beyond California Green Building Standards Code and the City of Los Angeles Green Building Code (refer to subsection IV.B.3.b, <i>Project Design Features</i>, above) The Project would also reduce VMT as a result of its urban infill location, with access to public transportation within a quarter-mile of the Project Site, and its proximity to job centers, retail, recreational amenities and entertainment. As a result, the Project would support objectives to achieve good air quality, mobility and a healthy economic structure.</p> <p><b>Consistent.</b> The Project's land use characteristics and Project Design Features would reduce emissions associated with energy and transportation. As discussed under Threshold a), the Project would be consistent with the SCAG growth projections that are used in preparing the AQMP. The Project would occupy a location that is highly accessible by regional and local bus lines and Metro rail. As such, the Project would be supportive of the Transportation Control Measures in the AQMP related to reducing vehicle trips for employees, visitors and residents. The Project would provide infill residential uses, which would allow people to live near work and recreational amenities.</p>
<p><b>Objective 1.3:</b> It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.</p>	<p><b>Consistent.</b> The Project would incorporate measures that would reduce particulate air pollutants from unpaved areas, parking lots, and construction sites. The Project would implement required control measures for construction-related fugitive dust pursuant to SCAQMD Rule 403. The Project would also comply with the applicable provisions of the CARB Air Toxics Control Measure regarding idling limitations for diesel trucks reducing exhaust DPM emissions. Project construction would comply with the applicable provisions of the CARB In-Use Off-Road Diesel Vehicle Regulation, which aims to reduce emissions through the installation of DPM filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Project construction would also hat comply with the applicable provisions of the CARB Truck and Bus regulation to reduce PM and NO<sub>x</sub> emissions from existing diesel trucks. The Project would also implement a Mitigation Measure requiring the use of off-road construction equipment that meets the stringent Tier 4 emissions standards. The Project incorporates landscaped open spaces and trees.</p>
<p><b>Policy 1.3.1:</b> Minimize particulate emissions from construction sites.</p>	<p><b>Consistent.</b> The Project would incorporate measures that would reduce particulate air pollutants from construction activity as described above under Objective 1.3.</p>

Recommendation	Analysis of Project Consistency
<p><b>Policy 1.3.2:</b> Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.</p>	<p><b>Consistent.</b> The Project would implement required control measures for construction-related fugitive dust pursuant to SCAQMD Rule 403, which would minimize particulate emissions from unpaved roads and parking lots associated with construction-related vehicular traffic.</p>
<p><b>Goal 2:</b> Less reliance on single-occupant vehicles with fewer commute and non-work trips.</p>	<p><b>Consistent.</b> The Project's land use characteristics (refer to subsection IV.B.3.d)(2)(a), <i>Control Strategies and Policy Consistency</i>, above) would reduce trips and VMT due to its urban infill location, with nearby access to public transportation within a quarter-mile of the Project site and location in an area with access to multiple other destinations, including job centers, and retail uses.</p>
<p><b>Objective 2.1:</b> It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.</p>	<p><b>Consistent.</b> The Project would be located within a quarter-mile of existing and proposed public transportation, including existing regional and local Metro bus lines and Metro rail. The Project would locate infill residential, office, retail, and restaurant land uses in an area with access to multiple other destinations, including job centers, and retail uses. These features would reduce trips and encourage residents to utilize alternative modes of transportation.</p>
<p><b>Policy 2.1.1:</b> Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.</p>	<p><b>Consistent.</b> The Project would be located within a quarter-mile of existing and future public transportation, provide access and pedestrian links to on-site uses from existing pedestrian pathways. The Project would include a pedestrian paseo leading from W. 1st Street to W. 2nd Street that would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a pedestrian connection towards First and Broadway Civic Center Park. The Project would provide 1,274 bicycle parking spaces. These features would reduce work trips and encourage employees to utilize alternative modes of transportation including public transportation, walking, and bicycling. The Project would exceed California Green Building Standards Code and the City of Los Angeles Green Building Code standards by designating a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles. In addition, the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations</p>
<p><b>Objective 2.2:</b> It is the objective of the City of Los Angeles to increase vehicle occupancy for non-work trips by creating disincentives for single</p>	<p><b>Consistent.</b> The Project would exceed California Green Building Standards Code and the City of Los Angeles Green Building Code standards by designating a minimum of 10 percent of on-site non-residential</p>



Recommendation	Analysis of Project Consistency
passenger vehicles, and incentives for high occupancy vehicles.	parking for carpool and/or alternative-fueled vehicles. In addition, the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the total code-required parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations. In addition, the Project's location would encourage non-automotive transportation to and from the Project Site. As discussed previously, the Project would be located within a quarter-mile of existing and proposed public transportation, including existing regional and local Metro bus lines and Metro rail, and would provide bicycle parking and pedestrian pathways for building residents, employees, and visitors.
<b>Policy 2.2.1:</b> Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	<b>Consistent.</b> The Project's location would encourage non-automotive transportation to and from the Project Site. As discussed previously, the Project would be located within a quarter-mile of existing and proposed public transportation, including existing regional and local Metro bus lines and Metro rail, and would provide bicycle parking and pedestrian pathways for building residents, employees, and visitors.
<b>Policy 2.2.2:</b> Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	<b>Consistent.</b> In accordance with mitigation measure MM-TRAF-1, the Applicant would implement a comprehensive Travel Demand Management (TDM) Program to promote non-automobile travel and reduce the use of single-occupant vehicle trips during commute hours (refer to Section IV.P, <i>Transportation and Traffic</i> , of this Draft EIR). The program could include such strategies as promoting Commute Trip Reduction (CTR) through information sharing and marketing for new employee orientations of trip reductions; providing unbundled parking for residential units; providing a program for discount transit passes for residents/employees; facilitating an on-site car-share program; providing priority locations for carpools and vanpools; accommodating flexible/alternative work schedules and telecommuting programs; including Project design elements to ensure a bicycle, transit and pedestrian friendly environment, providing bicycle parking in conformance with Section 12.21 A.16 of the LAMC and associated bicycle facilities; providing a Covenant and Agreement to ensure that the TDM program will be maintained; making a one-time financial contribution of \$100,000 to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project; making a one-time financial contribution of \$100,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed Project and contributing a one-time fixed fee

Recommendation	Analysis of Project Consistency
<p><b>Goal 4:</b> Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.</p>	<p>to the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed Project.</p> <p><b>Consistent.</b> The Project's characteristics would reduce trips and VMT due to its infill location, access to public transportation within a quarter-mile of the Project site, close proximity to multiple other destinations including job centers and retail uses, its mix of residential, retail, restaurant and office uses, and is pedestrian and bicycle-friendly.</p>
<p><b>Objective 4.1:</b> It is the objective of the City of Los Angeles to include the regional attainment of ambient air quality standards as a primary consideration in land use planning.</p>	<p><b>Consistent.</b> The Project analysis of potential air quality impacts relies upon the numeric indicators of significance adopted by the SCAQMD, which considers attainment of the ambient air quality standards. The Project also incorporates land use characteristics that would reduce air pollutant emissions (refer to subsection IV.B.3.d)(2)(a), <i>Control Strategies and Policy Consistency</i>, above). The Project impacts would be less than significant and would not cause or contribute to an exceedance of the ambient air quality standards, with the exception of NO<sub>x</sub> emissions during the two foundation concrete pouring activities lasting up to approximately two days each during construction, which would require mitigation and be significant and unavoidable on a temporary basis.</p>
<p><b>Policy 4.1.2:</b> Ensure that project level review and approval of land use development remain at the local level.</p>	<p><b>Consistent.</b> The Project environmental review would occur at the local level.</p>
<p><b>Objective 4.2:</b> It is the objective of the City of Los Angeles to reduce vehicle trips and VMT associated with land use patterns.</p>	<p><b>Consistent.</b> The Project's location and land use characteristics would reduce trips and VMT due to its urban infill location, access to public transportation within a quarter-mile of the Project site, and proximity to existing employment and commercial destinations, as would its mix of residential, office, retail, and restaurant uses on-site, and pedestrian- and bicycle-friendly features.</p>
<p><b>Policy 4.2.2:</b> Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.</p>	<p><b>Consistent.</b> The Project would provide 1,127 new residential units in an infill location with access to public transportation within a quarter-mile of the Project site. The Project would also be located within a quarter-mile of off-site commercial, retail, restaurant, entertainment and other residential uses.</p>
<p><b>Policy 4.2.3:</b> Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.</p>	<p><b>Consistent.</b> The Project is proposed on an infill location and would incorporate pedestrian pathways that would connect to the existing sidewalk network through the Project provided pedestrian paseo leading from W. 1st Street to W. 2nd Street that would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a pedestrian connection towards First and Broadway</p>

Recommendation	Analysis of Project Consistency
<p><b>Policy 4.2.4:</b> Require that air quality impacts be a consideration in the review and approval of all discretionary projects.</p> <p><b>Policy 4.2.5:</b> Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.</p>	<p>Civic Center Park and would be within a quarter-mile of existing and future public transportation. The Project would also designate a code-required minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles, and the Project design will go beyond the City code and provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations for up to 20 percent of the code-required parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations. The Project would provide 1,274 bicycle parking spaces. In accordance with mitigation measure MM-TRAF-1, the Applicant would implement a comprehensive Travel Demand Management (TDM) Program to promote non-automobile travel and reduce the use of single-occupant vehicle trips through such strategies as promoting Commute Trip Reduction (CTR) through information sharing and marketing for new employee orientations of trip reductions; providing unbundled parking for residential units; providing a program for discount transit passes for residents/employees; facilitating an on-site car-share program; providing priority locations for carpools and vanpools; accommodating flexible/alternative work schedules and telecommuting programs; including Project design elements to ensure a bicycle, transit and pedestrian friendly environment, providing bicycle parking in conformance with Section 12.21 A.16 of the LAMC and associated bicycle facilities; providing a Covenant and Agreement to ensure that the TDM program will be maintained; making a one-time financial contribution of \$100,000 to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project; making a one-time financial contribution of \$100,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed Project and contributing a one-time fixed fee to the City's Bicycle Plan Trust Fund to implement bicycle improvements within the area of the proposed Project.</p> <p><b>Consistent.</b> The Project environmental review includes an analysis of air quality impacts.</p> <p><b>Consistent.</b> The Project is proposed on an infill site that would be located within a quarter-mile of existing and proposed public transportation, including existing regional and local Metro bus lines and Metro rail. The Project would provide 1,274 bicycle parking spaces. The Project would implement mitigation measure MM-</p>

Recommendation	Analysis of Project Consistency
<p><b>Goal 5:</b> Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures, including passive methods such as site orientation and tree planting.</p>	<p>TRAF-1, which requires the Applicant to implement a comprehensive Travel Demand Management (TDM) Program to promote non-auto travel and reduce the use of single-occupant vehicle trips (refer to Section IV.P, Transportation and Traffic, of this Draft EIR, for additional information).</p> <p><b>Consistent.</b> The Project would be designed and operated to meet the applicable requirements of the State of California Green Building Standards Code, the City of Los Angeles Green Building Code, and LEED Silver equivalence. The Project would incorporate sustainability measures and performance standards including implementing a construction waste management plan to divert all mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the Los Angeles City Council approved Council File 09-3029. The Project Site would include 3,550 square feet of ground-level paseo/plaza landscaped area including pedestrian scale trees.</p>
<p><b>Objective 5.1:</b> It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.</p>	<p><b>Consistent.</b> As noted above, the Project would be designed and operated to meet the applicable requirements of the State of California Green Building Standards Code, the City of Los Angeles Green Building Code, and LEED Silver equivalence.</p>
<p><b>Policy 5.1.2:</b> Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.</p>	<p><b>Consistent.</b> As noted above, the Project would be designed and operated to meet the applicable requirements of the State of California Green Building Standards Code, the City of Los Angeles Green Building Code, and LEED Silver equivalence. The Project would designate a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles, and the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations for up to 20 percent of the code-required parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations.</p>
<p><b>Policy 5.1.4:</b> Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.</p>	<p><b>Consistent.</b> The Project would implement a construction waste management plan to divert all mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the Los Angeles City Council approved Council File 09-3029. Municipal solid waste would be collected by haulers that comply with City and state waste diversion (specifically AB 1327 and AB 341) requirements, which may include mixed waste processing that yields diversion results comparable to source separation.</p>

Recommendation	Analysis of Project Consistency
<b>Objective 5.3:</b> It is the objective of the City of Los Angeles to reduce the use of polluting fuels in stationary sources.	<b>Consistent.</b> As noted above, the Project would be designed and operated to meet the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and LEED silver equivalence.
<b>Policy 5.3.1:</b> Support the development and use of equipment powered by electric or low-emitting fuels.	<b>Consistent.</b> As noted above, the Project would be designed and operated to meet the applicable requirements of the State of California Green Building Standards Code, the City of Los Angeles Green Building Code, and LEED Silver equivalence. The Project would also designate a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles, and the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the code-required parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations.
SOURCE: ESA, 2018.	

For all of these reasons, the Project would not conflict with or obstruct the implementation of the AQMP, and impacts would be less than significant.

***Threshold b) Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

**(1) Construction Emissions**

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. During the finishing phase of a building, paving operations and the application of architectural coatings and other building materials would potentially release VOCs. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, prevailing weather conditions. Construction emissions were compared to SCAQMD prescribed daily regional numerical indicators of significance, as discussed above. If construction emissions were to exceed any of the applicable numerical indicators in the SCAQMD CEQA Air Quality Handbook, the Project would potentially cause or substantially contribute to an exceedance of an ambient air quality standard, thus resulting in an existing or projected air quality violation.

The maximum daily construction emissions for the Project were estimated for each construction phase. Some individual construction phases potentially overlap and the maximum daily emissions include these overlaps by combining the relevant construction phase emissions. The maximum daily emissions are predicted values for a representative worst-case day and do not represent the emissions that would occur for every day of construction. Detailed emissions calculations are provided in Appendix C-2 of Appendix C of this Draft EIR.

The results of the criteria pollutant emissions calculations for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are presented in **Table IV.B-6, *Estimated Maximum Unmitigated Regional Construction Emissions (Pounds Per Day)***. These calculations assume compliance with applicable dust control measures required to be implemented during each phase of construction, as required by SCAQMD Rule 403 (Control of Fugitive Dust). As shown in Table IV.B-6, construction-related daily emissions would potentially exceed the SCAQMD numeric indicators of significance for NO<sub>x</sub> only. All other emissions levels would be below the applicable numeric indicators. The NO<sub>x</sub> exceedance results primarily from on-site construction equipment, and on-road hauling and concrete truck emissions generated during truck travel and idling activities during various phases of construction. **Therefore, with respect to regional emissions from construction activities, NO<sub>x</sub> impacts would be potentially significant. Therefore, mitigation measures would be required and are further discussed below in subsection IV.B.3.f, *Mitigation Measures*. As discussed therein, with the implementation of mitigation measures, regional NO<sub>x</sub> emissions would be reduced substantially, but still above the daily emission threshold and be considered significant during the two continuous concrete pouring foundations phases, which are expected to last up to approximately two days each.**

**TABLE IV.B-6**  
**ESTIMATED MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS**  
**PER DAY) <sup>a</sup>**

<b>Source</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM10<sup>b</sup></b>	<b>PM2.5<sup>b</sup></b>
<b>Individual Phases</b>						
Demolition	11	112	78	<1	11	6
Site Preparation	8	78	63	<1	4	4
Grading	9	157	70	<1	9	5
Foundation (North Tower)	21	560	142	1.4	36	13
Foundation (South Tower)	19	477	124	1.2	31	12
Subterranean Parking Structure Construction	21	164	144	<1	22	10
Podium Construction	19	149	135	<1	21	9
Building Construction	16	121	121	<1	20	9
Building Construction/Architectural Coating	30	109	124	<1	22	9
Building Construction/Paving/Architectural Coating	31	124	153	<1	23	9
Existing Building Renovations <sup>c</sup>	3	24	21	<1	3	2
<b>Maximum Daily Emissions</b>	<b>34</b>	<b>584</b>	<b>174</b>	<b>1.5</b>	<b>39</b>	<b>15</b>
<b>SCAQMD Numeric Indicators</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Thresholds?	No	<b>Yes</b>	No	No	No	No

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-2 of Appendix C of this Draft EIR.

b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

c Renovations of existing buildings could occur concurrently during any phase of construction of the new residential mixed-use towers, therefore the maximum daily emissions of the existing renovations were added to the maximum daily emissions of residential mixed-use tower maximum daily emissions to serve as a conservative maximum daily emission estimate.

SOURCE: ESA, 2018.

## (2) Operational Emissions

Operational criteria air pollutant emissions were assessed for mobile, area, energy (natural gas), and stationary sources. Operational criteria pollutant emissions were calculated for the Project for the full buildout year. The analysis used the daily trip generation rates for the Project provided in the Transportation Impact Analysis.<sup>104</sup> Operational emission estimates include compliance with the Title 24 (2016) building energy efficiency standards, CALGreen Code, and City of Los Angeles Green Building Code.<sup>105</sup> Physical and operational Project characteristics for which sufficient data is available to quantify the Project's building energy and resource consumption have been included in the quantitative analysis, and include the installation of energy efficient appliances, applicable SCAQMD rules regarding Project operations such as Rule 1138 – Control of Emissions from Restaurant Operations and Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines (see subsection IV.B.2.(3)(iii)), and building energy demand factors consistent with the Title 24 (2016) building energy efficiency standards, CALGreen Code, and City of Los Angeles Green Building Code. Detailed emissions calculations are provided in Appendix C-3 of Appendix C of this Draft EIR.

The results of the criteria pollutant emission calculations for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> are presented in **Table IV.B-7, Maximum Unmitigated Regional Operational Emissions**. The Project's operational-related daily emissions would potentially exceed the SCAQMD numeric indicators of significance for NO<sub>x</sub>. All other emissions levels would be below the applicable numeric indicators. Therefore, with respect to regional emissions from operational activities, NO<sub>x</sub> impacts would be potentially significant. Mitigation measures would be required and are further discussed below in subsection IV.B.3.f, *Mitigation Measures*. Implementation of MM AQ-3, MM AQ-4 and MM AQ-5 would reduce regional NO<sub>x</sub> emissions from operations by scheduling routine maintenance of emergency generators so that only one emergency generator is maintained on any given day. **With implementation of MM AQ-3, MM AQ-4 and MM AQ-5, the regional NO<sub>x</sub> emissions from operations would be reduced to below the regional numeric indicator and impacts related to regional NO<sub>x</sub> operational emissions would be mitigated to less than significant.**

<sup>104</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis.

<sup>105</sup> Operational emissions calculations were made based on available client information in relation to achieving LEED Silver for the Project, including requirements fulfilled by meeting Title 24 (2016) building energy efficiency standards, CALGreen Code, and City of Los Angeles Green Building Code. Not all compliance measures to achieve points are necessary for LEED Silver certification/ meeting Title 24 (2016) building energy efficiency standards, CALGreen Code, and City of Los Angeles Green Building Code and result in quantifiable emissions reductions. Those compliance measures to achieve points that led to emissions reductions were included in the Operational Emissions calculations, for additional details see Appendix C-3.



**TABLE IV.B-7**  
**ESTIMATED MAXIMUM UNMITIGATED REGIONAL OPERATIONAL EMISSIONS (POUNDS PER DAY) <sup>a</sup>**

<b>Source</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
<b>Existing</b>						
Area (Coating, Consumer Products, Landscaping)	8	<1	<1	0	1	1
Energy (Natural Gas)	<1	2	1	<1	<1	<1
Mobile	8	35	97	<1	18	5
Total	16	37	98	<1	18	5
<b>Proposed Project</b>						
Area (Coating, Consumer Products, Landscaping)	36	1	93	<1	1	1
Stationary (Charbroilers)	<1	-	-	-	2	1
Stationary (Cooling Towers)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	1	13	12	<1	<1	<1
Energy	1	9	6	<1	1	1
Mobile	17	70	193	1	62	17
Total	55	93	305	1	64	19
<b>Net Increase</b>						
Area (Coating, Consumer Products, Landscaping)	29	1	93	<1	1	1
Stationary (Charbroilers)	<1	-	-	-	2	1
Stationary (Cooling Towers)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	1	13	12	<1	<1	<1
Energy	1	7	5	<1	<1	<1
Mobile	8	35	97	<1	44	12
<b>Net Total Regional Emissions</b>	<b>39</b>	<b>56</b>	<b>207</b>	<b>1</b>	<b>47</b>	<b>14</b>
<b>SCAQMD Numeric Indicators</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Thresholds?	No	<b>Yes</b>	No	No	No	No

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-3 of Appendix C of this Draft EIR.

SOURCE: ESA, 2018.

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

The Project would result in the emission of criteria pollutants for which the Project area is in non-attainment during both construction and operation. The Air Basin is currently in non-attainment for ozone (NAAQS and CAAQS), PM<sub>10</sub> (CAAQS), and PM<sub>2.5</sub> (NAAQS and CAAQS).

**(1) Construction Emissions**

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As shown in Table IV.B-6, maximum daily emissions from construction of the Project would exceed the applicable SCAQMD regional numerical indicator of significance for NO<sub>x</sub>. The Project would therefore have the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard, and impacts would be considered potentially significant. Therefore, mitigation measures would be required and are further discussed below in subsection IV.B.3.f, *Mitigation Measures*. **With implementation of mitigation measures, regional NO<sub>x</sub> emissions would be reduced substantially, but still exceed the daily emissions threshold during the two continuous concrete pouring foundations phases, which are expected to last up to approximately two days each. Impacts related to regional NO<sub>x</sub> construction emissions therefore would be considered significant and unavoidable.**

In addition, according to the SCAQMD, individual project-level construction emissions are considered to determine cumulative impacts as well and will be further discussed below in subsection IV.B.3.e, *Cumulative Impacts*.

**(2) Operational Emissions**

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As shown in Table IV.B-7, maximum daily regional emissions from operation of the Project would exceed the applicable numeric indicators for NO<sub>x</sub>. Therefore, operational impacts would be considered potentially significant. Mitigation measures would be required and are further discussed below in subsection IV.B.3.f, *Mitigation Measures*. **With**

**implementation of mitigation measures, regional NO<sub>x</sub> emissions from operations would be reduced to below the regional numeric indicators and impacts related to regional NO<sub>x</sub> operational emissions would be mitigated to less than significant.**

In addition, according to the SCAQMD, individual project-level operational emissions are considered to determine cumulative impacts as well and will be further discussed below in subsection IV.B.3.e, *Cumulative Impacts*.

***Threshold d) Would the Project expose sensitive receptors to substantial pollutant concentrations?***

**(1) Localized Construction Impacts**

The localized construction air quality analysis was conducted using the methodology prescribed in the SCAQMD Localized Significance Threshold Methodology (June 2003, revised July 2008). The screening criteria provided in the SCAQMD Final Localized Significance Threshold Methodology were used to determine localized construction emissions thresholds for the Project. The maximum daily localized emissions for each of the construction phases and localized significance thresholds are presented in **Table IV.B-8, Maximum Unmitigated Localized Construction Emissions for Residential Towers** and **Table IV.B-9, Maximum Unmitigated Localized Construction Emissions for Residential Towers and Existing Building Renovations**.<sup>106</sup> The same phasing and equipment assumptions, and compliance with SCAQMD Rule 403, were used as for the regional emissions calculations discussed above. As shown below, maximum localized construction emissions for sensitive receptors within 25 meters of the Project Site would exceed the localized screening indicators for NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> based on the assumptions described in subsection IV.B.3.a(4), *Localized Emissions*. Therefore, with respect to localized construction emissions, impacts to existing and future receptors would be considered potentially significant. Mitigation measures would be required and are further discussed below in subsection IV.B.3.f, *Mitigation Measures*. **With implementation of mitigation measures, localized NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from construction would be reduced to below the localized numeric indicators and impacts related to localized NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> construction emissions would be mitigated to less than significant.**

<sup>106</sup> Based on methodology described in based on the assumptions described in subsection IV.B.3.a(4), *Localized Emissions*, of this section.

**TABLE IV.B-8**  
**ESTIMATED MAXIMUM UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS FOR**  
**RESIDENTIAL TOWERS (POUNDS PER DAY) <sup>a</sup>**

<b>Source</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM10 <sup>b</sup></b>	<b>PM2.5 <sup>b</sup></b>
<b>On-site Construction Activities</b>				
Demolition	106	74	9.3	5.5
Site Preparation	78	60	3.8	3.5
Grading	66	48	3.0	2.6
Foundation (North Tower)	62	34	3.2	3.0
Foundation (South Tower)	62	34	3.2	3.0
Subterranean Parking Structure Construction	124	82	6.2	5.8
Podium Construction	107	77	5.3	4.9
Building Construction	88	66	4.6	4.3
Building Construction/Architectural Coating	79	64	4.0	3.7
Building Construction/Paving/Architectural Coating	95	96	4.6	4.4
<b>Maximum Localized (On-Site) Emissions</b>	<b>124</b>	<b>96</b>	<b>9.3</b>	<b>5.8</b>
<b>SCAQMD Screening Numeric Indicator <sup>c</sup></b>	<b>103</b>	<b>993</b>	<b>7.6</b>	<b>4.7</b>
Exceed Screening Numeric Indicator?	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-2 of Appendix C of this Draft EIR. The derivations of the localized significance thresholds are provided in Appendix C-4 of Appendix C of this Draft EIR.

b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

c The SCAQMD LSTs are based on Source Receptor Area 1 (Central Los Angeles County) for a 1.84-acre site with sensitive receptors conservatively assumed to be located within 25 meters of the construction area.

SOURCE: ESA, 2018.

**TABLE IV.B-9**  
**ESTIMATED MAXIMUM UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS FOR**  
**RESIDENTIAL TOWERS AND EXISTING BUILDING RENOVATIONS (POUNDS PER DAY) <sup>a</sup>**

<b>Source</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM10 <sup>b</sup></b>	<b>PM2.5 <sup>b</sup></b>
<b>On-site Construction Activities</b>				
Demolition	106	74	9.3	5.5
Site Preparation	78	60	3.8	3.5
Grading	66	48	3.0	2.6
Foundations (North Tower)	62	34	3.2	3.0
Foundations (South Tower)	62	34	3.2	3.0
Subterranean Parking Structure Construction	124	82	6.2	5.8
Podium Construction	107	77	5.3	4.9
Building Construction - 2022	88	66	4.6	4.3

Source	NO <sub>x</sub>	CO	PM10 <sup>b</sup>	PM2.5 <sup>b</sup>
Building Construction/Architectural Coating - 2021	79	64	4.0	3.7
Building Construction/Paving/Architectural Coating - 2022	95	96	4.6	4.4
Existing Buildings Renovations <sup>d</sup>	16	13	1.3	1.2
<b>Maximum Localized (On-Site) Emissions</b>	<b>141</b>	<b>109</b>	<b>10.6</b>	<b>7.0</b>
<b>SCAQMD Screening Numeric Indicator<sup>c</sup></b>	<b>138</b>	<b>1,506</b>	<b>12.5</b>	<b>6.7</b>
Exceed Screening Numeric Indicator?	<b>Yes</b>	No	No	<b>Yes</b>

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-2 of Appendix C of this Draft EIR. The derivations of the localized significance thresholds are provided in Appendix C-4 of Appendix C of this Draft EIR.

b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

c The SCAQMD LSTs are based on Source Receptor Area 1 (Central Los Angeles County) for a 3.6-acre site with sensitive receptors conservatively assumed to be located within 25 meters of the construction area.

d Renovations of existing buildings could occur concurrently during any phase of construction of the new residential mixed-use towers, therefore the maximum daily emissions of the existing renovations were added to the maximum daily emissions of residential mixed-use tower maximum daily emissions to serve as a conservative maximum daily emission estimate

SOURCE: ESA, 2018.

As shown in Table IV.B-6 above, regional NO<sub>x</sub> emissions associated with construction activities would result in a potentially significant impact without the incorporation of mitigation. The localized effects of on-site Project emissions on nearby receptors were evaluated according to the SCAQMD's LST methodology. 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 standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. These ambient air quality standards were established at levels that provide public health protection and allow adequate margin of safety, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown in Table IV.B-8 and IV.B-9, Project-related construction emissions would potentially exceed the LSTs, including for NO<sub>x</sub>, PM10 and PM2.5 emissions. As a result, localized exceedances of the NO<sub>2</sub>, PM10 and PM2.5 ambient air quality standards could potentially occur due to the NO<sub>x</sub>, PM10 and PM2.5 emissions generated during construction.<sup>107</sup> Therefore, off-site receptors could be exposed to NO<sub>2</sub>, PM10 and PM2.5 levels in excess of the health-based ambient air quality standards. Therefore, mitigation measures would be required and are further discussed below in subsection IV.B.3.f, *Mitigation Measures*.

<sup>107</sup> Although there is no ambient air quality standard for NO<sub>x</sub>, an exceedance of NO<sub>x</sub> mass emissions thresholds can contribute to exceedance of local ambient air quality standards for NO<sub>2</sub>, as discussed in subsection IV.B.2.b(1)(c), *Criteria Pollutants*.

Given that ozone formation occurs through a complex photo-chemical reaction between NO<sub>x</sub> and VOCs in the atmosphere with the presence of sunlight, the impacts of ozone are typically considered on a basin-wide or regional basis instead of a localized basis. The SCAQMD has not established an LST for ozone. The health-based ambient air quality standards for ozone are as concentrations of ozone and not as tonnages of their precursor pollutants (i.e., NO<sub>x</sub> and VOCs). It is not necessarily the tonnage of precursor pollutants that causes human health effects, but the concentration of resulting ozone or particulate matter. Because of the complexity of ozone formation and the non-linear relationship of ozone concentration with its precursor gases, and given the state of environmental science modeling in use at this time, it is infeasible to convert specific emissions levels of NO<sub>x</sub> or VOCs emitted in a particular area to a particular concentration of ozone in that area. Meteorology, the presence of sunlight, seasonal impacts, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone.<sup>108,109</sup> Nonetheless, since Project construction would potentially exceed the numeric indicator for NO<sub>x</sub> emissions, it is possible that Project construction NO<sub>x</sub> emissions could result in an increase in ground-level ozone concentrations in proximity to the Project Site or elsewhere in the air basin and impacts would be potentially significant. Therefore, mitigation measures would be required and are further discussed below in subsection IV.B.3.f, *Mitigation Measures*. As discussed below, even with implementation of mitigation measures, regional emissions from construction would still be above the regional numeric indicators. Impacts related to regional NO<sub>x</sub> construction emissions would be significant and unavoidable for NO<sub>x</sub> emissions during the two continuous concrete pouring foundations phases, which are expected to last up to approximately two days each, and the Project would exceed the NO<sub>x</sub> regional air quality threshold for these four days.

As expressed in the *amicus curiae* brief submitted for the *Sierra Club v. County of Fresno* case (*Friant Ranch Case*),<sup>110,111</sup> the CEQA criteria pollutants significance thresholds from the air district were set at emission levels tied to the region's

<sup>108</sup> SCAQMD, 2014, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

<sup>109</sup> SJVAPCD, 2014. Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

<sup>110</sup> SCAQMD, 2014, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

<sup>111</sup> SJVAPCD, 2014. Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno.

attainment status, they are emission levels at which stationary pollution sources permitted by the air district must offset their emissions and CEQA project must use feasible mitigations, and they are not intended to be indicative of any localized human health impact that a project may have. Therefore, the project's exceedance of the mass regional emissions threshold (i.e., pounds per day NO<sub>x</sub> thresholds) from project-related activities does not necessarily indicate that the project will cause or contribute to the exposure of sensitive receptors to ground-level concentrations in excess of health-protective levels.

Furthermore, available models today are designed to determine regional, population-wide health impacts, and cannot accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOCs emissions from project level. Therefore, it is infeasible to connect the Project level NO<sub>x</sub> emissions to ozone-related health impact at this time.

The primary health concern with exposure to NO<sub>x</sub> emissions is the secondary formation of ozone. Based on discussions with air quality management district staff,<sup>112</sup> and as the *amicus curiae* briefs submitted for the Friant Ranch Case suggested, because of the complexity of ozone formation and given the state of environmental science modeling in use at this time, it is infeasible to determine whether, or the extent to which, a single project's precursor (i.e., NO<sub>x</sub> and VOCs) emissions would potentially result in the formation of secondary ground-level ozone and the geographic and temporal distribution of such secondary formed emissions. Meteorology, the presence of sunlight, seasonal impacts, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone. Furthermore, available models today are designed to determine regional, population-wide health impacts, and cannot accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOCs emissions from local level (project level). Notwithstanding these scientific constraints, the disconnect between Project level NO<sub>x</sub> emissions and ozone-related health impact cannot be bridged at this time.

Based on available information, the future mixed-use residential development planned for future construction over the future Metro station at the corner of 2nd Street and Broadway approximately 50 feet southwest of the Project Site is not reasonably expected to be in operation and occupied during construction of the Project. The Initial Study<sup>113</sup> for that project states that its construction will not begin until construction of the Metro Regional Connector portal and station within the site is complete. Therefore, construction of this related project would not begin until 2022 and would not be complete until 2025, which would be two years after completion the Project. Therefore, there is no evidence to assume that this future

<sup>112</sup> SCAQMD, 2016. Communication with SCAQMD Staff, Jillian Wong (Planning and Rules Manager) and Michael Krause (Planning and Rules Manager), DTSC, and ESA PCR, August 26, 2016.

<sup>113</sup> City of Los Angeles Department of City Planning, Initial Study, 222 West 2<sup>nd</sup> Project.

mixed-use residential development would be occupied by residents during construction of the Project, and as such, there would no exposure to these future residents from construction-related localized emissions from the Project.

## (2) Localized Operations Impacts

### (a) Existing and Future Sensitive Receptors

The localized operational air quality analysis was conducted using the methodology prescribed in the SCAQMD Localized Significance Threshold Methodology (June 2003, revised July 2008). The screening criteria provided in the Localized Significance Threshold Methodology were used to determine the localized operational emissions numerical indicators of significance for the Project. The same assumptions, including compliance with the Title 24 (2016) building energy efficiency standards, CALGreen Code, and City of Los Angeles Green Building Code, were used in the analysis. The analysis was done to account for existing sensitive receptors and future sensitive receptors that are in the planning stages. As discussed in subsection IV.B.2.b(2)(d), *Sensitive Receptors and Locations*, the nearest future sensitive receptor is the mixed-use residential developments planned for construction over the future Metro Station at the corner of 2nd Street and Broadway.

The maximum daily localized emissions and localized significance thresholds are presented in **Table IV.B-10, Maximum Unmitigated Localized Operational Emissions**. As shown therein, the Project's maximum localized operational emissions would not exceed the localized screening indicators for NO<sub>x</sub> and CO, but would exceed localized screening criteria for PM<sub>10</sub> and PM<sub>2.5</sub>. Therefore, with respect to localized operational emissions from operational activities, PM<sub>10</sub> and PM<sub>2.5</sub> impacts would be potentially significant. Mitigation measures would be required and are further discussed in subsection IV.B.3.f, *Mitigation Measures*. **With implementation of mitigation measures, localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions from operations would be reduced to below the localized numeric indicators and impacts related to localized PM<sub>10</sub> and PM<sub>2.5</sub> operational emissions would be mitigated to less than significant.**

**TABLE IV.B-10**  
**ESTIMATED MAXIMUM UNMITIGATED LOCALIZED OPERATIONAL EMISSIONS (POUNDS PER DAY) <sup>a</sup>**

Source	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Area (Coating, Consumer Products, Landscaping)	1	93	0.52	0.52
Energy	7	5	0.58	0.58
Stationary (Charbroilers)	–	–	1.76	1.06
Stationary (Cooling Towers)	–	–	0.34	0.29



Source	NO <sub>x</sub>	CO	PM10	PM2.5
Stationary (Emergency Generators)	13	12	0.04	0.04
<b>Total Localized (On-Site) Emissions</b>	<b>21</b>	<b>110</b>	<b>3.23</b>	<b>2.48</b>
<b>SCAQMD Screening Numeric Indicator <sup>b</sup></b>	<b>138</b>	<b>1,506</b>	<b>3.13</b>	<b>2.00</b>
Exceeds Screening Numeric Indicator?	No	No	Yes	Yes

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-3 of Appendix C of this Draft EIR.

b The SCAQMD LSTs are based on Source Receptor Area 1 (Central Los Angeles County Coastal) for a 3.6-acre site with sensitive receptors conservatively assumed to be located within 25 meters of the Project Site.

SOURCE: ESA, 2018.

## (b) Toxic Air Contaminants

### (i) Construction Impacts

Temporary TAC emissions associated with DPM emissions from heavy construction equipment would occur during the construction phase of the Project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),<sup>114</sup> health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 70-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 48 months), the Project would not result in a long-term (i.e., lifetime or 70-year) exposure as a result of Project construction.

As shown in Table IV.B-6 above, the Project would be consistent with applicable AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. **Therefore, impacts from TACs during construction would be less than significant.**

<sup>114</sup> South Coast Air Quality Management District, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, August 2003, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2>. Accessed October 5, 2018.

## (ii) Operational Impacts

The SCAQMD recommends that operational health risk assessments be conducted for substantial sources of operational DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.<sup>115</sup> Project operations would generate only minor amounts of diesel emissions from mobile sources, such as delivery trucks and occasional maintenance activities that would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. Furthermore, Project trucks are required to comply with the applicable provisions of the CARB 13 CCR, Section 2025 (Truck and Bus regulation) to minimize and reduce PM and NO<sub>x</sub> emissions from existing diesel trucks. Therefore, the Project operations would not be considered a substantial source of diesel particulates.

In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings and other products. Area sources that would generate TAC emissions include charbroiling activities associated with the restaurant uses and consumer products associated with re-applying architectural coatings and cleaning building surfaces. Charbroiling has the potential to generate small amounts of chemicals that are known or suspected by the State of California to cause human health impacts. However, restaurants incorporating charbroiling in the Air Basin would be required to comply with SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations), which requires the installation of emissions controls on charbroilers. The emissions controls would minimize the already small amounts of TAC emissions associated with charbroiling (as seen in Table IV.B-7) by approximately 83 percent,<sup>116</sup> such that charbroiling would not cause or contribute to adverse health impacts at nearby sensitive receptors. The emergency generator would be required to comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), the purpose of which is to control and limit emissions of TACs from emergency generators and similar equipment. In accordance with Rule 1470, emissions from maintenance and testing would not occur daily, but rather periodically, up to 50 hours per year. Furthermore, the emergency generator would be certified to the most stringent CARB and SCAQMD Rule 1470 standards and minimize emissions to the lowest technically feasible and regulatory required level for equipment of this size and type. As shown in Table IV.B-10, PM<sub>10</sub> and PM<sub>2.5</sub> emissions (i.e., DPM emissions) from the emergency generator would be

<sup>115</sup> South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003.

<sup>116</sup> United States Environmental Protection Agency, National Emissions Inventory for Commercial Cooking.

0.04 pounds per day for only those periodic days in which maintenance and testing would occur. Compliance with Rule 1470 would ensure the TAC emissions from the emergency generator would not cause or contribute to adverse health impacts at nearby sensitive receptors. In addition, the cooling towers would generate small amounts of emissions at 0.3 pounds per day of particulate matter (entrained water droplets) conservatively assuming continuous operation. Therefore, the emissions would not pose a health risk to off-site receptors.

With respect to the use of consumer products and architectural coatings, the residential and retail uses associated with the Project would be expected to generate minimal emissions from these sources. The Project's land uses would not include installation of industrial-sized paint booths or require extensive use of commercial or household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any substantial amounts in conjunction with operation of the proposed land uses within the Project Site. Based on the uses expected on the Project Site, potential long-term operational impacts associated with the release of TACs would be minimal, regulated, and controlled, and would not be expected to exceed the SCAQMD numerical indicator of significance. **Therefore, impacts would be less than significant.**

#### *(iii) Carbon Monoxide Hotspots*

The potential for the Project to cause or contribute to CO hotspots is evaluated by comparing Project intersections (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the Project would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at Project impacted intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

As shown previously in Table IV.B-3, CO levels in the Project Area are substantially below the federal and state standards. Maximum CO levels in recent years are 3.2 ppm (one-hour average) and 2.0 ppm (eight-hour average) compared to the criteria of 20 ppm (one-hour average) and 9.0 ppm (eight-hour average). Carbon monoxide decreased dramatically in the Air Basin with the introduction of the catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin for some time and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not reasonable to expect that CO levels at intersections analyzed in the Project Transportation Impact Analysis<sup>117</sup> would rise to the level of an exceedance of these standards.

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<sup>117</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis, 2018.

Additionally, the SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin. These include: (a) Wilshire Boulevard and Veteran Avenue; (b) Sunset Boulevard and Highland Avenue; (c) La Cienega Boulevard and Century Boulevard; and (d) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP CO attainment demonstration, the SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day.<sup>118</sup> Relevant information from the 2003 AQMP CO attainment demonstration relied upon in this assessment is provided in Appendix C-6 of Appendix C of this Draft EIR. This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue.<sup>119</sup>

Based on the Project's Transportation Impact Analysis,<sup>120</sup> under future plus Project (2023) conditions, the intersection of Hill Street and 1st Street would have a maximum traffic volume of approximately 62,220 ADT, which are assumed to operate at very low or idling speeds at a congested roadway intersection.<sup>121</sup> As a result, CO concentrations are expected to be approximately 6.1 ppm (one-hour average) and 4.0 ppm (eight-hour average), which would not exceed the numerical indicators of significance.<sup>122</sup> Total traffic volumes at the maximum impacted intersection would likely have to more than double to cause or contribute to a CO hotspot impact given that vehicles operating today have reduced CO emissions as compared to vehicles operating in year 2003 when the SCAQMD conducted the AQMP attainment demonstration modeling.<sup>123</sup> This comparison demonstrates that the Project would not contribute to the formation of CO hotspots and that no further

<sup>118</sup> South Coast Air Quality Management District, 2003 Air Quality Management Plan, Appendix V: Modeling and Attainment Demonstrations, page V-4-24, 2003, <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2003-aqmp>. Accessed December 2018.

<sup>119</sup> The eight-hour average is based on a 0.7 persistence factor, as recommended by the SCAQMD.

<sup>120</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis.

<sup>121</sup> The traffic volume of approximately 62,220 was estimated based on the peak hour intersection volumes under future with Project conditions and the general assumption that peak hour trips represent approximately 10 percent of daily trip volumes (the Federal Highway Administration considers 10 percent to be a standard assumption; see [http://www.fhwa.dot.gov/planning/tmip/publications/other\\_reports/tod\\_modeling\\_procedures/ch02.cfm](http://www.fhwa.dot.gov/planning/tmip/publications/other_reports/tod_modeling_procedures/ch02.cfm)).

<sup>122</sup> The one-hour average and eight-hour average CO concentration values calculated for the intersection of Hill Street and 1<sup>st</sup> Street add the values of vehicle emissions to the ambient and are lower than the 20 ppm (one-hour average) and 9 ppm (eight-hour) CO standards mentioned above.

<sup>123</sup> South Coast Air Quality Management District, 2003 Air Quality Management Plan, Chapter 6 Clean Air Act Requirements.

CO analysis is required. The Project would result in less than significant impacts with respect to CO hotspots.

**Therefore, as discussed above relative to LSTs, TACs, and CO hotspots, the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts pursuant to this threshold would be less than significant with mitigation to reduce localized emissions to below the applicable significance thresholds.**

***Threshold e) Would the Project create objectionable odors affecting a substantial number of people?***

As discussed in Section VI.F, *Effects Found Not to be Significant*, and in the Initial Study (Appendix A-2), the Project Site would not create objectionable odors affecting a substantial number of people and a less than significant impact would occur with respect to Threshold e. No further analysis is required.

## **e) Cumulative Impacts**

There are a number of cumulative projects in the Project area that have not yet been built or are currently under construction. Since the timing or sequencing of the cumulative projects is unknown, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. For this reason, the SCAQMD's recommended methodology to assess a project's cumulative impact differs from the cumulative impacts methodology employed elsewhere in this Section. The SCAQMD recommends using two different methodologies: (1) that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality;<sup>124</sup> and (2) that a project's consistency with the current AQMP be used to determine its potential cumulative impacts.

### **(1) Project-Specific Impacts**

The Project would result in the emission of criteria pollutants for which the region is in non-attainment during both construction and operation. Based on the Project-specific level of emissions, the Project's cumulative impacts would be potentially significant for construction due to regional NO<sub>x</sub> emissions, and localized NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions exceeding the numerical indicators of significance as shown in Table IV.B-6 for regional construction emissions and in Table IV.B-8 and Table IV.B-9 for localized construction emissions. Therefore, mitigation measures would be required are further discussed below in subsection IV.B.3.f, *Mitigation Measures*.

<sup>124</sup> South Coast Air Quality Management District, Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper, 1993, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>. Accessed December 2018.

With implementation of mitigation measures, regional emissions from construction would be above the regional numeric indicators. Impacts related to regional NO<sub>x</sub> construction emissions would be significant and unavoidable for NO<sub>x</sub> emissions during the two continuous concrete pouring foundations phases, which are expected to last up to approximately two days each.

With implementation of mitigation measures, localized emissions from construction would be reduced to below the localized numeric indicators and impacts related to localized NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> construction emissions would be mitigated to less than significant.

Project-specific operational emissions would result in potentially significant impacts due to regional NO<sub>x</sub> emissions and localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions at existing and future sensitive receptor locations exceeding the numerical indicators of significance as shown in Table IV.B-7 for regional operational emissions and in Table IV.B-10 for localized operational emissions. Therefore, mitigation measures would be required are further discussed below in subsection IV.B.3.f, *Mitigation Measures*.

With implementation of mitigation measures, regional and localized emissions from operations would be reduced to below the regional and localized numeric indicators and impacts related to regional NO<sub>x</sub> and localized PM<sub>10</sub> and PM<sub>2.5</sub>. operational emissions would be mitigated to less than significant.

The accumulation and dispersion of air pollutant emissions within an air basin is dependent upon the size and distribution of emission sources in the region and meteorological factors such as wind, sunlight, temperature, humidity, rainfall, atmospheric pressure, and topography. The health impacts associated with exposure to criteria pollutants are evaluated by air districts on a regional level based on all sources in the region and the region's attainment of the NAAQS. The mass emissions significance thresholds used in CEQA air quality analysis are not intended to be indicative of any localized human health impact that a project may have; instead, they were tied to the region's attainment status and are emission levels at which stationary pollution sources permitted by the air district must offset their emissions using enhanced control technology and CEQA projects must implement feasible mitigations.<sup>125</sup> Therefore, the Project's exceedance of the mass regional NO<sub>x</sub> emissions threshold from temporary construction activities (in this case just for two days during concrete pours)<sup>126</sup> does not necessarily indicate

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<sup>125</sup> April 2015 Amicus Curiae Brief of the South Coast Air Quality Management District in *Sierra Club v. County of Fresno* (CA Supreme Court, S219783).

<sup>126</sup> The two concrete pouring phases were described above based on calendar days per concrete pouring phase where each phase will be split over two calendar work days. However, in terms of activity hours, the two concrete pour will require up to 48 hours total, as such the concrete pouring activities will only require only two days in terms of activity hours.

that the Project will cause or contribute to the exposure of sensitive receptors to ground-level concentrations in excess of health-protective levels.

The health concerns associated with NO<sub>x</sub> emissions are related to its potential to result in the secondary formation of ground-level ozone. As discussed earlier, the Air Basin is designated as nonattainment for ozone. The formation of ground-level ozone is a complex process due to photochemical reactions of precursor pollutants (i.e., VOC and NO<sub>x</sub> emissions) in the atmosphere. It is not necessarily the amount of NO<sub>x</sub> and VOCs emitted that cause human health impacts, but the concentration of resulting ozone. Because of the complexity of ozone formation, a specific amount of NO<sub>x</sub> or VOC's emitted in a particular area does not equate to a particular concentration of ozone in an area.<sup>127</sup> Environmental science models today cannot determine whether, or the extent to which, a single project's precursor emissions would potentially result in the formation of secondary ground-level ozone and the geographic and temporal distribution of such secondary formed emissions. This is because available models today are designed to determine regional, population-wide health impacts and cannot accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOCs emissions at a project level.<sup>128</sup> The use of these models for a small source of emissions such as the Project would not produce reliable or meaningful results.<sup>129</sup> Therefore, it is not reasonably feasible to correlate the Project's exceedance of the NO<sub>x</sub> significance threshold during two days of concrete pours to ozone-related health impact at this time.

## (2) Consistency with Air Quality Management Plan

Alternatively, the SCAQMD recommends assessing a project's cumulative impacts based on whether it is consistent with the AQMP. Section 15064(h)(3) of the State CEQA Guidelines provides guidance in determining the significance of cumulative impacts. Specifically, Section 15064(h)(3) states in part that:

*“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 which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) 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*

<sup>127</sup> April 2015 Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in *Sierra Club v. County of Fresno* (CA Supreme Court, S219783).

<sup>128</sup> April 2015 Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in *Sierra Club v. County of Fresno* (CA Supreme Court, S219783).

<sup>129</sup> April 2015 Amicus Curiae Brief of the South Coast Air Quality Management District in *Sierra Club v. County of Fresno* (CA Supreme Court, S219783).

*make specific the law enforced or administered by the public agency...”*

For purposes of the cumulative air quality analysis with respect to *CEQA Guidelines* Section 15064(h)(3), the Project’s cumulative air quality impacts are determined not to be significant based on its consistency with the SCAQMD’s adopted 2012 AQMP and the 2016 AQMP, as discussed above.

The Project has incorporated strategies, as applicable, consistent with the AQMP. Construction of the Project would comply with SCAQMD Rule 403 requirements and the ATCM to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. In addition, the Project would utilize a construction contractor(s) that complies with required and applicable BACT and the In-Use Off-Road Diesel Vehicle Regulation. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on other construction projects in the Air Basin as required, which would include each of the cumulative projects in the Project Area. As such, Project construction would be consistent with the AQMP and impacts with respect to AQMP consistency would be less than significant.

The Project’s location, design, and proposed land uses would be consistent with the AQMP (refer to subsection IV.B.3.d(1), *Consistency with the Air Quality Plan*). The AQMP includes transportation control measures that are intended to reduce regional mobile source emissions.<sup>130</sup> The Project would locate residential and retail uses in a TOD that would be located within a quarter-mile of multiple public transportation options, including the Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line and the future 2nd and Broadway Metro Station being constructed as part of the Regional Connector. The Red Line connects the Civic Center to Union Station, Hollywood, and North Hollywood. The Red and Purple Lines provide further connection to three light rail transit lines serving downtown Los Angeles: the Blue and Expo Lines at the 7th Street/Metro Center Station and the Gold Line at Union Station. The Project is also within a quarter mile of many Metro bus routes (e.g., local 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Hill and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT’s Dash Downtown “D” line, and Metro’s Rapid Lines 728, 733, 745, and 770. The Project would provide access to on-site uses from existing pedestrian pathways. The Project’s proximity to public transit, including the Metro Civic Center Station, would allow the Project’s projected growth to be accommodated by existing and under-construction transportation resources and decreases the time and cost of traveling

<sup>130</sup> Through capital improvement programs, local governments can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts as appropriate, installation of energy-efficient streetlights, and synchronization of traffic signals.



as well as vehicular demand and associated pollutants. The Project's increase in population, housing, and employment would therefore be consistent with SCAG's RTP/SCS goals and would be consistent with SCAG's growth projections for the City as a whole (refer to Section IV.J, *Population and Housing*, of this Draft EIR). The Project would therefore also be consistent with the growth projections in the AQMP. Moreover, as discussed above, the Project's growth would occur on a site well-served by public transportation and in proximity to existing employment and commercial areas, which would minimize potential growth in transportation-related emissions. As such, as the Project would not conflict with or obstruct implementation of the 2016 AQMP and is would be consistent with the AQMP, the Project's cumulative operational impacts with respect to AQMP consistency would be less than significant.

## **f) Mitigation Measures**

### **(1) Construction**

The Project would require implementation of mitigation measures that would minimize construction emissions. As detailed in mitigation measures MM AQ-1 and MM AQ-2, construction of the Project would be required to utilize off-road diesel-powered construction equipment that meet or exceed the stringent CARB and USEPA Tier 4 off-road emissions standards for those equipment rated at 50 hp or greater during Project construction. The Project would also be required to implement other emissions control strategies such as ensuring equipment are maintained and operated in accordance with manufacturer specifications. These measures are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment, and would accelerate the replacement of older engines that produce higher air quality emissions with newer engines that produce lower air quality emissions as a result of meeting the stringent Tier 4 emissions standards.

**MM-AQ-1:** The Applicant shall implement construction equipment features for equipment operating at the Project Site. These features shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. Construction features will include the following:

- a. During plan check, the Project representative shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during any of the construction phases. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to

compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment that will be used an aggregate of 40 or more hours during any portion of the construction activities associated with grading/excavation/export phase shall meet the Tier 4 standards. Construction contractors supplying heavy duty diesel equipment greater than 50 horsepower shall be encouraged to apply for SCAQMD SOON funds. Information including the SCAQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.

- b. Equipment such as tower cranes and signal boards shall be electric or alternative fueled (i.e., non-diesel). Pole power shall be made available for use for electric tools, equipment, lighting, etc. Construction equipment such as tower cranes and signal boards shall utilize electricity from power poles or alternative fuels (i.e., non-diesel), rather than diesel power generators and/or gasoline power generators. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.
- c. Alternative-fueled generators shall be used when commercial models that have the power supply requirements to meet the construction needs of the Project are commercially available from local suppliers/vendors. The determination of commercial availability of such equipment will be made by the City prior to issuance of grading or building permits based on applicant-provided evidence of the availability or unavailability of alternative-fueled generators and/or evidence obtained by the City from expert sources such as construction contractors in the region.

**MM-AQ-2:** The Applicant shall implement the following measures to reduce the emissions of air pollutants generated by heavy-duty diesel-powered equipment operating at the Project Site:

- a. Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after 5 minutes when not in use, to reduce vehicle emissions.
- b. All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. Tampering with construction equipment to increase horsepower or to defeat emission control devices shall be prohibited.

- c. Construction activities shall be discontinued during second-stage smog alerts. A record of any second-stage smog alerts and of discontinued construction activities as applicable shall be maintained by the Contractor on-site.

## (2) Operation

The Project would result in potentially significant regional operational impacts associated with NO<sub>x</sub> and localized operational impacts associated with PM<sub>2.5</sub> and PM<sub>10</sub>. Therefore, the mitigation measures listed below would be required.

**MM-AQ-3: Landscaping Equipment:** The Project representative will require that landscaping equipment used on the Project Site be electric- or battery-powered, rather than liquid fossil-fueled or use equipment that do not require a power or fuel source. Prior to occupancy of the residential towers, the Project representative shall provide documentation to the City of the use of landscaping contractors, service providers, or maintenance crews that will use equipment that meet the specified requirements. Documentation shall be maintained for the duration of landscaping services and made available to the City upon request.

**MM-AQ-4: Restaurant Charbroiling:** The Project representative will limit the number of restaurants permitted to utilize under-fired charbroiling equipment to two restaurants or less. Restaurants with under-fired charbroiling equipment will meet applicable SCAQMD emission control requirements. Prior to occupancy of the designated commercial spaces by restaurant tenants, the Project representative shall provide documentation to the City of the number of Project Site restaurants with under-fired charbroiling equipment. Documentation shall be maintained and made available to the City upon request.

**MM-AQ-5: Emergency Generators:** The Project representative will schedule routine maintenance and testing of the emergency generators installed on the Project Site on different days. Prior to the installation of emergency generators, the Project representative shall supply documentation to the City that emergency generator testing by contractors, service providers, or maintenance crews will be conducted in accordance with the specified requirements. The Project representative shall maintain records of emergency generator testing, including testing dates, which shall be made available to the City upon request.

## g) Level of Significance after Mitigation

### (1) Construction

Implementation of MM AQ-1 and MM AQ-2 would minimize localized NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from all construction phases to below the localized numeric indicators. Therefore, impacts related to localized NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> construction emissions would be mitigated to less than significant.

The Project's mitigated regional and localized construction emissions are summarized in **Table IV.B-11, *Estimated Maximum Mitigated Regional Construction Emissions***, **Table IV.B-12, *Estimated Maximum Mitigated Localized Construction Emissions for Residential Towers*** and **Table IV.B-13, *Estimated Maximum Mitigated Localized Construction Emissions for Residential Towers and Existing Building Renovations***. Implementation of MM AQ-1 and MM AQ-2 would minimize regional NO<sub>x</sub> emissions to below the SCAQMD regional numeric indicators for all phases of Project construction except for regional NO<sub>x</sub> emissions during the two continuous concrete pouring foundations phases, which would be expected to last up to a total of approximately two days each. Since concrete trucks from a variety of area concrete suppliers would be required to deliver the volume of concrete necessary for the continuous concrete pouring foundations phases, there are no feasible mitigation measures that would reduce the NO<sub>x</sub> emissions from the concrete trucks to below the regional numeric indicator. It is not possible to reduce the number of concrete trucks needed to complete the continuous concrete pouring phase without compromising the integrity of the building foundations. Therefore, impacts related to regional NO<sub>x</sub> construction emissions would be temporarily significant during the two continuous concrete pouring foundations phases, which are expected to last up to approximately two days each. Regional construction impacts would be significant and unavoidable for NO<sub>x</sub>. The Project's contribution to cumulatively significant construction impacts to air quality would be potentially significant for regional NO<sub>x</sub> during the approximately two continuous concrete pouring construction activities lasting up to two days each. While the Project would result in regionally significant and unavoidable NO<sub>x</sub> and ozone precursor impacts during the two continuous concrete pouring activities lasting up to two days each, the short-term duration and limited magnitude of the impact limits the potential for exposure and health impacts to sensitive receptors and would not jeopardize long-term air quality plans to attain the health-based ambient air quality standards in the Air Basin. Ozone formation occurs through a complex photo-chemical reaction between NO<sub>x</sub> and VOCs in the atmosphere with the presence of sunlight and the impacts of ozone are typically considered on a basin-wide or regional basis. Because the concrete trucks would come from various facilities in the area and would be distributed along the roadway network, the total NO<sub>x</sub> emissions from the concrete trucks would not be concentrated at a single site. Through atmospheric and geographical dispersion, NO<sub>x</sub>-related health

impacts from the short-term concrete pouring activities would not be expected to occur to a measurable degree.

**With implementation of feasible mitigation, regional emissions from construction would be above the regional numeric indicators and impacts related to regional NO<sub>x</sub> construction emissions and would be significant and unavoidable for NO<sub>x</sub> emissions during the two continuous concrete pouring foundations phases, which are expected to last up to approximately two days each and the Project would exceed the NO<sub>x</sub> regional air quality standard.**

**In addition, with implementation of MM AQ-1 and MM AQ-2, the localized NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions from construction would be reduced to below the localized numeric indicators and impacts related to localized NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> construction emissions would be mitigated to less than significant.**

**TABLE IV.B-11**  
**ESTIMATED MAXIMUM MITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY)<sup>a</sup>**

Source	VOC	NO <sub>x</sub>	CO <sup>d</sup>	SO <sub>2</sub>	PM <sub>10</sub> <sup>b</sup>	PM <sub>2.5</sub> <sup>b</sup>
<b>Individual Phases</b>						
Demolition	2	15	91	<1	5	1
Site Preparation	2	8	75	<1	1	<1
Grading	5	99	89	<1	7	2
Foundation (North Tower)	16	502	125	1.4	33	11
Foundation (South Tower)	13	420	107	1.2	28	9
Subterranean Parking Structure Construction	10	52	148	<1	16	5
Podium Construction	9	54	137	<1	16	5
Building Construction	9	43	117	<1	16	5
Building Construction/Architectural Coating	23	40	122	<1	18	5
Building Construction/Paving/Architectural Coating	23	42	159	<1	19	5
Existing Building Renovations <sup>c</sup>	1	9	21	<1	2	1
<b>Maximum Daily Emissions</b>	<b>25</b>	<b>512</b>	<b>180</b>	<b>1.5</b>	<b>35</b>	<b>11</b>
<b>SCAQMD Numeric Indicators</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Thresholds?	No	<b>Yes</b>	No	No	No	No

Source	VOC	NO <sub>x</sub>	CO <sup>d</sup>	SO <sub>2</sub>	PM10 <sup>b</sup>	PM2.5 <sup>b</sup>
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<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-2 of Appendix C of this Draft EIR.

<sup>b</sup> Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

<sup>c</sup> Renovations of existing buildings could occur concurrently during any phase of construction of the new residential mixed-use towers, therefore the maximum daily emissions of the existing renovations were added to the maximum daily emissions of residential mixed-use tower maximum daily emissions to serve as a conservative maximum daily emission estimate.

<sup>d</sup> CO emissions for multiple phases may be higher after mitigation due to Tier 4 CO emission factors from CalEEMod being higher than the unmitigated vehicle CO emissions factors.

SOURCE: ESA, 2018.

**TABLE IV.B-12**  
**ESTIMATED MAXIMUM MITIGATED LOCALIZED CONSTRUCTION EMISSIONS FOR**  
**RESIDENTIAL TOWERS (POUNDS PER DAY)<sup>a</sup>**

Source	NO <sub>x</sub>	CO <sup>d</sup>	PM10 <sup>b</sup>	PM2.5 <sup>b</sup>
<b>On-site Construction Activities</b>				
Demolition	9	87	1.8	0.5
Site Preparation	8	73	0.2	0.2
Grading	9	67	0.3	0.3
Foundation (North Tower)	5	17	0.2	0.2
Foundation (South Tower)	5	17	0.2	0.2
Subterranean Parking Structure Construction	13	86	0.4	0.4
Podium Construction	12	80	0.4	0.4
Building Construction - 2022	10	62	0.3	0.3
Building Construction/Architectural Coating - 2021	10	62	0.3	0.3
Building Construction/Paving/Architectural Coating - 2022	14	103	0.4	0.4
<b>Maximum Localized (On-Site) Emissions</b>	<b>14</b>	<b>103</b>	<b>1.8</b>	<b>0.5</b>
<b>SCAQMD Screening Numeric Indicator<sup>c</sup></b>	<b>103</b>	<b>993</b>	<b>7.6</b>	<b>4.7</b>
Exceed Screening Numeric Indicator?	No	No	No	No

Source	NO <sub>x</sub>	CO <sup>d</sup>	PM10 <sup>b</sup>	PM2.5 <sup>b</sup>
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a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-2 of Appendix C of this Draft EIR. The derivations of the localized significance thresholds are provided in Appendix C-4 of Appendix C of this Draft EIR.

b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

c The SCAQMD LSTs are based on Source Receptor Area 1 (Central Los Angeles County) for a 1.84-acre site with sensitive receptors conservatively assumed to be located within 25 meters of the construction area.

d CO emissions for multiple phases may be higher after mitigation due to Tier 4 CO emission factors from CalEEMod being higher than the unmitigated vehicle CO emissions factors.

SOURCE: ESA, 2018.

**TABLE IV.B-13**  
**ESTIMATED MAXIMUM MITIGATED LOCALIZED CONSTRUCTION EMISSIONS FOR**  
**RESIDENTIAL TOWERS AND EXISTING BUILDING RENOVATIONS (POUNDS PER DAY) <sup>a</sup>**

Source	NO <sub>x</sub>	CO <sup>e</sup>	PM10 <sup>b</sup>	PM2.5 <sup>b</sup>
<b>On-site Construction Activities</b>				
Demolition	9	87	1.8	0.5
Site Preparation	8	73	0.2	0.2
Grading	9	67	0.3	0.3
Foundations (North Tower)	5	17	0.2	0.2
Foundations (South Tower)	5	17	0.2	0.2
Subterranean Parking Structure Construction	13	86	0.2	0.4
Podium Construction	12	80	0.4	0.4
Building Construction - 2022	10	62	0.4	0.3
Building Construction/Architectural Coating - 2021	10	62	0.3	0.3
Building Construction/Paving/Architectural Coating - 2022	14	103	0.4	0.4
Existing Buildings Renovations <sup>d</sup>	1	13	0.04	0.04
<b>Maximum Localized (On-Site) Emissions</b>	<b>15</b>	<b>115</b>	<b>1.9</b>	<b>0.5</b>
<b>SCAQMD Screening Numeric Indicator <sup>c</sup></b>	<b>138</b>	<b>1,506</b>	<b>12.5</b>	<b>6.7</b>
Exceed Screening Numeric Indicator?	No	No	No	No

Source	NO <sub>x</sub>	CO <sup>e</sup>	PM10 <sup>b</sup>	PM2.5 <sup>b</sup>
<p>a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-2 of Appendix C of this Draft EIR. The derivations of the localized significance thresholds are provided in Appendix C-4 of Appendix C of this Draft EIR.</p> <p>b Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.</p> <p>c The SCAQMD LSTs are based on Source Receptor Area 1 (Central Los Angeles County) for a 3.6-acre site with sensitive receptors conservatively assumed to be located within 25 meters of the construction area.</p> <p>d Renovations of existing buildings could occur concurrently during any phase of construction of the new residential mixed-use towers, therefore the maximum daily emissions of the existing renovations were added to the maximum daily emissions of residential mixed-use tower maximum daily emissions to serve as a conservative maximum daily emission estimate.</p> <p>e CO emissions for multiple phases may be higher after mitigation due to Tier 4 CO emission factors from CalEEMod being higher than the unmitigated vehicle CO emissions factors.</p>				

SOURCE: ESA, 2018.

## (2) Operation

The Project would result in potentially significant operational impacts due to regional emissions of NO<sub>x</sub> above the regional numeric indicator. In addition, the Project would result in potentially significant operational impacts due to localized emissions of PM10 and PM2.5 above the localized numeric indicators. Therefore, mitigation measures MM AQ-3, MM AQ-4 and MM AQ-5 would be required to reduce operations-related emissions. The Project's mitigated regional and localized operational emissions are summarized below in **Table IV.B-14, Estimated Maximum Mitigated Regional Operational Emissions** and **Table IV.B-15, Estimated Maximum Mitigated Localized Operational Emissions**.

Implementation of MM AQ-3, MM AQ-4 and MM AQ-5 would minimize regional NO<sub>x</sub> emissions from operations by scheduling routine maintenance of emergency generators so that only one emergency generator is maintained on any given day. With implementation of MM AQ-3, MM AQ-4 and MM AQ-5, the regional NO<sub>x</sub> emissions from operations would be reduced to below the regional numeric indicator and impacts related to regional NO<sub>x</sub> operational emissions would be mitigated to less than significant.

Implementation of MM AQ-3, MM AQ-4 and MM AQ-5 would also minimize localized PM10 and PM2.5 emissions from operations of the Project by limiting the number of restaurants permitted to utilize under-fired charbroiling equipment to two restaurants or less. With implementation of MM AQ-3, MM AQ-4 and MM AQ-5, the localized PM10 and PM2.5 emissions from operations would be reduced to below the localized numeric indicators and impacts related to localized PM10 and PM2.5 operational emissions would be mitigated to less than significant.



**TABLE IV.B-14**  
**ESTIMATED MAXIMUM MITIGATED REGIONAL OPERATIONAL EMISSIONS (POUNDS PER DAY) <sup>a</sup>**

<b>Source</b>	<b>VOC</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM10</b>	<b>PM2.5</b>
<b>Existing</b>						
Area (Coating, Consumer Products, Landscaping)	8	<1	<1	0	1	1
Energy	<1	2	1	<1	<1	<1
Mobile	8	35	96	<1	18	5
<b>Total</b>	<b>16</b>	<b>37</b>	<b>98</b>	<b>&lt;1</b>	<b>18</b>	<b>5</b>
<b>Proposed Project</b>						
Area (Coating, Consumer Products, Landscaping)	36	1	93	<1	1	1
Stationary (Charbroilers)	<1	-	-	-	2	1
Stationary (Cooling Towers)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	1	13	12	<1	<1	<1
Energy	1	9	6	<1	1	1
Mobile	17	70	193	1	62	17
<b>Total</b>	<b>55</b>	<b>93</b>	<b>305</b>	<b>1</b>	<b>64</b>	<b>19</b>
<b>Net Increase</b>						
Area (Coating, Consumer Products, Landscaping)	29	1	93	<1	1	1
Stationary (Charbroilers)	<1	-	-	-	1	1
Stationary (Cooling Towers)	-	-	-	-	<1	<1
Stationary (Emergency Generators)	1	8	7	<1	<1	<1
Energy	1	7	5	<1	<1	<1
Mobile	8	35	97	<1	44	12
<b>Net Total Regional Emissions</b>	<b>38</b>	<b>51</b>	<b>202</b>	<b>1</b>	<b>46</b>	<b>14</b>
<b>SCAQMD Numeric Indicators</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Thresholds?	No	No	No	No	No	No

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-3 of Appendix C of this Draft EIR.

SOURCE: ESA, 2018.

**TABLE IV.B-15**  
**ESTIMATED MAXIMUM MITIGATED LOCALIZED OPERATIONAL EMISSIONS (POUNDS PER DAY) <sup>a</sup>**

<b>Source</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM10</b>	<b>PM2.5</b>
Area (Coating, Consumer Products, Landscaping)	1	93	0.52	0.52
Energy	7	5	0.58	0.58
Stationary (Charbroilers)	–	–	0.88	0.53
Stationary (Cooling Towers)	–	–	0.34	0.29
Stationary (Emergency Generators)	8	7	0.03	0.03
<b>Total Localized (On-Site) Emissions</b>	<b>16</b>	<b>105</b>	<b>2.34</b>	<b>1.94</b>
<b>SCAQMD Screening Numeric Indicator <sup>b</sup></b>	<b>138</b>	<b>1,506</b>	<b>3.13</b>	<b>2.00</b>
Exceeds Screening Numeric Indicator?	No	No	No	No

a Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix C-3 of Appendix C of this Draft EIR.

b The SCAQMD LSTs are based on Source Receptor Area 1 (Central Los Angeles County for a 3.6-acre site with sensitive receptors assumed to be located within 25 meters of the Project Site).

SOURCE: ESA, 2018.

# IV. Environmental Impact Analysis

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## C. Cultural Resources

### 1. Introduction

This section addresses potential impacts to cultural resources (including archaeological, historical and paleontological resources) that could result from implementation of the Project. The analysis is based on review of site-specific investigations conducted for the Project Site, a records search at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC), a review of SurveyLA data on file with the Los Angeles Office of Historic Resources (OHR), as well as other research materials. This section is based on information provided in Appendix D of this Draft EIR, which includes a Historical Resources Technical Report<sup>1</sup> (Appendix D-1), an Archaeological Resources Assessment Report<sup>2</sup> (Appendix D-2), and a Paleontological Resources Assessment Report<sup>3</sup> (Appendix D-3) prepared for the Project.

Tribal cultural resources, as that term is defined in CEQA Section 21074, are addressed in Section IV.Q, *Tribal Cultural Resources*.

### 2. Environmental Setting

#### a) Regulatory Framework

##### (1) Historical and Unique Archaeological Resources

##### (a) *Federal*

##### (i) *National Register of Historic Places*

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural

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<sup>1</sup> GPA Consulting, Times Mirror Square, Los Angeles, CA – Historic Resources Technical Report, December 7, 2018. Prepared for Onni Group by GPA Consulting.

<sup>2</sup> Environmental Science Associates, Times Mirror Square Project, City of Los Angeles, CA – Archaeological Resources Assessment Report, September 2018. Prepared for Onni Group by Environmental Science Associates.

<sup>3</sup> Environmental Science Associates, Times Mirror Square Project, City of Los Angeles, CA – Paleontological Resources Assessment Report, July 11, 2018. Prepared for Onni Group by Environmental Science Associates.

resources and to indicate what properties should be considered for protection from destruction or impairment."<sup>4</sup>

(a) Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following criteria:<sup>5</sup>

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

(b) Context

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning... is made clear."<sup>6</sup> A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

(c) Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as "the ability of a property to convey its significance."<sup>7</sup> Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that, in various combinations, define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important.

<sup>4</sup> Title 36 Code of Federal Regulations Part 60.2.

<sup>5</sup> Title 36 Code of Federal Regulations Part 60.4.

<sup>6</sup> National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation, 1997, pages 7 and 8.

<sup>7</sup> National Register Bulletin #15, pages 44 and 45.

Thus, the significance of the property must be fully established before the integrity is analyzed.

In the case of districts, integrity means the physical integrity of the buildings, structures, or features that make up the district as well as the historic, spatial, and visual relationships of the components. Some buildings or features may have been more altered over time than others. In order to possess integrity a district must, on balance, still communicate its historic identity.

(d) Criteria Consideration G

Certain types of properties are not usually eligible for listing in the National Register. These properties include buildings and sites that have achieved significance within the past 50 years. Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance. In addition to being significant under one of the four criteria listed above, these properties must meet a special requirement called a criteria consideration in order to be eligible for listing in the National Register. There are seven criteria considerations. Criteria Consideration G states "a property achieving significance within the last 50 years is eligible if it is of exceptional importance."<sup>8</sup> This criteria consideration guards against the listing of properties of fleeting contemporary interest.

(e) Historic Districts

The National Register includes significant properties, which are classified as buildings, sites, districts, structures, or objects. A historic district "derives its importance from being a unified entity, even though it is often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties."<sup>9</sup>

A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events or aesthetically by plan or physical development.<sup>10</sup> A district's significance and historic integrity should help determine the boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;
- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;

<sup>8</sup> National Register Bulletin #15, page 41.

<sup>9</sup> National Register Bulletin #15, page 5.

<sup>10</sup> Title 36 Code of Federal Regulations Part 60.3(d).

- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and
- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.<sup>11</sup>

Within historic districts, properties are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or
- It independently meets the criterion for listing in the National Register.<sup>12</sup>

(b) *State*

(i) *California Environmental Quality Act*

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at *Public Resources Code (PRC) Section 21000 et seq.* CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The *CEQA Guidelines* (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register; (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set

<sup>11</sup> National Register Bulletin #21: Defining Boundaries for National Register Properties Form, 1997, page 12.

<sup>12</sup> National Register Bulletin #16: How to Complete the National Register Registration Form, 1997, page 16.

forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the *CEQA Guidelines* apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in Section 21083.2 of CEQA a “unique” archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place. If preservation in place is not feasible, mitigation measures shall be required. Section 15064.5(c)(4) notes that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment.

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in Section 15064.5(a). As stated in Section 15064.5(b)(1), substantial adverse change is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.” According to Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

- A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

- B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

As stated in Section 15064.5(b)(3), in general, a project that complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards)<sup>13</sup> is considered to have mitigated its impacts to historical resources to a less-than-significant level. The Standards were developed as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 Code of Federal Regulations ("CFR") Section 67.7).

#### (ii) *California Register of Historical Resources*

As stated in PRC Section 5024.1(a), the California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change." As stated in PRC Section 5024.1(b), the criteria for eligibility for the California Register are based upon National Register criteria. Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant under one or more of the following four criteria, which parallel the National Register criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;

<sup>13</sup> Weeks, Kay D. and Anne E. Grimmer. 1995. *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*, National Park Service, Washington, DC.



3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register. A resource less than 50 years of age may be eligible for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:<sup>14</sup>

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to the significance of historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

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<sup>14</sup> California Public Resource Code 5024.1(e)

## (2) Local

### (a) *City of Los Angeles General Plan*

The City of Los Angeles General Plan includes a Conservation Element. Section 3 of the Conservation Element, adopted in September 2001, includes policies for the protection of archaeological and paleontological resources. As stated therein, it is the City's policy that archaeological resources be protected for research and/or educational purposes. It is also the City's policy that paleontological resources be protected for historical, cultural research, and/or educational purposes. Section 3 sets as an objective the identification and protection of significant paleontological sites and/or resources known to exist or that are identified during "land development, demolition, or property modification activities." Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes the policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities, with the related objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.<sup>15</sup>

In addition to the National Register and the California Register, two additional types of historic designations may apply at a local level:

1. Historic-Cultural Monument
2. Classification by the City Council as an Historic Preservation Overlay Zone

### (b) *Los Angeles Cultural Heritage Ordinance*

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2007 (Sections 22.171 et seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission (Commission) and criteria for designating a historical cultural monument (HCM). The Commission is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The City of Los Angeles Cultural Heritage Ordinance states that a Historic-Cultural Monument designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature and meet one of the following criteria. A historical or cultural monument is any site, building, or structure of particular historical or cultural significance to the City of Los Angeles. The four criteria for HCM designation are stated below:

<sup>15</sup> City of Los Angeles General Plan, Conservation Element, pages II-6 to II-9.

- The proposed HCM reflects the broad cultural, economic, or social history of the nation, state or community is reflected or exemplified; or
- The proposed HCM is identified with historic personages or with important events in the main currents of national, state or local history; or
- The proposed HCM embodies the characteristics of an architectural type specimen inherently valuable for a study of a period, style or method of construction;
- The proposed HCM is the notable work of a master builder, designer, or architect whose individual genius influenced his or her age.<sup>16</sup>

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. However, in practice it is common for the Commission to consider alterations to nominated properties in making its recommendations on designations. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs. In addition, the Los Angeles Municipal Code (LAMC) Section 91.106.4.5 states that the Building Department “shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure.”

(c) *Los Angeles Historic Preservation Overlay Zone Ordinance (HPOZ)*

The Los Angeles City Council adopted the ordinance enabling the creation of HPOZs in 1979; Angelino Heights became Los Angeles’ first HPOZ in 1983. A HPOZ is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical

<sup>16</sup> Los Angeles Administrative Code, Section 22.171.7.

development. According to Section 12.20.3 of the LAMC, the criteria for the identification of contributing properties within a HPOZ are:

1. Adds to the historic architectural qualities or historic associations for which a property is significant because it was present during the period of significance, and possesses historic integrity reflecting its character at that time; or
2. Owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
3. Retaining the building, structure, landscaping, or natural feature, would contribute to the preservation and protection of a historic place or area of historic interest in the City.

*(d) City of Los Angeles Historic Resources Survey  
(SurveyLA)*

The Los Angeles Historic Resources Survey, or SurveyLA, is conducted under the City of Los Angeles Department of City Planning's Office of Historic Resources. SurveyLA is the City's comprehensive program to identify and document potentially significant historic resources. Surveys conducted under SurveyLA cover the period from approximately 1865 to 1980 and include individual resources such as buildings, structures, objects, natural features, and cultural landscapes, as well as areas and districts. Archaeological resources will be included in a future survey phase. Significant resources reflect important themes in the city's growth and development in various areas including architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, entertainment, and others. Field surveys commenced in 2010, are being undertaken in phases by Community Plan Area, and are expected to be completed in 2017. As each area is completed, the survey results are compiled in report format and posted on the Office of Historic Resources' website.

As described in detail in the SurveyLA Field Survey Results Master Report, the surveys identify and evaluate properties according to standardized criteria for listing in the National Register, California Register, and for local designation as Historic-Cultural Monuments and Historic Preservation Overlay Zones. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources. Designation by the City of Los Angeles and nominations to the California or National Registers are separate processes that include property owner notification and public hearings. SurveyLA utilizes the Los Angeles Citywide Historic Context Statement (HCS) to provide a framework for identifying and evaluating the City's historic resources. Development of the HCS is ongoing with oversight by the Office of Historic Resources.

### (3) Unique Paleontological Resources

#### (a) *California Environmental Quality Act*

The *CEQA Guidelines* (Title 14, Chapter 3 of the California Code of Regulations, Section 15000 *et seq.*), define the procedures, types of activities, individuals, and public agencies required to comply with CEQA. As part of CEQA's Initial Study process, one of the questions that must be answered by the lead agency relates to paleontological resources: "Will the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?"

#### (b) *Public Resources Code Section 5097.5 and Section 30244*

Other state requirements for paleontological resource management are included in PRC Section 5097.5 and Section 30244. These statutes prohibit the removal of any paleontological site or feature from public lands without permission of the jurisdictional agency, define the removal of paleontological sites or features as a misdemeanor, and require reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, district) lands.

#### (c) *Society for Vertebrate Paleontology*

The Society for Vertebrate Paleontology (SVP) has established standard guidelines<sup>17</sup> that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. Most practicing professional vertebrate paleontologists adhere closely to the SVP's assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines. Most state regulatory agencies with paleontological resource-specific Laws, Ordinances, Regulations, and Standards (LORS) accept and use the professional standards set forth by the SVP.

As defined by the SVP<sup>18</sup>, significant nonrenewable paleontological resources are:

*Fossils and fossiliferous deposits here restricted to vertebrate fossils and their taphonomic and associated environmental indicators. This definition excludes invertebrate or paleobotanical fossils except when present within a given vertebrate assemblage. Certain*

<sup>17</sup> Society of Vertebrate Paleontology, Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources, 2010, [http://vertpaleo.org/Membership/Member-Ethics/SVP\\_Impact\\_Mitigation\\_Guidelines.aspx](http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx). Accessed December 2018.

<sup>18</sup> Society of Vertebrate Paleontology, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources: standard guidelines, Society of Vertebrate Paleontology News Bulletin 163:22-27, 1995.

*invertebrate and plant fossils may be defined as significant by a project paleontologist, local paleontologist, specialists, or special interest groups, or by lead agencies or local governments.*

As defined by the SVP,<sup>19</sup> significant fossiliferous deposits are:

*A rock unit or formation which contains significant nonrenewable paleontologic resources, here defined as comprising one or more identifiable vertebrate fossils, large or small, and any associated invertebrate and plant fossils, traces, and other data that provide taphonomic, taxonomic, phylogenetic, ecologic, and stratigraphic information (ichnites and trace fossils generated by vertebrate animals, e.g., trackways, or nests and middens which provide datable material and climatic information). Paleontologic resources are considered to be older than recorded history and/or older than 5,000 years BP [before present].*

Based on the significance definitions of the SVP,<sup>20</sup> all identifiable vertebrate fossils are considered to have significant scientific value. This position is adhered to because vertebrate fossils are relatively uncommon, and only rarely will a fossil locality yield a statistically significant number of specimens of the same genus. Therefore, every vertebrate fossil found has the potential to provide significant new information on the taxon it represents, its paleoenvironment, and/or its distribution. Furthermore, all geologic units in which vertebrate fossils have previously been found are considered to have high sensitivity. Identifiable plant and invertebrate fossils are considered significant if found in association with vertebrate fossils or if defined as significant by project paleontologists, specialists, or local government agencies.

#### (4) Human Remains

##### (a) California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

<sup>19</sup> Society of Vertebrate Paleontology, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources.

<sup>20</sup> Society of Vertebrate Paleontology, Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources.

(b) *California Public Resources Code Section 5097.98*

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

## **b) Existing Conditions**

### **(1) Natural Setting**

The Project is located in downtown Los Angeles in a relatively flat area of the western Los Angeles Basin. The basin is formed by the Santa Monica Mountains to the northwest, the San Gabriel Mountains to the north, and the San Bernardino and San Jacinto Mountains to the east. The basin was formed by alluvial and fluvial deposits derived from these surrounding mountains. Prior to urban development and the channeling of the Los Angeles River, the Project Site, which is located 0.90 miles west of the Los Angeles River Channel, was likely covered with marshes, thickets, dense woodland, and grassland.

### **(2) Historic Architectural Setting**

The Project Site encompasses Times Mirror Square which is comprised of the Times Building, Plant Building, Mirror Building, Executive Building, and parking structure. **Table IV.C-1, *Buildings on the Project Site***, provides a summary of the characteristics of the five buildings currently within the Project Site. Please refer to Chapter II, *Project Description*, Figure II-2, Aerial View of the Project Site and the Surrounding Uses, for an aerial view of the Project Site.

**TABLE IV.C-1  
BUILDINGS ON THE PROJECT SITE**

No.	Name	Address/Location <sup>21</sup>	Date	Description
1	Times Building	202 W. 1st Street (northeast corner of block)	1935	Eight-story PWA Moderne building designed by Gordon B. Kaufmann
2	Plant Building	121 S. Spring Street (between Times and Mirror buildings)	1935-55	Four-story PWA Moderne building designed by Gordon B. Kaufmann; addition designed by Rowland H. Crawford
3	Mirror Building	145 S. Spring Street (southeast corner of block)	1948	Ten-story Late Moderne building designed by Rowland H. Crawford
4	Executive Building	234 W. 1st Street (northwest corner of block)	1973	Six-story International Style building designed by William L. Pereira & Associates
5	Parking Structure	142 S. Broadway (southwest corner of block)	1973	Six-story parking structure designed by William L. Pereira & Associates

SOURCE: GPA Consulting, Times Mirror Square.

*(a) Times Building*

The Times Building was constructed between 1933 and 1935 as the new headquarters of the Times Mirror Company, the parent company of the *Los Angeles Times* (Times).<sup>22</sup> By this time Harry Chandler was the chairman of the company and publisher of the newspaper. The new headquarters replaced the old one Chandler's father-in-law, Harrison Gray Otis, had constructed at the northeast corner of W. 1st Street and S. Broadway. The Times Building and the first two stories of the Plant Building were designed in the PWA Moderne style by architect Gordon B. Kaufmann. They are described briefly below and in greater detail in the Historical Resources Technical Report in Appendix D-1.

The Times Building is located in the northeast corner of the Project Site and faces north toward W. 1st Street. It has a steel frame structural system and a rectangular plan with a basement. The walls are made of reinforced concrete and clad with marble, granite, and limestone. The building originally had a symmetrical massing which stepped down twice from approximately eight stories at its tallest central tower to six stories and then to four stories at its east and west extents. Rooftop additions east and west of the center tower constructed in the 1940s, 1960s, and 1970s altered the purity of the original massing somewhat, yet the design intent

<sup>21</sup> Please note that all buildings have multiple addresses associated with them. Listed addresses are primary addresses based on the locations of entrances and primary building facades.

<sup>22</sup> GPA Consulting, Times Mirror Square, 2018.



remains evident. The roof over the central tower is hipped and clad with clay tiles. The roof over the east wing is flat, while the roof over west wing is comprised of the fifth and sixth floors of the Executive Building.

The building's north (primary) elevation exhibits a strong emphasis on verticality and is divided into nine bays by fluted limestone pilasters of varying heights and changes in wall plane. The pilasters framing the three central bays exhibit more ornamentation than the outer pilasters. The building's main entrance is located in the center of the north elevation's first story and has a recessed entry framed with marble and two different kinds of granite with four side-by-side entry doors. Bronze crests, sculpted by artist Merrell Gage, are situated atop the entry doors and are dedicated to the themes of "Liberty under the Law" and "True Industrial Freedom." The first story is separated from the upper stories by a decorative band of sunbursts and a change in wall material from limestone to granite. Although the window openings on the north elevation are original, the window sashes are all non-original replacements. Pairs of fixed metal-sash windows are divided vertically by original bronze spandrels that exhibit fluting similar to the pilasters. Other window types include single recessed fixed metal-sash windows with no frames or surrounds, fixed metal-sash windows with decorative bronze frames, single fixed metal-sash windows, and single recessed fixed metal-sash windows with carved, chamfered frames. On the lower stories the windows are divided by bronze spandrels; the fourth- and fifth-story windows are separated by bas-relief terra cotta panels; and the fifth-story windows are topped with three sculptures by artist Merrell Gage. Each sculpture represents a different journalism-related theme, "Father Time," "Spirit of the Times," and "Gutenberg." Above the sculptures, at the sixth story, the center bay features a carved terra cotta vent. Above the vent is a large clock with metal hands that is illuminated by neon backlights and has numbers and ticks that are carved into the limestone.

The east elevation has nine vertical bays with original window openings and non-original window sashes, which follows the same general design motif evident on the north elevation. The fifth and sixth stories have been altered by rooftop additions dating from 1946 and 1965. The 1946 addition was designed by the architect Rowland H. Crawford. There was an identical addition on the west elevation that was removed for the construction of the Executive Building, described below. The 1965 addition, designed by the firm William L. Pereira & Associates, sits on top of the 1946 addition. The additions block some of the building's original design features, including canted bay windows, metal doors, decorative metalwork, terra cotta vents, and five of the eight thin buttresses that span from the fourth story roof to above the sixth story roof. Above the buttresses the words "THE TIMES" appear in recessed, neon-lit lettering. Above the lettering is a band of dentils.

Due to the presence of the Plant Building, the south elevation of the Times Building is only visible above the fourth story. On the west elevation of the Times Building,

only the central tower is visible due to the presence of the Executive Building. The third through sixth stories appear to have originally been identical to those on the east elevation. All of the original buttresses along the west elevation were demolished in 1971 for the construction of the adjoining Executive Building.

Most of the interior of the Times Building has been altered over time by various tenant improvements. The one significant exception is the lobby that retains its original plan and many of its decorative elements. It consists of a two-story rotunda featuring elaborate murals of newspaper-related themes by artist Hugo Ballin, and a large globe sculpture 5.5 feet in diameter made of aluminum by Merrell Gage. Other decorative elements in the rotunda include marble flooring, marble columns, marble trim, and cast metal trim. The rotunda leads to an elevator lobby and there are one-story display areas to the east and west of the rotunda. The elevator lobby floor features inlaid bronze panels depicting the previous *Times* buildings. At the south end of the elevator lobby is a large eagle sculpture from the roof of the previous Times Building, which was relocated in 1981.

(b) *Plant Building*

The Plant Building was constructed in 1935, with two later additions in 1946 and 1955. The original building was completed in 1935 under the leadership of Chandler in conjunction with the Times Building and was designed by Kaufmann. In 1946 a third story was added, designed by Rowland H. Crawford who worked for Kaufmann and would later design the Mirror Building. Harry Chandler's son Norman was in charge of the paper by this time. In 1955, a fourth story was added, also designed by Crawford, to connect the Plant Building with the Times and Mirror Buildings.<sup>23</sup>

The Plant Building faces east onto S. Spring Street and is four stories tall and rectangular in plan, with a basement. It has a steel frame structural system and reinforced concrete walls clad with granite and limestone. It abuts other buildings to the north, south, and west, leaving only the east (primary) elevation visible. The first story of the east elevation is clad with the same granite as the first story of the Times Building and is divided into nine bays. It has seven large openings for loading docks that have been altered and infilled with storefront windows and a metal roll-up door. The second story is divided from the first by a decorative band of sunbursts similar to the Times Building and the wall surface changes from granite to limestone above the band. Windows on the second story include recessed fixed metal-sash windows with chamfered openings. In the center above the windows, the words "Los Angeles Times" and the paper's insignia are carved into the limestone. The third and fourth stories consist of continuous bands of fixed metal windows with prismatic glass block transoms.

<sup>23</sup> Building Permit 1955LA22284, Application to Alter, Repair, Move or Demolish, August 11, 1955.

The interior of the Plant Building originally housed a “giant eighteen-unit press.”<sup>24</sup> In 1997, it was remodeled to house a cafeteria and office space. The building connects internally to both the Times Building to the north and the Mirror Building to the south. The buildings are separated structurally by seismic joints.

(c) *Mirror Building*

The Mirror Building was constructed between 1947 and 1948 for the Times Mirror Company and was designed by Rowland H. Crawford in the Late Moderne style.<sup>25</sup> Norman Chandler was the chairman of the Times Mirror Company and publisher of the *Los Angeles Times* during this period. In 1948, he launched the *Los Angeles Mirror* as an afternoon paper to compete with the *Herald-Express* and *Daily News*. The Mirror Building housed the new paper’s offices as well as a mail room, press room, television offices, rental offices, and equipment storage rooms.<sup>26</sup>

The Mirror Building is located in the southeast corner of the Project Site and faces east toward S. Spring Street. It has a rectangular plan, a flat roof, and is ten stories tall with a two-story penthouse, and two basement levels. The building has a steel-frame structural system and exterior walls clad with Indiana limestone and granite. The main entrance is located in the center of the east (primary) elevation. It has four side-by-side bronze framed entry doors (fully glazed) in a recessed entrance vestibule surrounded with granite. The doors are topped with tall single-light transoms. The side walls of the vestibule have bronze doors flanked and topped with decorative cast bronze panels. The east elevation’s second story is separated from the first by a decorative band similar to those on the Plant and Times buildings. Above the band there are nine recessed openings. Some are infilled with vents; others include metal-sash windows.

The east elevation is symmetrical and is organized into three vertical sections above the second story, including a center section and symmetrical flanking side sections. The center section has seven vertical bays and is taller than the symmetrical flanking side sections. The center section is recessed and contains metal windows separated by sculpted bronze spandrels. The third and fourth stories have fixed single-light replacement windows while the upper stories have multi-light casements. The five middle bays of the center section extend to the parapet and are topped with sculpted figures that were designed by Crawford and represent culture, justice, faith, progress, and equality. The two end bays of the center section are shorter and topped with sculpted panels. The symmetrical flanking side sections have horizontal bands of metal ribbon windows with prismatic glass block transoms. As in the center section, the windows on the third and fourth stories are non-original fixed single-light windows with metal sashes.

<sup>24</sup> GPA Consulting, Times Mirror Square. Los Angeles Department of Building and Safety permits are available in Appendix D of the report.

<sup>25</sup> Building Permit 1946LA23383, Application to Erect a New Building, September 9, 1946.

<sup>26</sup> New Building for Los Angeles Times Ready in Fall, *Architectural Record*, June 1948, 32-1.

The windows on the upper stories are two-light metal-sash awning windows. The window bands wrap around to the north and south elevations.

The south elevation is similar in appearance, including ribbon windows on the upper stories, recessed windows on the second story, decorative band between the first and second stories, and the granite base on the first story. The first story of the south elevation also includes a band of multi-light windows with glass block top lights and decorative coated metal frames, similar to the one at the south end of the east elevation. Other openings on the first story include large vents, a non-original storefront window, and a vehicular opening with a metal roll-up door.

Most of the west elevation is blocked by the adjacent parking structure. The upper stories are visible above the parking structure and exhibit seven vertical bays similar to those on the east elevation, but much simpler in detail. The bays consist of multi-light metal casement windows and limestone spandrels.

The north elevation consists of six stories above the adjoining Plant Building. The ribbon windows from the north end of the east elevation wrap the corner of the building on all of the visible stories.

In 1949, the Native Daughters of the Golden West (NDGW), a non-profit organization for women born in California, commemorated the Mirror Building as the site of the first brick schoolhouse in Los Angeles, known as School No. 1, the Butterfield Overland Stage Station, and the U.S Army's Quartermasters headquarters. These structures were present on the site from the 1850s through the 1880s.<sup>27</sup> Much of the Mirror Building's interior has been altered by tenant improvements over the years, completed on a floor-by-floor basis from 1959 through the 2000s, with significant concentrations of building activity in the 1960s and 1990s, though the lobby remains largely intact.<sup>28</sup> The lobby consists of three adjoining rectangular spaces forming an L-shaped plan. All of the spaces feature marble walls with bronze trim, travertine floors, and soffited ceilings.

The Mirror Building was seismically retrofitted in 1997. The retrofit included the addition of steel cross-bracing at various locations along the building's perimeter walls. The steel remains exposed on the interior.

#### (d) *Executive Building*

The Executive Building was designed in the Corporate International Style and constructed between 1970 and 1973 for the Times Mirror Company. By this time, Franklin David Murphy was chairman of the company; Norman, Dorothy, and Otis Chandler were on the board; and Otis Chandler was the publisher of the *Times*. According to an article in the *Times*, the building was to be called the Chandler

<sup>27</sup> Environmental Science Associates, Times Mirror Square Project, City of Los Angeles, CA – Archaeological Resources Assessment Report, 2018.

<sup>28</sup> GPA Consulting, Times Mirror Square, 2018.

Building. Of the three Chandlers, it was Dorothy who was placed in charge of the development of the building. She hired William L. Pereira & Associates as the architects. The Chandlers were already familiar with Pereira & Associates; since the early 1960s the firm was responsible for numerous alterations to the Times, Plant, and Mirror Buildings.

The Executive Building faces north onto W. 1st Street. It is six stories in height and has a rectangular plan, basement, and a flat roof. The building has a steel frame structural system and is clad with a combination of Norwegian granite and metal coated with a dark bronze silicon copolymer finish. The building's boxy massing consists of large horizontal volumes supported by vertical volumes. The horizontal volumes feature bands of fixed coated aluminum windows with coated spandrels and coated metal paneling, so they have a visually lighter appearance than the granite-clad vertical volumes. The massing is arranged to create a deep recess at the street level for landscaping that wraps the northwest corner of the building. The largest horizontal volume protrudes beyond the rest of the building at the fifth story, creating a high overhang for the recessed space below.

The building's main entrance is located at the east end of the north elevation. It is deeply recessed from the street and consists of coated aluminum storefront doors with large sidelights and transoms. An additional exterior entrance is located near the center of the west elevation. This entrance consists of a pair of aluminum and glass doors with a fixed aluminum transom. An exterior walkway at the second story extends from the adjacent parking structure to the south along the Executive Building's west elevation and onto the north elevation.

The interior of the Executive Building includes a bank space on the first floor, which appears to retain its original design and most of its original finishes, such as granite flooring, wall panels, coated aluminum doors, and floor-to-ceiling windows. A restaurant planned for the basement was not executed. Floors two through four were not occupied by the Times Mirror Company, but rather leased to second parties for income. They have been altered by tenant improvements over the years. The fifth and sixth floors were designed by Charles Kratka Interior Planning and Design as the executive offices for the Times Mirror Company. While the fifth floor has been altered by tenant improvements, the sixth floor retains its original plan and finishes. Notable interior spaces on the sixth floor include: an atrium created by a pyramidal skylight, original executive offices, and an original board room with a built-in circular conference table and corresponding lighting soffit. Notable features and finishes include: tile flooring in the corridors and atrium, wood wall paneling in many rooms, wood doors, built-in planters in the atrium, and floor-to-ceiling coated aluminum windows in the corridors.

#### (e) *Parking Structure*

The parking structure is located at the southwest corner of the Project Site. It was designed by William L. Pereira & Associates in conjunction with the Executive

Building, and completed 1973. It has a rectangular plan and a steel-frame structural system and a basement. The building's massing consists of a solid, vertical core with open, horizontal parking decks. The core is clad with the same granite as the vertical elements of the Executive Building. The low walls of the parking decks are clad with the same coated metal. Railings along the parking deck walls are also made of coated aluminum. Entrances to the parking structure consist of large vehicular gates on the first story of both the south and west elevations. Most of the first story is enclosed with metal slat vents.

### (3) Archaeological Setting

#### (a) *Prehistoric Overview*

The chronology of southern California is typically divided into three general time periods: the Early Holocene (11,000 to 7,600 Before Present [B.P.]), the Middle Holocene (7,600 to 3,600 B.P.), and the Late Holocene (3,600 B.P. to Anno Domini [A.D.] 1769). Within this timeframe, the archaeology of southern California is generally described in terms of cultural "complexes." A complex is a specific archaeological manifestation of a general mode of life, characterized archaeologically by technology, particular artifacts, economic systems, trade, burial practices, and other aspects of culture.

While it is not certain when humans first came to California, their presence in southern California by about 11,000 B.P. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 11,100 and 10,950 B.P.<sup>29</sup> The first evidence of human occupation in the Los Angeles area dates to at least 9000 years B.P. and is associated with the Millingstone cultures.<sup>30, 31</sup> Millingstone cultures were characterized by the collection and processing of plant foods, particularly acorns, and the hunting of a wider variety of game animals.<sup>32</sup> Millingstone cultures also established more permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating

<sup>29</sup> Byrd, Brian F., and L. Mark Raab. 2007. Prehistory of the Southern Bight: Models for a New Millennium, in *California Prehistory: Colonization, Culture, and Complexity*, edited by Terry L. Jones and Kathryn A. Klar, pp 215-227.

<sup>30</sup> Wallace, William J., A Suggested Chronology for Southern California Coastal Archaeology. In *Southwestern Journal of Anthropology* 11:214-230, 1955.

<sup>31</sup> Warren, Claude N., Cultural Tradition and Ecological Adaptation on the Southern California Coast. In *Archaic Prehistory in the Western United States*. C. Irwin-Williams, ed, pages 1-4. Eastern New Mexico University Contributions in Anthropology. Portales, 1968.

<sup>32</sup> Byrd and Raab, Prehistory of the Southern Bight.

later than 5000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

During the Middle Holocene (7,600 to 3,600 B.P.), there is evidence for the processing of acorns for food and a shift toward a more generalized economy. Around 7,000 B.P., the climate of southern California became warmer and more arid and the human population, residing mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources.<sup>33</sup>

During the Late Holocene (3,600 B.P. to A.D. 1769), many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred.<sup>34</sup> The native populations of southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources.<sup>35</sup> Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants.<sup>36</sup> Around 1,000 B.P., an episode of sustained drought, known as the Medieval Warm Period, occurred. While this climatic event did not appear to reduce the human population, it did lead to a change in subsistence strategies in order to deal with the substantial stress on resources. The Late Holocene marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and non-utilitarian materials were acquired, and travel routes were extended. Although the intensity of trade had already been increasing, it now reached its zenith, with asphaltum (tar), seashells, and steatite being traded from southern California to the Great Basin. Major technological changes appeared as well, particularly with the advent of the bow and arrow, which largely replaced the use of the dart and atlatl. Small projectile points, ceramics, including Tizon brownware pottery, and obsidian from Obsidian Butte (Imperial County), are all representative artifacts of the Late Holocene.

#### (b) *Ethnographic Overview*

The Project Site is located in a region traditionally occupied by the Takic-speaking Gabrielino Indians. The term “Gabrielino” is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente,

<sup>33</sup> Byrd and Raab, *Prehistory of the Southern Bight*.

<sup>34</sup> Erlandson, Jon M. 1994. *Early Hunter-Gatherers of the California Coast*, Plenum Press, New York.

<sup>35</sup> Erlandson, Jon M., *Early Hunter-Gatherers of the California Coast*.

<sup>36</sup> Byrd and Raab, *Prehistory of the Southern Bight*.

San Nicolas, and Santa Catalina.<sup>37</sup> Their neighbors included the Chumash to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence.<sup>38</sup> The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family.

Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino are estimated to have had a population numbering around 5,000 in the pre-contact period.<sup>39</sup> Villages are reported to have been the most abundant in the San Fernando Valley, the Glendale Narrows area north of downtown, and around the Los Angeles River's coastal outlets.<sup>40</sup> The village of *Yaanga* was located southwest of what is presently Los Angeles Union Station, approximately 0.25 miles northeast of the Project Site.<sup>41</sup> Of the approximately 100 known Gabrielino villages, *Yaanga* was one of the largest and leaders from other Gabrielino villages would regularly converge on *Yaanga* to hold councils.<sup>42</sup> The Gabrielino leaders would meet beneath the branches of a large sycamore tree known as the council tree, or *El Aliso*, which served as a regional landmark and meeting place. The 400-year old tree died and was cut down in 1892 as downtown Los Angeles's industrial expansion surrounded it.<sup>43</sup> Recent research indicates that *El Aliso* was located south of what is presently the Metropolitan Transit Authority's headquarters within the median of the Hollywood Freeway, located approximately 0.5 miles east of the Project Site.<sup>44</sup>

### (c) *Historic-Period Overview*

Although Spanish explorers made brief visits the region in 1542 and 1602, sustained contact with Europeans did not commence until the onset of the Spanish Period. In 1769 Gaspar de Portolá led an expedition from San Diego, passing through the Los Angeles Basin and the San Fernando Valley, on its way to the San

<sup>37</sup> Kroeber, A. L., Handbook of the Indians of California. Bureau of American Ethnology, Bulletin 78. Smithsonian Institution, Washington, D.C., 1925.

<sup>38</sup> Bean, Lowell J., and Charles R. Smith, Gabrielino, in California, edited by R.F. Heizer, pages 538-549 Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C., 1978.

<sup>39</sup> Kroeber, Handbook of the Indians of California.

<sup>40</sup> Gumprecht, Blake, Los Angeles River: Its Life, and Possible Rebirth, The Johns Hopkins University Press, Baltimore, Reprinted 2001.

<sup>41</sup> Morris, Susan L., John R. Johnson, Steven J. Schwartz, Rene L. Vellanoweth, Glenn J. Farris, and Sara L. Schwebel, The Nicoleno in Los Angeles: Documenting the Fate of the Lone Woman's Community. In Journal of California and Great Basin Archaeology 36(1): 91-118, 2016.

<sup>42</sup> Rasmussen, Cecilia, From Site of Ancient Tribal Tree, the City of Angels Grew. Electronic resource, 1997, [http://articles.latimes.com/1997-04-12/local/me-48039\\_1\\_los-angeles-river](http://articles.latimes.com/1997-04-12/local/me-48039_1_los-angeles-river). Accessed December 2018.

<sup>43</sup> Rasmussen, Cecilia. From Site of Ancient Tribal Tree.

<sup>44</sup> Rasmussen, Cecilia. From Site of Ancient Tribal Tree.



Francisco Bay.<sup>45</sup> This was followed in 1776 by the expedition of Father Francisco Garcés.<sup>46</sup>

In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples. The nearest mission to the APE was Mission San Gabriel Arcángel, founded in 1771, located approximately 8 miles to the northeast.

In an effort to promote Spanish settlement of Alta California, Spain granted several large land concessions from 1784 to 1821. At this time, unless certain requirements were met, Spain retained title to the land.<sup>47</sup>

The Mexican Period began when Mexico won its independence from Spain in 1821. Mexico continued to promote settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the missions, reclaiming the majority of mission lands and redistributing them as land grants. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands would be returned to the Native populations, but this did not always occur.<sup>48</sup>

Many ranchos continued to be used for cattle grazing by settlers during the Mexican Period. Hides and tallow from cattle became a major export for Californios (native Hispanic Californians), many of whom became wealthy and prominent members of society. The Californios led generally easy lives, leaving the hard work to vaqueros (Hispanic cowhands) and Indian laborers.<sup>49</sup>

In 1846, the Mexican-American War broke out. Mexican forces were eventually defeated in 1847 and Mexico ceded California to the United States as part of the Treaty of Guadalupe Hildalgo in 1848. California officially became one of the United States in 1850. While the treaty recognized right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy, and generally resulted in the claimant losing at least a

<sup>45</sup> McCawley, William, *The First Angelinos: The Gabrielino Indians of Los Angeles*, Malki Museum Press, Banning, California, 1996.

<sup>46</sup> Johnson, John R. and David D. Earle, *Tataviam Geography and Ethnohistory*, in *Journal of California and Great Basin Anthropology*, Volume 12, Number 2, 1990, pages 191-214.

<sup>47</sup> State Lands Commission (SLC), *Grants of Land in California Made by Spanish or Mexican Authorities*, 1982, [www.slc.ca.gov/reports/grants\\_of\\_land/part\\_1.pdf](http://www.slc.ca.gov/reports/grants_of_land/part_1.pdf). Accessed December 2018.

<sup>48</sup> Milliken, Randall, Laurence H. Shoup, and Beverly R. Ortiz, *Ohlone/Costanoan Indians of the San Francisco Peninsula and their Neighbors, Yesterday and Today*, prepared by Archaeological and Historical Consultants, Oakland, California, prepared for National Park Service Golden Gate National Recreation Area, San Francisco, California.

<sup>49</sup> Pitt, Leonard, *The Decline of the Californios: A Social History of the Spanish-speaking Californians, 1846-1890*, University of California Press, Berkeley, 1994.

portion of their land to attorney's fees and other costs associated with proving ownership.<sup>50</sup>

When the discovery of gold in northern California was announced in 1848, a huge influx of people from other parts of North America flooded into California. The increased population provided an additional outlet for the Californios' cattle. As demand increased, the price of beef skyrocketed and Californios reaped the benefits. However, a devastating flood in 1861, followed by droughts in 1862 and 1864, led to a rapid decline of the cattle industry; over 70 percent of cattle perished during these droughts.<sup>51</sup> This event, coupled with the burden of proving ownership of their lands, caused many Californios to lose their lands during this period.<sup>52</sup> Former ranchos were subsequently subdivided and sold for agriculture and residential settlement.

#### (i) *History of the City of Los Angeles*

On September 4, 1781, El Pueblo de la Reina de los Angeles was established not far from the site where Portolá and his men camped during their 1769 excursion. Father Juan Crespi, who accompanied the 1769 expedition, had noted the suitability of the area for supporting a large settlement. He named the river El Rio de Nuestra Senora la Reyna de Los Angeles de Porciuncula (The River of Our Lady the Queen of the Angels of Porciuncula).<sup>53</sup>

The pueblo was first established in response to the increasing agricultural needs of Spanish missions and presidios in Alta California. A land grant of 28 acres was issued to California Governor Felipe de Neve in 1781. A small group of colonists from Mexico then set out to develop a pueblo near the river. The original pueblo consisted of a central square surrounded by twelve houses and a series of agricultural fields. Thirty-six fields occupied 250 acres between the town and the river to the east.<sup>54</sup> An irrigation system that would carry water from the river to the fields and the pueblo was the communities' first priority and was constructed almost immediately. The main irrigation ditch, or Zanja Madre, was completed by the end of October 1781. It was constructed in the area of present-day Elysian Park, and carried water south along Alameda Street to the pueblo and then beyond.<sup>55</sup> As the water needs of Los Angeles increased, additional ditches that branched off of the Zanja Madre were excavated. A map review indicates Zanja No. 8 was located in what is presently Main Street, located approximately 450

<sup>50</sup> Starr, Kevin, California: A History, Modern Library, 2007.

<sup>51</sup> McWilliams, Carey, Southern California: An Island on the Land, Gibbs Smith, Layton, Utah, 1946.

<sup>52</sup> McWilliams, Southern California.

<sup>53</sup> Gumprecht, Los Angeles River.

<sup>54</sup> Gumprecht, Los Angeles River.

<sup>55</sup> Gumprecht, Los Angeles River.

southeast of the Project site, during the late 19<sup>th</sup> century.<sup>56,57,58</sup> Zanja No. 8 was a branch of the Zanja Madre and consisted of an 8,300-foot long, 16-inch diameter cement pipe (Hall 1888).<sup>59</sup>

By 1786, the flourishing pueblo attained self-sufficiency and funding by the Spanish government ceased.<sup>60</sup> Fed by a steady supply of water and an expanding irrigation system, agriculture and ranching grew, and by the early 1800s the pueblo produced surplus wheat, corn, barley, and beans for export. A large number of livestock, including cattle and sheep, grazed in the surrounding lands. Wine production gained importance and vineyards blanketed the landscape between present-day San Pedro Street and the river.<sup>61</sup>

After Mexico gained its independence from Spain, Los Angeles became the capital of its California territory in 1835. But few visited the area and the town remained a “sleepy agricultural village” until the Gold Rush in 1848.<sup>62</sup> During the Gold Rush, Los Angeles ranchers were able to command high prices for their cattle, as demand outstripped supply. After California was admitted to the Union in 1850, the population of Los Angeles tripled within the next decade.<sup>63</sup>

When Los Angeles was connected to the transcontinental railroad via San Francisco on September 5, 1876, it experienced a significant boost in population. The city would experience its greatest growth in the 1880s when two more direct rail connections to the East Coast were constructed. The Southern Pacific completed its second transcontinental railway, the Sunset Route from Los Angeles to New Orleans, in 1883.<sup>64</sup> In 1885, the Santa Fe Railroad completed a competing transcontinental railway to San Diego, with connecting service to Los Angeles.<sup>65</sup> The resulting fare wars led to an unprecedented real estate boom, as well as affordable cross-country fares for immigrants. Despite a subsequent collapse of the real estate market, the population of Los Angeles increased 350 percent in the decade between 1880 and 1890.<sup>66</sup>

<sup>56</sup> Gumprecht, Los Angeles River.

<sup>57</sup> Rowan, V.J. and Theo. G. Koeberle. Map of the City of Los Angeles. Formerly of the City Surveyor's Office. Map on File: City Archives and Records Center, Los Angeles, CA, 1887.

<sup>58</sup> Stevenson, H.J. Map of the City of Los Angeles, U.S. Dept. Surveyor, 1884.

<sup>59</sup> Hall, William, Irrigation in California [Southern], the Field, Water-Supply, and Works, Organization and Operation in San Diego, San Bernardino, and Los Angeles Counties Chapter XXIII-Los Angeles, 1888, pages 535-570.

<sup>60</sup> Gumprecht, Los Angeles River.

<sup>61</sup> Gumprecht, Los Angeles River.

<sup>62</sup> Gumprecht, Los Angeles River.

<sup>63</sup> Gumprecht, Los Angeles River.

<sup>64</sup> Orsi, Richard J., Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850-1930, University of California Press, Berkeley, 2005.

<sup>65</sup> Mullaly, Larry and Bruce Petty, The Southern Pacific in Los Angeles 1873-1996. Golden West Books and the Los Angeles Railroad Heritage Foundation. San Marino, CA, 2002.

<sup>66</sup> Dinkelspiel, Frances, Towers of Gold, St. Martin's Press, New York, 2008.

The population boom of the 1880s drove the demand for real estate in Los Angeles. Farmland south and east of the city began to be replaced by residential and commercial development. Large tracts of agricultural land, now far more valuable for residential development, were subdivided and sold.<sup>67</sup> From 1920 to 1930, Los Angeles experienced another population explosion, due in part to the automobile and the development of the movie industry. All told, between 1890 and 1930, the population of Los Angeles increased from 50,000 to 1.2 million people.<sup>68</sup>

(d) *History of the Project Site*

The Project Site has been continuously occupied and evolved through multiple phases of development since the mid-1850s. In late 1854 and early 1855 the first brick schoolhouse, known as School No. 1, was constructed northwest of the intersection of Spring Street and 2nd Street in the southeast portion of the Project.<sup>69</sup> In late 1859, the Butterfield Overland Mail Company purchased a lot southwest of the intersection of Spring Street and 1st Street, in the northeastern portion of the Project Site, and constructed a brick building to house offices and living quarters, with stables and shops in the rear of the building.<sup>70</sup> The Butterfield Overland Mail Company's Los Angeles station was second only to their El Paso station in terms of its size and equipment.<sup>71</sup> By 1860, the Butterfield Overland Mail Company discontinued use of their office on Spring Street and 1st Street, and in 1861 the building became the headquarters of the office of the U.S Army Quartermaster.<sup>72</sup>

In 1883, the Los Angeles Board of Education sold their lot in what is the southeast portion of the Project Site to the City for \$30,000, and the City replaced Schoolhouse No. 1 with a new City Hall building.<sup>73</sup> By 1887, the remainder of the lot was sold to John Bryson and George H. Bonebrake who constructed an 8-story office building known as the Bryson-Bonebrake Block in 1889.<sup>74</sup> The building was designed by Joseph Cather Newsom and was the most architecturally ornate office

<sup>67</sup> Gumprecht, Los Angeles River.

<sup>68</sup> Wild, Mark, *Street Meeting: Multiethnic Neighborhoods in Early Twentieth Century Los Angeles*, Berkeley, University of California Press, 2005.

<sup>69</sup> Arbuckle, Jim, Survey of California Registered Historical Landmarks sheet for California Historic Landmark #744. On file at the South Central Coastal Information Center, California State University, Fullerton, 1979.

<sup>70</sup> Arbuckle, Survey of California Registered Historical Landmarks sheet for California Historic Landmark #744.

<sup>71</sup> Arbuckle, Survey of California Registered Historical Landmarks sheet for California Historic Landmark #744.

<sup>72</sup> Arbuckle, Survey of California Registered Historical Landmarks sheet for California Historic Landmark #744.

<sup>73</sup> Arbuckle, Survey of California Registered Historical Landmarks sheet for California Historic Landmark #744.

<sup>74</sup> Arbuckle, Survey of California Registered Historical Landmarks sheet for California Historic Landmark #744.

building in Los Angeles at the time.<sup>75</sup> The building housed one bank, 126 rooms, a lodge room, and included 120 feet of frontage on Spring Street and 103 feet of frontage on 2nd Street.<sup>76</sup> In 1934, the Bryson-Bonebrake Block office building was demolished to make way for the structures that occupy the Project Site today.

#### (4) Paleontological Setting

Geological mapping indicates that the surface of the Project Site is covered with Quaternary alluvium (Qa).<sup>77</sup> At the surface these sediments are relatively recent in age and, as such, are not old enough to contain fossil remains. However, these alluvial sediments progress in age with depth, such that the underlying alluvial sediments date to the Late Holocene or Pleistocene and therefore may preserve fossil resources. The older underlying alluvial sediments were deposited on the ancient floodplain of the Los Angeles River and consist of well-sorted silts and sands, interbedded with stream channel deposits of sands and gravels. Geotechnical studies of the Project Site indicate that artificial fill underlies the Project Site at depths ranging from 2 to 18 feet below ground surface (bgs).<sup>78</sup> The geotechnical studies do not indicate the exact depth at which the older Quaternary alluvium is present.

#### (5) Identified Cultural Resources

##### (a) *Historic Architectural Resources*

As part of the Historical Resources Technical Report, research was conducted including a records search at the CHRIS SCCIC, a review of SurveyLA data on file with the OHR, as well as review of additional sources of information including building plans and permits, Sanborn Fire Insurance maps, historic photograph collections, architectural periodicals, newspapers, and scholarly sources, such as books, articles, and documentaries to determine the presence and status of previously recorded historic architectural resources within or adjacent the Project Site. Because the Project includes the construction of two new buildings, indirect visual impacts to surrounding historic architectural resources that may qualify as historical resources must be taken into account. Therefore, the study area for the historic architectural resources analysis includes both the Project Site where direct impacts may occur as well as a 550-foot radius around the Project Site where indirect visual impacts may occur. The following describes previously recorded historic architectural resources within the Project Site and within 550 feet of the Project Site.

<sup>75</sup> Shannon, J. Scott, The Bryson-Bonebrake Block, 2009, <http://losangelespast.blogspot.com/2009/11/bryson-bonebrake-block.html>. Accessed December 2018.

<sup>76</sup> Shannon, The Bryson-Bonebrake Block.

<sup>77</sup> Dibblee, T. W. and Ehrenspeck, E. E., Geologic map of the Los Angeles quadrangle, Los Angeles County, California. Dibblee Foundation Map DF-22. 1:24,000 1989.

<sup>78</sup> GEOCON West Inc., Geotechnical Investigation: Onni Times Mirror Square 201 West First Street 100-142 S Broadway, 202-234 W 1st Street, 121 & 145-147 S Spring Street, 205, 211, & 221 W 2nd Street, Los Angeles, California", dated July 20, 2017. (Project Np. A9521-06-01A).

(i) *Archival Research*

## (a) Resources Within the Project Site

**Resource P-19-173080 [Times Building]:** This resource is located within the Project Site and consists of the Times Building. The resource was determined eligible for listing in the National Register of Historic Places (National Register) in 1978 for the Downtown People Mover Program, as a result it was automatically listed in the California Register of Historical Resources (California Register).

**Resource P-19-174925 [Mirror Building and California Historic Landmark (CHL) No. 744]:** This resource is located within the Project Site and consists of the Mirror Building and CHL No. 744. CHL No. 744 is identified as the site of the first brick schoolhouse, known as School No. 1, in Los Angeles between 1854 and 1855, as well as the site of the Butterfield Overland Mail Company office and corrals between 1858 and 1861, and the U.S. Army Quartermaster in 1861, all of which were previously located within the eastern portion of the Project Site within the current footprint of the Mirror Building. The plaque commemorating the site as CHL No. 744 is affixed to the south-facing façade of the Mirror Building. The Mirror Building was determined eligible for listing the National Register for the Regional Connector Transit Corridor Project in 2010.<sup>79</sup> Consequently, it was automatically listed in the California Register.

## (b) Resources Within 550 Feet of the Project Site

**Resource P-19-190545 [Los Angeles Civic Center Historic District]:** The Los Angeles Civic Center Historic District (LACCHD) is located within the study area and consists of a closely built, informally organized complex of government buildings, structures, and landscapes located between W. Temple Street on the north, W. 1st Street on the south, N. Figueroa Street on the east, and S. San Pedro Street on the west. It is comprised of 18 contributing buildings and other related site features that collectively are the nucleus of government operations in Los Angeles. The southern boundary of the LACCHD is located immediately northeast of the Project Site on the northeast side of W. 1st Street. The 18 contributing properties include the John Ferraro/Department of Water and Power Building (1965); Los Angeles Music Center buildings and landscape, including the Dorothy Chandler Pavilion (1964), Mark Taper Forum (1968), Ahmanson Theatre (1968), and all associated landscape features and public art pieces; Kenneth Hahn Hall of Administration (1960); Stanley Mosk Courthouse (1958); El Paseo de las Pobladores de Los Angeles (1966); Central Heating and Refrigeration Plant (1958); Los Angeles County Hall of Records (1962); Court of Historic American Flags (1971); Los Angeles County Law Library (1953); Hall of Justice (1925); Clara Shortridge Foltz Criminal Justice Center (1972); United States Courthouse and Federal Building (1940); Los Angeles City Hall (1928); City Health Building/City

<sup>79</sup> Environmental Science Associates, Times Mirror Square Project, City of Los Angeles, CA – Archaeological Resources Assessment Report, 2018.

Hall East (1954); Federal Building (1965); Parker Center (1955); historic streetlights on Los Angeles Street and Main Street; and two air raid sirens. The period of significance is 1925 to 1972, the period between the construction of the Hall of Justice (1925) to the construction of the Criminal Justice Center (1972). There are two contributing properties in the LACCHD in the vicinity of the Project Site: the Los Angeles Law Library and Los Angeles City Hall, described separately below. The Los Angeles County Law Library is a one- and three-story, split-level concrete office building located on the northwest corner of W. 1st Street and Broadway, catty-cornered to Times Mirror Square. The building was constructed in 1953 and designed by the architecture firm, Austin, Fields & Fry. It contributes to the significance of the Historic District for its association with the historic planning and development of the Civic Center in the 1950s and for its architectural design as a prominent example of a civic building with Modernist geometric details. The LACCHD was determined eligible for listing in the National Register through a Section 106 review process for the Regional Connector Transit Corridor Project in 2010. As a result, it was automatically listed in the California Register.

**Resource P-19-190545 [Los Angeles City Hall]:** This resource is located within the study area and consists of a 29-story, monumental government building with Classical and Mediterranean style elements completed in 1928. Designed by John Parkinson, Albert C. Martin, and John C. Austin, the building and associated landscaping comprise an entire city block between W. Temple Street on the north, W. 1st Street on the south, S. Main Street on the east, and S. Spring Street on the west. This resource is significant for its association with the development of Los Angeles and its history, and the planning and development of city government. It has also been identified for its significance in architectural history as an important example of the collective work of John Parkinson, Albert C. Martin, and John C. Austin. Los Angeles City Hall was formally determined eligible for listing in the National Register through the Section 106 process for the Downtown People Mover Program in 1978. Therefore, it was automatically listed in the California Register. The building is locally designated HCM No. 150. It also contributes to the Los Angeles Civic Center Historic District (P-19-190545) described above. This resource is located northwest of the Project Site.

**Higgins Building:** The Higgins Building is locally designated HCM No. 873. Constructed in 1910 and designed by Albert C. Martin and Arthur L. Haley, it is a ten-story Beaux Arts style building located at 108 W. 2nd Street. The Higgins Building is significant for its association with the development of downtown, as an excellent example of the Beaux Arts style, an important work of master architect Arthur L. Haley, and as an example of early monolithic concrete construction in a high-rise building. This resource is located southeast of the Project Site.

(ii) *Historic Architectural Resources Survey*

A survey of the Project Site and study area was conducted by GPA Consulting to identify and verify known and potential historic architectural resources that may be impacted by the Project, including review of previous findings for adequacy as well as documentation of existing conditions. As a result of the survey two known historic architectural resources, the Times Building (P-19-173080) and the Mirror Building (P-19-174925), were identified as contributors to a newly identified potential historic district within the Project Site, described below and in greater detail in the Historic Resources Technical Report. The Times-Plant Complex (P-19-173080) is identified as a potential historic district consisting of the Times and the Plant Buildings; the Mirror Building (P-19-174925); the Executive Building and parking structure; and the Times Mirror Square, which encompasses the entire block.

## (a) Times and Plant Buildings Complex (P-19-173080)

The Times Building (P-19-173080) and Plant Building (Times-Plant Complex) were reevaluated as part of the survey of historic architectural resources because the 1978 documentation for the determination of eligibility does not meet current professional standards and to better understand the significance, integrity, and character-defining features of the resource. The two buildings were evaluated as a single resource because they were constructed at the same time and designed by the same architect, and while their structures are separated by a 6-inch seismic joint, they have always been internally connected and used for purposes directly related to publishing the *Times* newspaper.

The Times-Plant Complex is eligible for listing in the National Register and California Register, and as a HCM under Criterion A with a period of significance of 1935 to 2000 “for its direct association with the *Los Angeles Times* and the history of newspapers and publishing” in the city. It is also eligible under Criterion B “for the periods of 1935 to 1944, 1936 to 1968, and 1960 to 1973 for its direct associations with significant *Los Angeles Times* publishers and businessmen Harry Chandler, Norman Chandler, and Otis Chandler.”<sup>80</sup> Furthermore, it is eligible under Criterion C for the “period of 1935 as a significant example of PWA Moderne architecture and as a representative work of master architect Gordon B. Kaufmann.”<sup>81</sup> The lobby of the Times Building is eligible under Criterion C for possessing high artistic value.

## (b) Mirror Building (P-19-174925)

The Mirror Building has been previously determined to be National Register-eligible and, therefore, is also listed in the California Register. The Mirror Building is eligible under Criterion A for its association with the Times Mirror

<sup>80</sup> GPA Consulting, Times Mirror Square, page 35.

<sup>81</sup> GPA Consulting, Times Mirror Square, page 35.



Company, and for its press history in the City of Los Angeles with a period of significance of 1948 to 1962, when the *Los Angeles Mirror* ceased publication. The Mirror Building is eligible under Criterion C as it embodies distinctive characteristics of the Late Moderne style of architecture and as the work of master architect Rowland H. Crawford. The period of significance under Criterion C is 1948, the date of construction. Furthermore, it is eligible under Criterion D due to its CHL designation as it was the location of the site of the first brick schoolhouse in Los Angeles between 1854 and 1855, as well as the site of the Butterfield Overland Mail Company office and corrals between 1858 and 1861, and the U.S. Army Quartermaster in 1861. GPA Consulting, agreed with the previous findings of eligibility for the National Register, California Register, and at the local level.

(c) Executive Building and Parking Structure

The Executive Building and parking structure were evaluated using the same contexts because they were constructed at the same time, designed by the same architecture firm, and used by the Times Mirror Company. The Executive Building and parking structure were designed in 1970 in the Corporate International Style of architecture by William L. Pereira & Associates. Dorothy Chandler championed for a new building for the executive offices of the Times Mirror Company, which included office rental and bank spaces, with a parking structure at the rear. The Executive Building appears eligible for listing in the California Register and as a HCM under Criterion 1 for its association with the Times Mirror Company and under Criterion 2 for its association with Otis Chandler. The Executive Building was the first building ever constructed specifically to house the company in its century-plus history. From the 1970s to the 1990s the company continued to grow and by 1990, the Times Mirror Company had become the 12th-largest multiple cable system operator in the country and the *Los Angeles Times* reached the apex of its circulation. When the Times Mirror Company was purchased by Tribune in 2000, the Atlantic Richfield Company remained the only Fortune 500 Company in Downtown Los Angeles. Chandler was the publisher of the Los Angeles Times for 20 years (1960 to 1980). He moved his office from the Times Building to the Executive Building when it was completed in 1973. From 1973 to 1980, Chandler continued to modernize the Los Angeles Times and to expand its reach. In 1979, there were 31 foreign and domestic bureaus and for the 25th consecutive year the paper published more advertising than any other in the world.<sup>82</sup> The period of significance under Criterion 2 is 1973 to 1985 when Chandler retained an office in the Executive Building. As mentioned above, the parking structure was evaluated with the Executive Building; however, it was not found to be individually eligible at the national, state, or local levels. Furthermore, the Executive Building and Parking Structure are ineligible for the listing in the National Register because they are not

<sup>82</sup> Joe Mozingo, A Brief History of the Los Angeles Times, <http://www.latimes.com/local/california/l-a-me-los-angeles-times-history-20180617-story.html>. Accessed December 2018.

of exceptional significance, which is required for properties less than 50 years of age.<sup>83</sup>

(d) Times Mirror Square

The name of the city block that the Project Site occupies is Times Mirror Square. As all the buildings within Times Mirror Square are historically and functionally related, the block required evaluation as a potential historic district. Times Mirror Square was previously identified as appearing eligible for listing in the National Register and California Register, and for designation as a Historic Preservation Overlay Zone (HPOZ) by SurveyLA.<sup>84</sup> Contributing or non-contributing buildings within the potential historic district were not identified by SurveyLA.

Times Mirror Square is historically significant as a reflection of the ascent of the Los Angeles Times to the front ranks of American journalism and the Times Mirror Company to a national media giant. The period of significance is 1935, the year the Times-Plant Complex was completed, to 2000, the year the Times Mirror Company was sold to the Tribune Company. Times Mirror Square appears eligible for listing in the National Register and California Register under Criterion A and C, and for designation as a HPOZ for its association with the *Los Angeles Times* and the Times Mirror Company. Under Criterion A it is significant in the Sub-Context Newspapers and Publishing for its association with important events that have made a significant contribution to broad patterns in our history, and under Criterion C it represents a significant and distinguishable entity. All of the buildings within the block are contributing to the significance of the potential historic district because they were constructed within the period of significance and retain sufficient integrity to convey their significance.

The entire block of Times Mirror Square was nominated as a Historic-Cultural Monument by interested parties. OHR's staff report to the Cultural Heritage Commission concluded that the Times, Plant, and Mirror Buildings were architecturally significant, but concluded that the Executive Building and the parking structure designed by William Pereira were not architecturally significant. On September 20, 2018, the Cultural Heritage Commission recommended the designation of the entire block and found that the Executive Building and parking structure were significant for the association with Pereira. After a full hearing on November 27, 2018 on the nomination, the City Council's Planning and Land Use Management Committee recommended that the designation exclude the Executive Building and parking structure. On December 5, 2018, the City Council concurred with this recommendation. As a result, only the Times, Plant, and Mirror Buildings are now designated as a Historic-Cultural Monument. Nonetheless, the entire Times Mirror Square is already considered a historic resource in this EIR. As a matter of conservative analysis, notwithstanding the City Council's action, the

<sup>83</sup> GPA Consulting, Times Mirror Square, page 45.

<sup>84</sup> GPA Consulting, Times Mirror Square, page 3 and 35.

Executive Building and parking structure are considered to be historic resources for purposes of this EIR.

(b) *Archaeological Resources*

As part of the Archaeological Resources Assessment Report, research was conducted including a records search at the CHRIS SCCIC and a review of historic maps and aerial photographs. The study area for archaeological resources includes only the Project Site where potential direct impacts to archaeological resources may occur. Due to the intensively developed nature of the Project Site and the lack of exposed natural surface, an archaeological resources survey was not conducted as part of the investigation.

(i) *Archival Research*

As part of the Archaeological Resources Assessment Report prepared by ESA (2017) a records search for the Project Site was conducted on May 4, 2017 at the CHRIS SCCIC housed at California State University, Fullerton. The records search included a review of all recorded cultural resources and previous studies within the Project Site as well as a 0.5-mile radius.

The records search results, provided in **Table IV.C-2, *Previously Recorded Archaeological Resources Within 0.5 mile of the Project Site***, indicate that 152 cultural resources studies have been conducted within a 0.5-mile radius of the Project Site, one of which included approximately 90 percent of the Project Site. A total of fourteen archaeological resources consisting of 12 historic-period archaeological sites (CA-LAN-2741H, -3097H, -3129H, -3337H, -3347, -3566, -3588H, -3767H, -3862H, -4114H, -4171H and -4451); one multicomponent site containing both a historic archaeological component and a historic architectural component (CA-LAN-4196H); and one historic-period isolate (P-19-100311); as well as one California Historical Landmark (CHL) #744 (P-19-174925) were previously recorded within 0.5 mile of the Project Site. While no previously recorded archaeological resources are located on the Project Site itself, one landmark, CHL #744 (P-19-174925), commemorating the site of the first brick schoolhouse in Los Angeles, known as School No. 1, the Butterfield Overland Stage Station, and the U.S Army's Quartermasters headquarters is located on the Project Site. Of the previously recorded archaeological resources, the resource in closest proximity to the Project Site is a historic-period archaeological site (CA-LAN-4451) consisting of nine features including privy deposits, foundations, and refuse deposits. The resource was identified during the construction of the Los Angeles Federal courthouse between 2013 and 2014, and is located within the

block in which the courthouse is presently situated approximately 100 feet west of the Project Site.<sup>85</sup>

**TABLE IV.C-2  
PREVIOUSLY RECORDED ARCHAEOLOGICAL RESOURCES WITHIN 0.5 MILE OF THE  
PROJECT SITE**

<b>Primary Number (P-19-)</b>	<b>Trinomial (CA-LAN-)</b>	<b>Description</b>	<b>Date Recorded</b>
002741	2741H	Historic-period archaeological site: buried mortared red brick footing or wall.	1998
003097	3097H	Historic-period archaeological site: brick and concrete structural foundations and privies.	2002
003129	3129H	Historic-period archaeological site: four discrete refuse deposits dating to the late 19th and early 20th centuries.	2003
003337	3337H	Historic-period archaeological site: refuse deposit	2000
003347	3347H	Historic-period archaeological site: granite-block pavement	2004
003566	3566H	Historic-period archaeological site: Los Angeles's first cemetery and refuse deposits	2000
003588	3588H	Historic-period archaeological site: foundations and a refuse deposit.	2006
003767	3767H	Historic-period archaeological site: three structural foundations, basements, pads and associated historic refuse from the late 19th and early 20th centuries.	2007
003862	3862H	Historic-period archaeological site: brick alignment.	2009
004114	4114H	Historic-period archaeological site: 11 structural features, seven refuse deposit features and isolated artifacts.	2008
004171	4171H	Historic-period archaeological site: refuse deposits and features from the mid-19th century to the mid- 20th century.	2007
004196	4196H	Historic-period archaeological site (Zanja Madre and associated artifacts) and a historic architectural resource (Hammel Building)	2011
004451 <sup>a</sup>	-	Historic-period archaeological site: privies, foundation walls, building foundations, and refuse deposits.	2014
100311	-	Historic-period isolate: one black glass bottle fragment.	1998

<sup>a</sup> Indicates resource is located within 200 feet of the Project Site.

SOURCE: CHRIS SCCIC, 2017.

<sup>85</sup> Environmental Science Associates, Times Mirror Square Project, City of Los Angeles, CA – Archaeological Resources Assessment Report.

(ii) *Historic Land Use Research*

Historic maps and aerial photographs were examined to provide historical information from which to establish historic land uses for the Project Site from which to assess the Project Site's archaeological sensitivity and the potential for encountering as yet unknown archaeological resources. Available maps include the 1888, 1894, 1906, and 1950 Sanborn Fire Insurance Maps. The 1888 and 1894 Sanborn Fire Insurance Maps are reproduced in the Archaeological Resources Assessment Report in Appendix D-2, Figures 4 and 5. Historic aerial photographs of the Project Site from the years 1948, 1952, 1964, 1977, 1972, 1980, and 2012 were also examined.<sup>86</sup>

The 1888 Sanborn Map depicts a number of multistory buildings within the Project Site. The buildings in the western portion of the Project Site house restaurants, offices, the Los Angeles Real Estate & Stock Exchange, livery stables, a Chinese laundry, family dwellings, and the Herald Printing Office. The buildings in the eastern portion of the Project Site were occupied by the Nadeau Hotel, retail stores, the Bryson's Masonic Hall, offices, City Hall, a police station, a jail, a bank, and a children's safe deposit bank. The map indicates that only one building, located in the northeastern portion of the Project Site, has a one-story basement.

The 1894 and 1906 maps indicate little has changed in the western half of the Project Site since the 1888 map, and show that a printing facility and retail stores have replaced the Los Angeles Real Estate & Stock Exchange and the family dwellings. However, the eastern portion of the Project Site has changed dramatically with the construction of the Bryson-Bonebrake Building, which encompasses the entire eastern half of the Project Site. The map indicates that a number of one-story basements underlie the buildings located in the southeast, south-central, southwestern, and northeastern portions of the Project Site.

The 1950 Sanborn Map shows that the Bryson-Bonebrake Building, which encompassed the entire eastern half of the Project Site, has been demolished and replaced by the Times, Plant, and Mirror Buildings. The map also shows that the western half of the Project Site changed little since the 1888 and 1906 maps, and still consists of multistory buildings that house retail stores and restaurants.

The historic aerial photographs reflect what is depicted by the Sanborn Maps, that the entire Project Site has been intensively developed. The 1948 and 1952 photographs show the Project Site includes six buildings including the Times, Plant, and Mirror Buildings in the eastern half, and three multistory buildings in the western half. The 1964 photograph shows that the building located in the southwestern portion of the Project Site has been demolished and replaced with a parking lot. The 1972 photograph shows that the buildings previously depicted in

<sup>86</sup> Historicaerials.com, Historic aerial photographs from the years 1948, 1952, 1964, 1977, 1972, 1980, 2012, <https://www.historicaerials.com/>. Accessed December 2018.

the northwestern portion of the Project Site have been demolished and the construction of the Executive Building is underway. The 1972 photograph also indicates that the parking lot depicted in the 1964 photograph has been removed and replaced by a dirt lot used for staging equipment as part of the Executive Building construction. The 1980 and 2012 photographs show the parking structure is located in the southwestern portion of the Project Site, and the Executive Building is located in the northwestern portion of the Project Site.

In sum, the historic map and aerial review indicates that the Project Site has been developed and used for residential and commercial purposes since the late 19th century. Beginning in the mid-20th century the eastern half of the Project Site was drastically changed as all of the multi-story buildings present since the late 19th century were demolished and replaced with the Times, Plant, and Mirror Buildings. Similarly, the multistory buildings in the western half of the Project Site were destroyed when the Executive Building and parking structure were constructed in the 1970s. The buildings that are currently present within the Project Site all contain basements, and the construction of these buildings likely destroyed any subsurface remnants associated with the multistory buildings that were constructed in the late 19th century.

### (c) *Paleontological Resources*

As part of the Paleontological Resources Report a paleontological resources records database check was obtained through the Natural History Museum of Los Angeles County (LACM) for records of fossil localities in the Project. The study area for paleontological resources includes only the Project Site where potential direct impacts to paleontological resources may occur. Due to the intensively developed nature of the Project Site and the lack of exposed fossil-bearing geologic units, a paleontological resources survey was determined not to be required as part of the investigation.

#### (i) *LACM Records Search*

The records check indicates that Holocene and Pleistocene-aged older alluvial (Qoa) sediments underlie the surficial alluvium in the Project vicinity. These sediments have yielded fossils of numerous Ice Age animals in the Los Angeles area. The closest locality indicated by the LACM is at the intersection of Hill Street and 12th Street, approximately 1.3 miles southwest of the Project Site, where a fossil horse (*Equus*) was recovered from a depth of 43 feet bgs.<sup>87</sup> Approximately 1.9 miles east-northeast of the Project Site, near the intersection of Mission Road and Daly Street, fossil specimens of pond turtle (*Clemmys mamorata*), ground sloth (*Paramylodon harlani*), mastodon (*Mammut americanum*), mammoth

<sup>87</sup> McLeod, S., Paleontological Records Check for the proposed Mixed Use Project at 1201 North Broadway, in the City of Los Angeles, Los Angeles County, project area. Letter response to Fatima Clark. December 5, 2016.

(*Mammuthus imperator*), horse (*Equus*), and camel (*Camelops*) were recovered from depths of 20-35 feet bgs.<sup>88</sup> Just north of this locality, near the intersection of Workman Street and Alhambra Avenue, approximately 2 miles northeast of the Project Site, excavations for a storm drain recovered fossil specimens of turkey (*Meleagris californicus*), sabre-toothed cat (*Smilodon fatalis*), horse (*Equus*), and deer (*Odocoileus*) at unstated depths.<sup>89</sup>

The records check also indicates that the Pliocene-aged Fernando Formation (Tfr) is mapped at the ground surface in Bunker Hill, approximately 0.3 miles northwest of the Project Site. A number of fossil localities are known from this formation in downtown Los Angeles. The closest of these is located approximately 450 feet south of the Project Site near the intersection of Main Street and 2nd Street. Other fossil localities occur near the corner of 4th and Hill Streets located approximately 0.3 miles southwest of the Project Site; at Pershing Square (corner of 6th and Flower Streets) located approximately 0.4 miles southwest of the Project Site; and north of 6th Street between Lucas Avenue and S. Bixel Street located approximately 1 mile west of the Project Site. These nearby Fernando Formation localities have produced a composite fauna including fossil specimens of stingray (*Dasyatis*), eagle ray (*Myliobatis*), skate (*Raja*), chimaerid (*Chimaeriformes*), bull shark (*Carcharhinus leucas*), dusky shark (*Carcharhinus obscurus*), hammerhead shark (*Sphyrna*), sixgill shark (*Hexanchiformes*), bonito shark (*Isurus oxyrinchus*), salmon shark (*Lamna ditropis*), white sharks (*Carcharodon sulcidens* and *Carcharodon carcharias*), herring (*Clupeidae*), hake (*Merluccius*), sheepshead (*Semicossyphus*), mackerel (*Scomber*), rorqual baleen whale (*Balaenopteridae*), toothed whale (*Odontoceti*), and bird (*Aves*).<sup>90</sup>

The Miocene-aged Puente Formation (Tush) is also mapped as occurring at the surface in Bunker Hill. The Puente has also produced numerous significant fossils in the Project vicinity. The closest known locality is located at the intersection of 1st Street and Hill Street, approximately 425 feet north of the Project Site, where a fossil specimen of the deep sea fish Bristlemouth (*Cyclothone*) was recovered.<sup>91</sup> Additional fossil localities within the Puente Formation have been identified north of Temple Street between Broadway and Spring Street, approximately 0.20 miles northeast of the Project Site. These localities have produced fossil fish including slickheads (*Alepocephalidae*), argentinas (*Argentinidae*), deep sea smelts (*Bathylagidae*), viperfish (*Chauliodus*), herring (*Clupeidae*), cod (*Gadiformes*), bristlemouths (*Gonostomidae*), mackerel (*Scombridae*), and dragonfish (*Stomiidae*).<sup>92</sup>

<sup>88</sup> McLeod, Paleontological Records Check.

<sup>89</sup> McLeod, Paleontological Records Check.

<sup>90</sup> McLeod, Paleontological Records Check.

<sup>91</sup> McLeod, Paleontological Records Check.

<sup>92</sup> McLeod, Paleontological Records Check.

### 3. Project Impacts

#### a) Methodology

##### (1) Historic Architectural Resources

The Historical Resources Technical Report is based, in part, on historic building permits for the Project Site, Sanborn Fire Insurance maps, historic photographs, aerial photos, and site plans, as well as review of the National Register and its annual updates, the California Register, and the City of Los Angeles's inventory of historic properties to identify any previously recorded properties within or near the Project Site. Under CEQA, the evaluation of impacts to historical resources consists of a two-part inquiry: (1) a determination of whether the project site or immediate vicinity contains historical resources, and if so; (2) a determination of whether the project may result in a "substantial adverse change" in the significance of the identified resources.

##### (2) Archaeological and Paleontological Resources

To address potential impacts associated with archaeological and paleontological resources, formal records searches were conducted to assess the archaeological and paleontological sensitivity of the Project Site and vicinity. In addition, an evaluation of existing conditions and previous disturbances within the Project Site, the geology of the Project Site, and the anticipated depths of grading were evaluated to determine the potential for uncovering archaeological and paleontological resources.

##### (3) Human Remains

Under the CEQA guidelines, a project that would disturb any human remains is a project that would have significant impact on the environment.

#### b) Thresholds of Significance

In accordance with the State CEQA Guidelines Appendix G, the Project would have a significant impact related to Cultural Resources if it would:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.***
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.***
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.***
- d) Disturb any human remains, including those interred outside of dedicated cemeteries.***



For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criterion to evaluate archaeological, built environment, and paleontological resource impacts:

#### *Archaeological Resources*

- Is associated with an event or person of recognized importance in California or American prehistory or of recognized scientific importance in prehistory.
- Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions.
- Has a special or particular quality, such as the oldest, best, largest, or last surviving example of its kind.
- Is at least 100 years old and possesses substantial stratigraphic integrity.
- Involves important research questions that historical research has shown can be answered only with archaeological methods.

#### *Historical Resources*

- The *Thresholds Guide* states that a project would normally have a significant impact on a significant resource if it would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines when one or more of the following occurs:
- Demolition of a significant resource.
- Relocation that does not maintain the integrity and significance of a significant resource.
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Standards).
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

#### *Paleontological Resources*

- Whether, or the degree to which, the project may result in the permanent loss of, or loss of access to, a paleontological resource.
- Whether the paleontological resource is of regional or statewide significance.

## c) Project Design Features

The following project design feature (PDF) is proposed with regards to cultural resources:

**PDF-CUL-1:** The Project will prepare a Historic Structure Report (HSR) that will further document the history of the Times, Plant, and Mirror Buildings and guide their rehabilitation in compliance with the Secretary of the Interior's Standards for Rehabilitation (Standards). The HSR will be completed prior to the development of architectural or engineering plans for the rehabilitation. The HSR will be prepared based upon the National Park Service's Preservation Brief #43: The Preparation and Use of Historic Structure Reports. The HSR will provide documentary, graphic, and physical information about the existing conditions of the character-defining features and make recommendations for both changes to the buildings to suit new uses and modern amenities as well as their on-going maintenance after Project completion. The HSR will specifically address the treatment of the west elevations with regard to the demolition of the Executive Building and parking structure as well as a new design that combines the rehabilitation of the lower stories and reconstruction of the upper stories.

## d) Analysis of Project Impacts

**Threshold a) *Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?***

### (1) Potential Impacts on Historic Architectural Resources on the Project Site

As discussed above, the Times, Plant, and Mirror Buildings are eligible for listing in the National Register and California Register, and for designation as a HCM, and, therefore, qualify as historical resources. The Executive Building appears eligible for listing in the California Register and for designation as a HCM, while the parking structure does not appear eligible under federal, State, and local landmark programs. In addition, all the buildings on the Project Site contribute to the Times Mirror Square historic district, which appears eligible for listing in the National Register, California Register, and locally as a HPOZ. Thus, the four buildings and parking structure are considered historic resources pursuant to CEQA and potential Project impacts were analyzed based on these findings.

#### (a) Demolition

Although the Times, Plant, and Mirror Buildings would be rehabilitated and adaptively reused as part of the Project, the Project would demolish the Executive Building and the parking structure. The Executive Building would be materially impaired by the Project because it would no longer be individually eligible for listing

in the California Register and for designation as a HCM if it were demolished. Additionally, the Times Mirror Square historic district would be materially impaired by the Project because two (Executive Building and parking structure) of the five existing contributors would be demolished and it would no longer be eligible for listing as a historic district in the National Register and California Register, or designated locally as a HPOZ. The district, which is already small, would be reduced to three contributing buildings (Times Building, Plant Building, and Mirror Building) that represent a significant, but earlier period in the history of the *Los Angeles Times* and Times Mirror Company. Therefore, the breadth of history represented by Times Mirror Square would be lost. Given the demolition of the Executive Building and parking structure, the Executive Building and the Times Mirror Square historic district would no longer be eligible for listing as historical resources and, thus, the Project would have a significant impact.

The Executive Building and parking structure are physically connected along the middle of the block to the Times, Plant, and Mirror Buildings. Thus, demolition of the two buildings would require alterations to the west elevations of the Times, Plant, and Mirror Buildings that could result in potential adverse impacts. However, in the case of the Plant Building, the west elevation is not visible in any of the available historic photographs and, based upon Sanborn maps and historic aerial photographs, the north half of the west elevation has always abutted an adjacent building while the south half was open to a surface parking lot, sometimes referred to as the Broadway Yard. Hence, there is no reason to believe the demolition of the Executive Building and parking structure would negatively affect the integrity of the Plant Building. Similarly, prior to the construction of the parking structure, the Mirror Building shared a west elevation with a three-story commercial building. Thus, the first three stories of the Mirror Building were never visible. Therefore, the demolition of the parking structure would not negatively affect the integrity of the Mirror Building. Furthermore, given the fact that the Executive Building physically imposes on the Times Building, its removal would potentially improve the integrity of the Times Building with regard to design and setting in the context of its architectural significance.

Indirect impacts from demolition of the Executive Building and parking structure on the Times, Plant, and Mirror Buildings would not be significant, as the rehabilitation of the west elevations would comply with the Standards, as implemented by Mitigation Measures CUL-1 through CUL-4, and would implement Project Design Feature PDF-CUL-1, which requires the preparation of a HSR. As discussed in greater detail below, the Project would rehabilitate the west elevations of the Times, Plant, and Mirror Buildings, which would be visible along the proposed Paseo. After Project completion their eligibility as historical resources would be retained. Therefore, the Project would have a less-than-significant impact on the Times, Plant, and Mirror Buildings as individually eligible resources. However, the demolition of the Executive Building and parking structure would significantly impact those buildings and the Times Mirror Square historic district, as the district

would no longer be able to convey its significance that justified its eligibility for listing in the National Register, California Register, and as a HPOZ.

*(b) Alteration and Rehabilitation*

As a part of the Project, once demolition of the Executive Building and parking structure has occurred, treatment of the west elevations of the Times, Plant, or Mirror Buildings, as well as a new design that combines rehabilitation of the lower stories and reconstruction of the upper stories in compliance with the Standards would commence. The exteriors of all three buildings would be cleaned and repaired as necessary.

As described above, construction of the Executive Building destroyed the upper stories of the Times Building that was originally exposed and mirrored the east elevation in design and materials. As a part of the Project, the upper stories of the Times Building would be reconstructed based upon the original architectural plans and extant physical evidence, if any. Alterations to the exterior of the Times Building would include the removal of the non-original rooftop additions on the fifth and sixth stories of the east elevation. Alterations to the Plant Building would include the reopening of the original loading docks for the proposed grocery store or commercial uses on the western ground level of the building. In addition, the existing mechanical equipment on the roof of the Plant Building would be relocated and reconfigured for an office terrace, which would be used by office tenants. This area would provide conference/presentation areas and eating/break areas and would not be accessible to the general public. No major alterations to the Mirror Building are proposed beyond treatment of the west elevation after the parking structure is demolished.

The interiors of all three historic buildings have been heavily altered over time. The two original and architecturally distinctive interior spaces, the lobbies of the Times and Mirror Buildings, would be preserved. The upper floors contain little if any historic fabric, as it was removed as a result of past structural improvements and office modernizations. The upper floors would be reconfigured for office tenants, if required.

Overall, the Project would retain and rehabilitate the primary character-defining features of and remove the non-character defining additions to the Times, Plant, and Mirror Buildings. The rehabilitation portion of the Project would not materially impair the three buildings and the appearance, condition, and integrity of all three buildings would be enhanced. Thus, the Times, Plant, and Mirror Buildings would continue to convey their significance and each would remain eligible for listing in the National Register, listed in the California Register, and for designation as HCMs. Furthermore, rehabilitation of the Times, Plant, and Mirror Buildings would comply with the Standards, as implemented by Mitigation Measures CUL-1 and CUL-2, and would implement Project Design Feature PDF-CUL-1, which requires the preparation of a HSR.

(c) *New Construction*

In addition to potential impacts from demolition and rehabilitation, the Project has a potential to adversely impact historic building materials and features from new construction, including excavation/shoring and the use of vibratory equipment during construction of the new buildings. To avoid and/or reduce impacts from excavation and shoring, the Project would be required to implement Mitigation Measure CUL-3. As described in Section 4.10, *Noise*, the Project would be required to implement Mitigation Measures MM-NOISE-5 and MM-NOISE-6 to reduce impacts of vibratory equipment during construction. Thus, significant impacts on the historic buildings from excavation/shoring and the use of vibratory equipment during the construction of the new buildings would be avoided by the implementation of these mitigation measures.

In addition to direct impacts from new construction, the Project has the potential to indirectly impact the Times, Plant, and Mirror Buildings, which would be significant if new construction were to reduce their integrity to the degree that they would no longer qualify as historical resources. The completion of the Executive Building and Parking Structure in 1973, diminished the integrity of setting of the Times, Plant, and Mirror Buildings in the context of their architectural significance, but not necessarily in the context of their historical significance because the period of significance under National Register Criterion A extends to 2000 when the ownership of the Los Angeles Times changed.

At 37 and 53 stories in height, the North and South Towers would introduce new visual elements to the setting of the Times, Plant, and Mirror Buildings. The new buildings would not be compatible with the size or scale of the historic buildings that range from four to 12-stories in height. Notwithstanding the obvious differences in the height between the new and historic buildings, one of the goals of the Project is to create a visually cohesive design that uses the architecture of Times, Plant, and Mirror Buildings as a reference. The scale of the podium supporting the towers would be articulated with a contemporary base, body, and rooftop. The podium would incorporate solid and transparent glazed materials and strong compositional features, punched and vertical articulation, and massing to complement the architecture of the Times, Plant, and Mirror Buildings. The solid portions of the podium base would incorporate similar materials, textures, and color values to the historic buildings to visually link the entire development.

Even if the integrity of setting of the Times, Plant, and Mirror Buildings was lost as a result of the proposed new construction, they would continue to possess the other aspects of integrity, including feeling, association, workmanship, location, design, and materials. Accordingly, they would continue to convey their significance. Furthermore, as the North and South Towers would be physically separated from the Times, Plant, and Mirror Buildings by the Paseo, the new buildings would not destroy historic materials, features, and spatial relationships that characterize the historic buildings. The spatial relationship between the Times, Plant, and Mirror Buildings and their immediate environment would remain intact. These three buildings are oriented towards Spring Street on the east. Notably, the Times Building faces W. 1st Street and is cater-corner to Los Angeles City Hall indicating its position of influence in the city. This spatial relationship would not be affected by the new construction. Thus, while the integrity of the setting would diminish, it would not diminish to the degree that the Times, Plant, and Mirror Buildings would not remain eligible for listing in the National Register, listed in the California Register, and for designation as HCMs. Therefore, the indirect impact of the new construction on the remaining historical resources on the Project site would be less than significant.

(d) *Potential Indirect Impacts to Historic Architectural Resources in the Project Vicinity*

As indicated in **Table IV.C-3, *Potential Impacts to Historic Architectural Resources within 550 Feet of Project Site***, there are three historic architectural resources within 550 feet of the Project Site. The historic architectural resources in this area include the LACCHD (which includes 18 contributors), Los Angeles City Hall, and the Higgins Building (see Figure 48 in the Historic Resources Technical Report, provided in Appendix D-1). The physical characteristics that convey their significance would not be altered in any way by the Project.

The parcel directly across W. 1st Street between S. Broadway and S. Spring Street, north of the Project Site, is not contributing to the LACCHD. The closest contributing building to the Project Site is the County Law Library, which is diagonal across W. 1st Street from the proposed North Tower. The immediate setting of the County Law Library has already been altered by the construction of the new Federal Courthouse. Furthermore, the North Tower would not block the view of the County Law Library from within the LACCHD. Therefore, there would be no significant indirect impact on the County Law Library.

**TABLE IV.C-3  
POTENTIAL IMPACTS TO HISTORIC ARCHITECTURAL RESOURCES WITHIN 550 FEET OF  
PROJECT SITE**

<b>Name/Address</b>	<b>Date/Style/ Type</b>	<b>Eligibility</b>	<b>Distance/ View</b>	<b>Impact</b>
Los Angeles Civic Center Historic District (18 contributors)	Closely built, informally organized complex of government buildings, structures, and landscapes. It is comprised of 18 contributing buildings and other related site features that collectively are the nucleus of government operations in Los Angeles. 1925-1972.	3S;3CS;5S3 (A/1/1)	92 feet/ Direct	Direct view; however, the Project would have no impact on the closest contributor (County Law Library) due to the alterations in setting previously. Less than Significant Impact.
Los Angeles City Hall	City Hall is a 29-story, monumental government building with Classical and Mediterranean style elements completed in 1928. Designed by John Parkinson, Albert C. Martin, and John C. Austin.	HCM No. 150; 3S; 3CS	371 feet/ Direct	Indirect view only. New project would not affect the prominence of the City Hall. No change in eligibility. Less than Significant Impact.
Higgins Building	Beaux Arts Commercial and Residential Building designed by Albert C. Martin and Arthur L. Haley, completed in 1910.	HCM No. 873	298 feet/ Indirect	Indirect view. Project is two blocks from Higgins Building, furthermore the Project would be visually separated by the Times Mirror Building. No change in eligibility. Less than Significant Impact.

SOURCE: GPA Consulting, Times Mirror Square.

The Los Angeles City Hall is a contributing building to the Civic Center Historic District as well as being a designated HCM. It would be visually separated from the new construction by the Times, Plant, and Mirror Buildings as well as the intersection of W. 1st and S. Spring Streets and City Hall Park. Thus, the contrast between the heights of the North and South Towers and the height of City Hall has been reduced by the physical distance and intervening buildings and features. Until 1964, City Hall was the tallest building in Los Angeles and the most prominent

element of the Downtown skyline. The Wilshire Grand Center is now the tallest building in Downtown at 1,100 feet and there are 28 other buildings in Downtown that are taller than City Hall. However, City Hall is still the tallest building in the LACCHD. Therefore, there would be no significant indirect impact on City Hall. The North and South Towers would not block the view of City Hall from within the LACCHD. The other contributing buildings in the LACCHD are more distant than the County Law Library and City Hall. Therefore, there would be no significant impact on the remainder of the contributing buildings or features. As none of the contributors are significantly impacted, there would be no significant impact on the LACCHD as a whole.

The Higgins Building is a designated HCM. The South Tower at the corner of W. 2nd and Broadway would be two blocks away from the Higgins Building at W. 2nd Street and S. Main Street. The two buildings would also be visually separated from each other by the Mirror Building as well as other buildings on the south side of W. 2nd Street. Furthermore, the setting of the Higgins Building has already been altered by the construction of the new LAPD Headquarters. Therefore, there would be no significant indirect impact on the Higgins Building.<sup>93</sup>

**Nevertheless, with the demolition of the Executive Building and parking structure, the Project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, as the Executive Building and the Times Mirror Square historic district would no longer be eligible for listing as historical resources in the National Register, California Register, and as a HPOZ. Therefore, this impact would be significant.**

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

One archaeological resource (CA-LAN-4451) is located adjacent to the Project Site. Resource CA-LAN04451 is a historic-period archaeological site comprised of nine features discovered during the construction of the Los Angeles Federal Courthouse located immediately east of the Project on the west side of Broadway. As this site is located 100 feet from the Project Site, no impact to this resource is anticipated. Although not an archaeological resource, CHL #744 (P-19-174925) is located within the Project Site and is a landmark commemorating the location of the present-day Mirror Building as being the site of the first brick schoolhouse in Los Angeles between 1854 and 1855, as well as the site of the Butterfield Overland Mail Company office and corrals between 1858 and 1861, and the U.S. Army

<sup>93</sup> GPA Consulting, Times Mirror Square, pages 71-72.



Quartermaster in 1861. The landmark site, which is the subject of the commemoration, would continue to function as CHL#744 after the implementation of the Project and the existing plaque would be retained in its current location on the Mirror Building.

The Project Site has undergone multiple phases of development from the 1850s onward. This development began with the construction of the first brick schoolhouse in Los Angeles, as well as the Butterfield Overland Mail Company station in the 1850s, followed by the Bryson-Bonebrake Block office building in the 1880s. The final phase of development included the construction of the Times, Plant, and Mirror Buildings in the 1930s and 1940s, followed by the construction of the Executive Building and parking structure in the 1970s. The Sanborn Fire Insurance Maps indicate a number of basements were associated with the multi-story residential and retail buildings that were present within the Project Site from the late 1880s through the 1930s, 1940s, and 1960s.

Based on the historic map review, the types of archaeological resources that may exist within the Project Site would consist of historic-period archaeological deposits associated with basements and/or privy's associated the Project Site's previous historic uses. These types of resources would likely not exceed a depth of 10 to 15 feet, and it is likely that the construction of the existing buildings on site, which all contain at least one-story basements, destroyed any historic-period archaeological features associated with the late 19th century to the mid-20th century use of the Project site. Given the high degree and depths of disturbance associated with the construction of the buildings currently present within the Project Site, any subsurface archaeological features have likely been destroyed. As a result, the likelihood of encountering these types of deposits during Project implementation is low.

Although the likelihood of encountering subsurface archaeological resources is low due to the subgrade components of the existing buildings, the Project would include ground disturbing activities associated with the demolition of the Executive Building and parking structure, and the construction of the North and South Towers. Nonetheless, pockets of undisturbed soil containing archaeological resources that qualify as historical resources or unique archaeological resources under CEQA could be encountered; therefore, impacts are conservatively considered to be potentially significant. Implementation of mitigation measures MM-CUL-5 through MM-CUL-7 provided below would reduce potential impacts to archaeological resources to a less-than-significant level. **Therefore, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 and, with the implementation of MM-CUL-5 through MM-CUL-7, impacts would be less than significant.**

***Threshold c) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?***

Sediments underlying the Project have been identified as younger Quaternary alluvium (Qa), which are too young to preserve fossils and, therefore, have low paleontological sensitivity. However, the Late Holocene to Pleistocene older alluvium, the Fernando Formation, and the Puente Formation are also present in the subsurface of the Project and have high paleontological sensitivity. Geotechnical testing within the Project Site indicates that imported fill underlies the Project up to depths of 18 feet bgs. Previous fossil discoveries in the vicinity of the Project from range from depths 20 to 45 feet bgs, and it is conservatively assumed that the imported fill identified as part of the geotechnical testing is underlain by the fossil-bearing formations that underlie the Project. Project excavations would extend to a maximum depth of approximately 90 feet bgs. Excavations within the Project Site that exceed 18 feet in depth have the potential to impact these formations determined as having a high sensitivity for fossils. As such, Project implementation may impact unique paleontological resources and/or unique paleontological units. Implementation of mitigation measures MM-CUL-8 through MM-CUL-11 would reduce potentially significant impacts to paleontological resources and unique geological features to a less than significant level. **Therefore, the Project would have a less-than-significant impact with implementation of MM-CUL-8 through MM-CUL-11 with regard to directly or indirectly destroy a unique paleontological resource or site or unique geological feature.**

***Threshold d) Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

The results of the record searches from the SCCIC and the NAHC indicated that no human remains have been recorded within the Project Site or within a half-mile radius. Moreover, it is possible that the original construction of the former and existing uses at the Project Site have displaced human remains or other types of cultural resources that may have existed within the Project Site prior to the modern disturbance. However, the negative results of the SCCIC and NAHC records search and the developed nature of the Project Site do not preclude the potential that buried human remains may be encountered during construction. As discussed in the Regulatory Framework section above, the treatment of human remains is governed by PRC Section 5097.98 and Health and Safety Code Section 7050.5. Accordingly, the Los Angeles County Coroner must be notified in the event human remains are encountered. If the County Coroner determines that the remains are Native American, the NAHC would be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC would designate an MLD for the remains per PRC Section 5097.98. Should human remains be encountered during Project construction, implementation of PRC Section 5097.98 and Health and Safety Code

Section 7050.5 would reduce potential impact to less than significant. **Therefore, the Project would have a less than significant impact with regard to disturbance of any human remains, including those interred outside of formal cemeteries.**

## **e) Cumulative Impacts**

### **(1) Historic Architectural Resources**

Cumulative impacts to historic architectural resources evaluate whether impacts of the Project and related projects, as identified in Chapter III, *General Description of Environmental Setting*, when taken as a whole, substantially diminish the number of historic architectural resources within the same or similar context or property type. Impacts to historical resources, if any, tend to be site specific. However, cumulatively impacts would occur if the Project and related projects cumulatively affect historic architectural resources in the immediate vicinity, contribute to changes within the same historic district, or involve resources that are examples of the same property type as those within the Project Site. Therefore, the resources that are analyzed for this cumulative impact analysis include the 170 properties on the related projects list and, in addition, three historic architectural resources of the same property type, as described further below.

There are 170 related projects, four of which are located within 550 feet of the Project site. The four related projects include two development projects located at 201 S. Broadway and 222 W. 2nd Street as well as two infrastructure projects, the Regional Connector Project and Broadway Civic Center Park. These four related projects would not materially impair any historical resources, and as discussed above, the Project would have no indirect impacts on historical resources in the study area. Therefore, there would be no potential for cumulative impact to historical resources in the immediate vicinity.

Cumulative impacts to historical resources must also consider changes within the same historic district. The direct and indirect impacts of the Project on the potential Times Mirror Square historic district are discussed above. As the Project Site encompasses the entire historic district, there are no other projects located within the boundaries of the potential Times Mirror Square historic district.

Additionally, cumulative impacts to historical resources must consider whether a project substantially diminishes the number of historical resources of the same property type, even if such other structures are not otherwise on the related projects list. The Executive Building appears to be significant under California Register Criterion 1 within the Sub-Context of Newspapers and Publishing for its association with the Times Mirror Company. Other properties that share the Newspapers and Publishing property type include the 1930 Hollywood Citizen News Building at 1545 Wilcox Avenue, the 1914 Herald Examiner Building at 1111 South Broadway, and the 1937 Hollywood Reporter Building at 6713 Sunset

Boulevard. The Hollywood Citizen News Building was identified as eligible for listing in the National Register in the Historic Resources Survey of the Hollywood Redevelopment Area in March 2009 and is currently under consideration for designation as an HCM as of the date of this report, the Herald Examiner Building is a designated HCM and is listed on the National Register, and the Hollywood Reporter Building is a designated HCM and was found eligible for listing in the California Register in the Historic Resources Survey of the Hollywood Redevelopment Area in March 2009.

There is currently a project related to the Herald Examiner Building and a project related to the Hollywood Reporter Building, both of which are not otherwise on the related projects list. According to the Herald Examiner Project Final EIR published in July 2006, the Herald Examiner Building would be rehabilitated in compliance with the Standards to include 20,000 square feet of retail space, 9,000 square feet of indoor amenities, and 39,725 square feet of office space.<sup>94</sup> It concludes that the impact of the project on the Herald Examiner Building would be less than significant. According to the Crossroads Hollywood Project Final EIR published in May 2017, the Hollywood Reporter Building would be rehabilitated in compliance with the Standards to include 18,000 square feet of retail/restaurant space.<sup>95</sup> The EIR also concludes that the impact of the Crossroads Hollywood Project on the Hollywood Reporter Building would be less than significant. There are no projects proposed with the potential to impact the Hollywood Citizen News Building.

The Executive Building also appears significant under California Register Criterion 2 for its association with Otis Chandler. Besides the Times-Plant Complex, there are no other properties that have been identified as significant for their association with Otis Chandler. The Parking Structure is not significant under California Register Criteria 1 and 2 because it is a purely functional building and is not directly associated with the activities of the Times Mirror Company or Otis Chandler.

Furthermore, the Executive Building's significance is unique to its association with the Times Mirror Company and the career of Otis Chandler. It does not have a relationship to other properties within the Newspapers and Publishing Sub-Context that is relevant to its significance. An analysis of cumulative impacts of the Project and related projects on historical resources of the same property type is more appropriate for historical resources that have a relationship that is relevant to their significance, such as being designed by the same architect or being an example of the same architectural style. Therefore, there are no cumulative impacts on

<sup>94</sup> City of Los Angeles Department of City Planning, Herald Examiner Project, Final Environmental Impact Report: Herald Examiner Project, <https://planning.lacity.org/eir/HeraldExaminer/FEIR/index.html>. Accessed March 7, 2018.

<sup>95</sup> City of Los Angeles Department of City Planning, Crossroads Hollywood Project, Final Environmental Impact Report, <https://planning.lacity.org/eir/CrossroadsHwd/FEIR/index.html>. Accessed November 2018.

historical resources that are examples of the same property type as those within the Project Site.

## (2) Archaeological Resources

Many of the related projects identified in Chapter III, *General Description of Environmental Setting*, would require excavation that could potentially expose or damage potential archaeological resources. However, in some cases, these related projects are located in developed urban areas with sites that have been previously disturbed, and each related project would be required to comply with applicable regulatory requirements such as *CEQA Guidelines* Section 15064.5 and Section 21083.2. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering archaeological resources.

In the event that archaeologic resources are discovered, the Project is required to comply with mitigation measures MM-CUL-5 through MM-CUL-7 and the regulations cited above. Compliance with the mitigation measures would ensure proper identification, treatment, and preservation of any resources, and would reduce potentially significant impacts on archaeological resources to less than significant levels. Therefore, to the extent impacts on archaeological resources from related projects may occur, further contribution from the Project would not be cumulatively considerable, and the cumulative impacts to archaeological resources associated with the Project would be less than significant.

## (3) Paleontological Resources

Any of the related projects located in the City would have the potential to disturb geological units that are conducive to retaining paleontological resources such as Late Holocene to Pleistocene older alluvium, the Fernando Formation, and the Puente Formation. Generally, projects with the potential for substantial excavation would be subject to environmental review under CEQA. If the potential for significant impacts on paleontological resources were identified given the site characteristics and development program of the related project, mitigation measures would be implemented. These measures would likely include a monitoring program and treatment/curation of discovered fossils. Implementation of these mitigation measures would reduce the potential for adverse effects on fossil resources individually and cumulatively, and would preserve and maximize the potential of these resources to contribute to the body of scientific knowledge. Therefore, the cumulative effects from the related projects are considered to be less than significant.

The Project is required to comply with mitigation measures MM-CUL-8 through MM-CUL-11, thus ensuring proper identification, treatment, and preservation of any resources, and reducing significant impacts on paleontological resources to

less than significant levels. These mitigation measures require worker training, construction monitoring of excavation activities, and treatment and curation of discoveries, if encountered. Therefore, to the extent impacts on paleontological resources from related projects may occur, further contribution from the Project would not be cumulatively considerable, and cumulative impacts on paleontological resources would be less than significant.

#### (4) *Human Remains*

No known traditional burial sites or other type of cemetery usage has been identified within the Project Site or in the vicinity. In addition, as previously indicated, the Project Site is developed with five buildings, which all contain at least one-story basements. Nevertheless, the Project Site would require excavation that would extend into native soils. Thus, the potential exists to encounter human remains during excavation activities. Any of the related projects requiring excavation would also raise the potential to encounter human remains. A number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, PRC 5097.98, and State *CEQA Guidelines* Section 15064.5(e). Implementation of these provisions in the event of the inadvertent discovery of human remains would reduce potential impacts to a less than significant level. Since the Project is required to comply with these provisions, its cumulative impacts on human remains would be less than significant.

### f) **Mitigation Measures**

#### (1) **Historical Resources**

The following mitigation measures would reduce potentially significant impacts on built environment resources to a less than significant level.

**MM-CUL-1: Historic American Building Survey (HABS):** Prior to the issuance of a demolition permit, the Applicant shall have prepared HABS Level II documentation for the Executive Building and parking structure according to the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. The HABS report shall:

1. Be prepared by historic preservation professionals meeting the Secretary of the Interior's Professional Qualifications Standards with demonstrated experience in creating HABS Level II documentation.
2. Include photographs taken with large format (4 X 5), black and white film.
  - a. Photographs shall include a minimum of 40 views of the following:
    - i. setting of Times Mirror Square from various oblique and cardinal angles,

- ii. exterior views of each elevation of the Executive Building and parking structure as well as an assortment of significant architectural features and details, and
  - iii. interior views of significant spaces and details.
- b. Photographs or a high-resolution digital scan of original drawings, if available
- 3. Include written historical descriptive data, index to photographs, and photo key plan.
- 4. Include copies of historic photographs, if available.
- 5. Be distributed to the following repositories for use by future researchers and educators. Before submitting any documents, each repository must be contacted to ensure that they are willing and able to accept the items:
  - a. Library of Congress - One unbound archival copy including all of the above and one set of negatives.
  - b. Los Angeles Public Library - One bound archival copy including all of the above and one set of negatives.
  - c. Office of Historic Resources (OHR) - One high-quality bound copy with digitally printed photographs per HABS guidelines.

**MM-CUL-2: Secretary of the Interior's Standards for Rehabilitation:**

The Times, Plant, and Mirror Buildings shall be rehabilitated in accordance with the Historic Structure Report and Secretary of the Interior's Standards for Rehabilitation. The rehabilitation plans shall be:

- 1. Created by a licensed architect meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with at least five years of demonstrated experience in the rehabilitation of historic buildings.
- 2. Reviewed for compliance with the Standards by a historic preservation professional meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with at least five years of demonstrated experience in applying the Standards to such projects.
  - a. Reviewer shall create a technical memorandum at each phase (schematic, design and development, and construction documents) of the architectural design process. In the event, the plans do not comply with the Standards, the memorandum shall make recommendations for changes to bring them into compliance.

- b. Reviewer shall submit the memoranda to OHR for concurrence. Building permits may be issued after OHR has concurred the plans comply with the Standards.

Compliance with the Standards shall be disclosed in the lease agreements, agreed upon in writing, and mutually enforced by the Applicant and the City. The tenants shall not be permitted to conduct work that does not comply with the Standards.

**MM-CUL-3: Construction Monitoring (Structural):** The Project as it relates to the demolition of the Executive Building and parking structure and construction of the North and South Towers shall be monitored to minimize damage to the Times, Plant, and Mirror Buildings. The construction monitoring shall:

1. Be performed by a licensed structural engineer with at least five years of demonstrated experience in rehabilitating historic buildings of similar size.
2. Include a survey the existing foundations and other structural aspects of the Times, Plant, and Mirror Buildings to establish baseline conditions and provide a shoring design to protect the historical resources from potential damage.
  - a. Survey shall take place prior to any construction activities.
  - b. Pot holing or other destructive testing of the below grade conditions on the Project Site and immediately adjacent to the Times, Plant, and Mirror Buildings may be necessary to establish baseline conditions and prepare the shoring design.
  - c. Monitor shall submit to OHR a pre-construction survey that establishes baseline conditions to be monitored during construction, prior to issuance of any building permit for the Project.
3. Include a meeting with the Project contractor prior to the demolition of the Executive Building and parking structure to discuss minimizing collateral damage to the Times, Plant, and Mirror Buildings.

**MM-CUL-4: Construction Monitoring (Historic Architectural):** The construction of the Project as it relates to the rehabilitation of the Times, Plant, and Mirror Buildings shall be monitored for compliance with the Standards. The construction monitoring shall:

1. Be performed by a professional meeting the Secretary of the Interior's Professional Qualifications Standards for historic architecture with at least five years of demonstrated experience in rehabilitating historic buildings of similar size.



2. Be performed by the professional at regular intervals during the rehabilitation of the Times, Plant, and Mirror Buildings. The intervals shall include, but not necessarily limited to 50%, 90%, and 100% construction.
  - a. Monitor shall create a technical memorandum at each interval summarizing the findings, making recommendations as necessary to ensure compliance with the Standards, and documenting construction with digital photographs. Compliance with the Standards shall include the review specifications, tests, and mock-ups for the treatment of historic building materials.
  - b. Monitor shall submit the memoranda to OHR for concurrence. In the event OHR does not concur, all activities shall cease until compliance with the Standards is resolved and concurrence is obtained.

## (2) Archaeological Resources

The following mitigation measures are recommended to reduce potentially significant impacts on archaeological resources:

**MM-CUL-5: Retention of a Qualified Archaeologist:** Prior to the start of ground-disturbing activities, the Applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (U.S. Department of the Interior 2008) to carry out the following measures.

**MM-CUL-6: Construction Worker Cultural Resources Sensitivity Training:** Prior to earth moving activities, the qualified archaeologist shall conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The Applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

**MM-CUL-7: Inadvertent Discoveries of Archaeological Resources:** In the event of the unanticipated discovery of archaeological materials, the contractor shall immediately cease all work activities in the area (within approximately 100 feet) of the discovery until it can be evaluated by a qualified archaeologist. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-

period materials might include stone or concrete footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. Construction shall not resume until the qualified archaeologist has conferred with the City on the significance of the resource.

If it is determined that the discovered archaeological resource constitutes a historical resource under CEQA, avoidance and preservation in place is the preferred manner of mitigation. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by a qualified archaeologist in consultation with the Applicant and the City that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource.

### (3) Paleontological Resources

The following mitigation measures have been recommended to reduce potentially significant impacts on paleontological resources:

**MM-CUL-8:** A Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards<sup>96</sup> shall be retained prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the site in the event potential paleontological resources are encountered.

**MM-CUL-9:** The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained demonstrating that all construction personnel attended the training.

**MM-CUL-10:** Full-time paleontological resources monitoring shall be conducted for all ground disturbing activities occurring in previously undisturbed sediments of older alluvium, the Fernando Formation, and the Puente Formation. The surficial alluvium, as well as any artificial fill present, has low paleontological sensitivity and so work in the upper 15 feet of the Project Site does not need to be monitored. The depth of 15 feet is derived from the records search of the Natural History Museum of Los Angeles

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<sup>96</sup> Society of Vertebrate Paleontology, 2010.

County (LACM), which reports fossils recovered in older alluvium from depths of 20 feet in the vicinity of the Project Site.<sup>97</sup> The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring should be revised based on his/her observations. Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting the standards of the SVP) under the supervision of the Qualified Paleontologist. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils in order to recover the fossil specimens. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage, such as the LACM. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries. The Qualified Paleontologist shall prepare a final monitoring and mitigation report to document the results of the monitoring effort.

**MM-CUL-11:** If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Project Paleontologist has assessed the discovery, conferred with the City, and made recommendations as to the appropriate treatment. If the find is deemed significant, it shall be salvaged following the standards of the SVP and curated with a certified repository.

## **g) Level of Significance After Mitigation**

### **(1) Historic Architectural Resources**

The Project as proposed involves three activities: demolition, rehabilitation, and new construction. The demolition of the Executive Building and parking structure would have a significant impact on the Executive Building as well as the Times Mirror Square historic district. These resources would be materially impaired by the demolition component of the Project. These resources would no longer be able to convey their significance that justified their eligibility for listing in the National and California Registers or for designation a HCM or HPOZ. While Mitigation Measures MM-CUL-1 through MM-CUL-4 would be implemented, they would not reduce the impact to a level of less than significant. Therefore, demolition of these structures would result in a significant and unavoidable impact to historic architectural resources.

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<sup>97</sup> McLeod, 2015.

The demolition, rehabilitation, and new construction activities would have a less than significant impact on the Times, Plant, and Mirror Buildings because they would not be materially impaired. While the demolition and rehabilitation components of the Project would require alterations to the Times, Plant, and Mirror Buildings, they would retain sufficient integrity to convey their significance. Indeed, it is more likely that their integrity would be improved rather than diminished by the alterations. Thus, they would remain eligible for listing in the National Register, listed in the California Register, and for designation as HCMs. Nevertheless, Mitigation Measures MM-CUL-1 through MM-CUL-4, and MM-NOISE-5 and MM-NOISE-6 would be implemented to reduce potential impacts on these buildings and promote the highest level of preservation standards. In addition, the Project would incorporate PDF-CUL-1, which requires the preparation of a Historic Structure Report. With implementation of these mitigation measures, the potential impacts on the historic buildings from excavation and grading and the use of vibratory equipment during the construction of the new buildings would be reduced to less than significant.

The historic architectural resources in this area include the LACCHD (which includes 18 contributors), Los Angeles City Hall, and the Higgins Building. The physical characteristics of the buildings and their settings that convey their significance would not be altered in any way by the Project. Thus, as described above, there would be no significant indirect impact on the County Law Library or the Higgins Building. There would be no significant impact on the contributing buildings or features in the LACCHD and, therefore, there would be no significant impact on the LACCHD as a whole. Given these less-than-significant impacts, no mitigation measures were recommended.

The analysis also concluded that the current undertaking would not result in a cumulatively considerable impact to historical resources that are examples of the same property type.

## (2) Archaeological Resources

With implementation of Mitigation Measures MM-CUL-5 through MM-CUL-7 above, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State *CEQA Guidelines*. Implementation of the above mitigation measures provide for appropriate treatment and/or preservation of resources if encountered. Potentially significant impacts to archaeological resources would be reduced to a less-than-significant level.

### (3) Paleontological Resources

With implementation of Mitigation Measures MM-CUL-8 through MM-CUL-11 above, the Project would not cause a substantial adverse change in the significance of a paleontological resource or unique geologic features. The implementation of the above mitigation measures provide for appropriate treatment and impacts to paleontological resources would be reduced to a less-than-significant level.

### (4) Human Remains

With implementation of PRC Section 5097.98 and Health and Safety Code Section 7050.5 would reduce potential impact to less than significant, the Project would not cause a significant impact to human remains. Potentially significant impacts to human remains would be reduced to a less-than-significant level.

## **IV. Environmental Impact Analysis**

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### **D. Geology and Soils**

#### **1. Introduction**

This section evaluates potential geologic and soils hazards associated with the Project. This includes assessments of surface fault rupture, seismic ground shaking, liquefaction, lateral spreading, settlement, subsidence, collapse, landslides, expansive and corrosive soils, sedimentation/erosion, and landform alteration. This section is based, in part, on information and findings presented in the Preliminary Geotechnical Investigation (Geotechnical Report) prepared for the Project by Geocon West, Inc. (Geocon). The Geotechnical Report is included as Appendix E of this Draft EIR.<sup>1</sup>

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) State**

###### *(a) Alquist-Priolo Earthquake Fault Zoning Act*

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621) was enacted by the State of California in 1972 to address the hazard of surface faulting to structures for human occupancy. The purposes of the Alquist-Priolo Earthquake Fault Zoning Act are to prevent the construction of buildings intended for human occupancy on the surface traces of active faults, to provide the citizens with increased safety and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones, known as “earthquake fault zones.” These are zones that lie within 500 feet on either side of the surface traces of active faults. The State Geologist is also required to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Local agencies enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than State law requires. According to the Alquist-Priolo Earthquake Fault Zoning

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<sup>1</sup> Geocon West, Inc., Preliminary Geotechnical Investigation, Onni Time Mirror Square – 201 West First Street, 100-142 S Broadway, 202-234 W 1st Street, 121 & 145-147 S. Spring Street, 205, 211, & 221 W 2nd Street, Los Angeles, California, September 7, 2017.

Act, before a project that is within an Alquist-Priolo Earthquake Fault Zone can be permitted, cities and counties shall require a geologic investigation, prepared by a licensed geologist, to demonstrate that buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back. Although setback distances may vary, a minimum 50-foot setback is typically required. As indicated below, the Project Site is not located within a currently established state-designated Alquist-Priolo Earthquake Fault Zone. The closest such zone is associated with the Hollywood fault located approximately 4.5 miles to the north.

*(b) Seismic Hazards Mapping Act*

To address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990 (Public Resources Code Section 2690-2699). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate “seismic hazard zones.” Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.

The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plan and encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. Under the Seismic Hazards Mapping Act, cities and counties are required, prior to approval of a project in a seismic hazard zone, to prepare a geotechnical report defining and delineating any seismic hazard, and to submit it, with mitigation measures, to the State Geologist within 30 days of its approval. As indicated below, the Project Site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone or City-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards.

*(c) California Building Code*

The CBC, which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress to facilities (entering and exiting), and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure or

any appurtenances connected or attached to such buildings or structures throughout California.

The 2016 edition of the CBC is based on the 2015 International Building Code (IBC) published by the International Code Council. The code is updated triennially. The 2016 CBC contains California amendments based on the American Society of Civil Engineers (ASCE) Minimum Design Standard ASCE/SEI 7-10, *Minimum Design Loads for Buildings and Other Structures*, provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (such as wind loads) for inclusion into building codes. Seismic design provisions of the building code generally prescribe minimum lateral forces applied statically to the structure, combined with the gravity forces of the dead and live loads of the structure, which the structure then must be designed to withstand. The prescribed lateral forces are generally smaller than the actual peak forces that would be associated with a major earthquake. Consequently, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. Conformance to the current building code recommendations does not constitute any kind of guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake. However, it is reasonable to expect that structure designed in accordance with the seismic requirements of the CBC should not collapse in a major earthquake.

The earthquake design requirements take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients, all of which are used to determine a seismic design category (SDC) for a project. The SDC is a classification system that combines the occupancy categories with the level of expected ground motions at the site; SDC ranges from A (very small seismic vulnerability) to E/F (very high seismic vulnerability and near a major fault). Seismic design specifications are determined according to the SDC in accordance with Chapter 16 of the CBC. Chapter 18 of the CBC covers the requirements of geotechnical investigations (Section 1803), excavation, grading, and fills (Section 1804), load-bearing of soils (1806), as well as foundations (Section 1808), shallow foundations (Section 1809), and deep foundations (Section 1810). For SDCs D, E, and F, Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading, plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also addresses measures to be considered in structural design, which may include ground stabilization, selecting appropriate foundation type and depths, selecting appropriate structural systems to accommodate anticipated displacements, or any combination of these measures. The potential for liquefaction and soil strength loss



must be evaluated for site-specific peak ground acceleration magnitudes and source characteristics consistent with the design earthquake ground motions.

Chapter 18 also describes analysis of expansive soils and the determination of the depth to groundwater table. Expansive soils are defined in the CBC as follows:

**1803.5.3 Expansive Soil.** In areas likely to have expansive soil, the building official shall require soil tests to determine where such soils do exist. Soils meeting all four of the following provisions shall be considered expansive, except that tests to show compliance with Items 1,2 and 3 shall not be required if the test prescribed in Item 4 is conducted:

1. Plasticity index (PI) of 15 or greater, determined in accordance with ASTM D 4318
2. More than 10 percent of the soil particles pass a No. 200 sieve (75 micrometers), determined in accordance with ASTM D 422
3. More than 10 percent of the soil particles are less than 5 micrometers in size, determined in accordance with ASTM D 422
4. Expansion index greater than 20, determined in accordance with ASTM D 4829

Specific CBC building and seismic safety regulations contained in Chapter 16 and Chapter 18 regarding soils and foundations of the CBC have been incorporated by reference into the Los Angeles Municipal Code (LAMC) with local amendments.

## (2) County of Los Angeles

### (a) *Los Angeles County Metropolitan Transportation Authority (Metro)*

For Projects within 100 feet of a Metro Rail construction area, in accordance with City Zoning Information (ZI) file No. 1117, clearance needs to be obtained from Metro prior to issuance of a building permit.<sup>2</sup> Any development within 100 feet of a Metro Rail construction area would need to comply with the standards of Metro's Design Criteria and Standards, Volume III – Adjacent Construction Design Manual in order to avoid potential impacts given the close proximity.

## (3) City of Los Angeles

### (a) *General Plan Safety Element*

The City's General Plan Safety Element, which was adopted in 1996, addresses public safety risks due to natural disasters including seismic events and geologic conditions, as well as sets forth guidance for emergency response during such

<sup>2</sup> City of Los Angeles Department of Building and Safety, ZI No. 1117, September 26, 2016, <http://zimas.lacity.org/documents/zoneinfo/ZI1117.pdf>. Accessed December 2018.

disasters. The Safety Element also provides seismic hazards mapping such as maps of designated areas within the City that are considered susceptible to fault rupture and liquefaction. Safety Element goals, objectives, and policies are broadly stated to provide information for planning future development and guidance for the City's Emergency Operations Organization in planning to address emergency situations. Exhibit A of the Safety Element shows that there are no Alquist-Priolo Special Study Zone Areas or Fault Rupture Study Areas in the vicinity of the Project.

Information presented in the Safety Element is in some cases supplemented by more detailed and/or up-to-date information that is developed by the City and presented in Navigate LA (<http://navigatela.lacity.org/index.cfm>), Zone Information and Map Access System (ZIMAS) (<http://zimas.lacity.org/>), and Los Angeles Department of Building and Safety (LADBS) Parcel Profile Report (<http://www.permitla.org/parcel/>). The following information supplements and confirms the conclusions in the Safety Element: (1) the Geotechnical Report confirms that the Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone; (2) Navigate LA<sup>3</sup> and the Parcel Profile Report available on the City's Zone Information and Map Accessed System (ZIMAS) website confirm the Project Site is not located within a Preliminary Fault Rupture Study Area;<sup>4</sup> (3) the 2017 USGS Los Angeles Quadrangle map illustrates that the Project Site is not within a designated seismic hazard zone;<sup>5</sup> and (4) the state's Alquist-Priolo maps confirms the Project Site is not within fault zone with surface rupture potential.<sup>6</sup>

#### *(b) Los Angeles Municipal Code*

Chapter IX of the LAMC contains the City's Building Code, which incorporates by reference the California Building Code, with City amendments for additional requirements. City of Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the City's Building Code. To that end, LADBS issues building and grading permits for construction projects. Building permits are required for any building or structure that is erected, constructed, enlarged, altered, repaired, moved, improved, removed, converted, or demolished. Grading permits are required for all grading projects other than those specifically

<sup>3</sup> City of Los Angeles, Navigate LA, <http://navigatela.lacity.org/index.cfm>. Accessed December 2018.

<sup>4</sup> City of Los Angeles, Zone Information and Map Access System (ZIMAS), <http://zimas.lacity.org/>. Accessed December 2018.

<sup>5</sup> California Department of Conservation, California Geological Survey, Earthquake Zones of Required Investigation – Los Angeles Quadrangle, June 15, 2017, [http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/LOS\\_ANGELES\\_EZRIM.pdf](http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/LOS_ANGELES_EZRIM.pdf). Accessed December 2018.

<sup>6</sup> California Department of Conservation, California Geological Survey, Earthquake Zones of Required Investigation – Los Angeles Quadrangle, June 15, 2017, [http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/LOS\\_ANGELES\\_EZRIM.pdf](http://gmw.conservation.ca.gov/SHP/EZRIM/Maps/LOS_ANGELES_EZRIM.pdf). Accessed December 2018.

exempted by the LAMC. The sections of Chapter IX address numerous topics including earthwork and grading activities, import and export of soils, erosion and drainage control and general construction requirements that address flood and mudflow protection, slides and unstable soils. Additionally, the City's Building Code includes specific requirements addressing seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater. Specifically, LAMC, Chapter IX, Section 91.1803, requires that a Final Geotechnical Report with final design recommendations must be prepared by a California-registered geotechnical engineer and submitted to the LADBS for review prior to issuance of a grading permit.

## **b) Existing Conditions**

### **(1) Existing On-Site Development**

The 3.6-acre Project Site is relatively flat urban land ranging in elevation from approximately 285 feet to approximately 295 feet above mean sea level (MSL). The Project Site is currently developed with five buildings constructed between the 1930s and 1970s. These include the 8-story Times Building, 4-story Plant Building, 10-story Mirror Building, 6-story Executive Building, and a 6-story parking garage. Several of these buildings currently have up to three subterranean levels which are used for a variety of non-parking uses (e.g., utility and support infrastructure, storage, etc.), except for the parking garage which has no subterranean levels.

### **(2) Regional Geology**

The Project Site is located within the northern portion of the Peninsular Ranges geomorphic province, within the northeast portion of the Los Angeles Basin. This geomorphic province is characterized by northwest-trending physiographic and geologic features such as the Los Angeles Basin. The Los Angeles Basin is a northwest-trending structural basin filled with Tertiary age marine sedimentary rocks mantled by Quaternary age non-marine alluvial sediments deposited by washes and streams flowing southward from the San Gabriel Mountains, the Santa Monica Mountains, the Elysian Hills, and Repetto Hills to the north of the site. Published geologic maps indicate that the northeast portion of the Basin is underlain at depth by Tertiary Marine sedimentary rocks of the Fernando and Puente formations.

### **(3) Local Geology**

The Project Site is located along the southern edge of the Elysian Hills, approximately one mile west of the Los Angeles River, at the base of Bunker Hill. Bunker Hill is a bedrock high that has been significantly altered by grading related to previous development which has lowered the top of the hill by up to 50 feet in elevation and is composed primarily of sedimentary bedrock of the Miocene age Puente Formation and the Pliocene age Fernando Formation. The Puente

Formation is typically well-bedded in contrast to the Fernando Formation, which is typically poorly bedded to massive. The structure of the bedrock in the area represents the south limb of an anticline that dips to the south and southeast at inclinations ranging from approximately 65 to 75 degrees. A thin veneer of Quaternary age alluvium overlies the bedrock.

(a) *Soils and Subsurface Conditions*

The Project Site is underlain by minor amounts of artificial fill and then Quaternary age alluvium (approximately 20 feet deep combined), and then Pliocene age bedrock of the Fernando Formation as indicated in Figure 3 of the Geotechnical Report. The artificial fill layer is thought to be minimal. The alluvium is composed of interlayered flood plain deposits (sandy silt, sandy clay and clay) and granular stream channel deposits (silty sand and poorly graded to well graded sand with various amounts of gravel and cobbles) deposited by the ancestral Los Angeles River. This alluvium is primarily moist, medium dense to dense or firm to stiff, and becomes denser with increased depth. The bedrock is composed of predominately olive brown to dark brownish gray, poorly bedded to massive siltstone.

(b) *Groundwater*

The historical high groundwater level in the area is 20 to 25 feet below the ground surface (bgs). Based on current groundwater basin management practices, it is unlikely that groundwater levels will ever reach the historic high levels. Localized groundwater seepage was observed in some of the borings undertaken for other projects in the immediate vicinity (e.g., Civic Center Park, Los Angeles Police Department Headquarters, and the Los Angeles Federal Courthouse) at depths from approximately ½-foot to approximately 4 feet above bedrock (with bedrock at the Project Site encountered at depths of 20 to 25 feet in on-site borings). This groundwater seepage does not represent the static groundwater table, but rather represents discontinuous perched zones within the saturated granular soils overlying the relatively impermeable siltstone bedrock in the area.

(4) **Geologic Hazards**

(a) *Surface Fault Rupture*

Surface fault rupture is defined as the displacement that occurs along a fault during an earthquake and propagates to the ground surface. The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (CGS, formerly known as California Division of Mines and Geology) for the Alquist-Priolo Earthquake Fault Zone Program. Faults are considered active when they have shown evidence of movement within the past 11,000 years (i.e., Holocene epoch). Potentially active faults are those that have shown evidence of movement between 11,000 and 1.6 million years ago

(Quaternary age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive.

The Project Site is not within a currently established state-designated Alquist-Priolo Earthquake Fault Zone or a City of Los Angeles (City)-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. The closest fault with the potential for surface fault rupture is the active Hollywood fault located approximately 4.5 miles north of the Project Site.

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. Buried thrust faults are defined as faults that do not exhibit surface expression but are a potential source of significant seismic activity. Because they are buried, their existence is usually not known until they produce an earthquake. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The Whittier Narrows earthquake of 1987 (5.9 moment magnitude [ $M_w$ ]) and the Northridge earthquake of 1994 (6.7  $M_w$ ) were a result of movement on the Puente Hills Blind Thrust fault and the Northridge Thrust fault, respectively. The Project Site is located within the vertical projection of the Los Angeles segment of the Puente Hills Blind Thrust fault and the Elysian Park Blind Thrust fault. These thrust faults are not exposed at the surface and do not pose a surface fault rupture hazard at the site.

Based on the above, the potential for surface fault rupture at the Project Site is considered low.

#### *(b) Seismic Ground Shaking*

The Project Site is located within the seismically active Southern California region and has experienced earthquakes from various regional faults. A partial list of moderate to major magnitude earthquakes that have occurred in the Southern California region over the last 100 years is provided in **Table IV.D-1, *Historic Earthquakes in the Southern California Region***. As indicated therein, the moderate to major earthquakes in the region over the last 100 years have ranged from 5.8 to 7.5 in magnitude, and have ranged in distance from 10 to 119 miles from the Project Site.

**TABLE IV.D-1  
HISTORIC EARTHQUAKES IN THE SOUTHERN CALIFORNIA REGION**

Earthquakes (Oldest to Youngest)	Date of Earthquake	Magnitude	Distance to Epicenter (miles)	Direction to Epicenter
San Jacinto-Hemet area	April 21, 1918	6.8	74	ESE
Near Redlands	July 23, 1923	6.3	57	E
Long Beach	March 10, 1933	6.4	34	SSE
Tehachapi	July 21, 1952	7.5	80	NW
San Fernando	February 9, 1971	6.6	28	NNW
Whittier Narrows	October 1, 1987	5.9	10	ENE
Sierra Madre	June 28, 1991	5.8	21	NE
Landers	June 28, 1992	7.3	104	E
Big Bear	June 28, 1992	6.4	82	E
Northridge	January 17, 1994	6.7	21	NW
Hector Mine	October 16, 1999	7.1	119	ENE

SOURCE: Geocon West, Inc., Preliminary Geotechnical Investigation Onni Time Mirror.

As indicated in **Table IV.D-2, Active Major Faults in the Los Angeles Area**, the closest nearby active fault to the Project Site is the Hollywood fault located approximately 4.5 miles to the north. Other nearby active faults include the Raymond fault (5.2 miles north-northeast), the Verdugo fault (6.5 miles north), the Newport-Inglewood fault (7 miles west-southwest), the Santa Monica fault (10.5 miles southeast), and the Sierra Madre fault 10.5 miles north-northeast). The active San Andreas fault is located approximately 34 miles northeast of the Project Site. Furthermore, the Puente Hills Blind Thrust (10.4 miles north) and Northridge faults (14.9 miles northwest) are also considered active faults. As shown in Table IV.D-2, the closest potentially active fault is the MacArthur Park fault located approximately 0.6 miles to the southwest. Other nearby potentially active faults include the Coyote Pass fault (2.1 miles southeast), the Overland fault (9.4 miles southwest), and the Charnock fault (10.4 miles southwest) of the site.

**TABLE IV.D-2**  
**ACTIVE MAJOR FAULTS IN THE LOS ANGELES AREA**

<b>Fault Name (alphabetical order)</b>	<b>Geometry</b>	<b>Mmax(mm/yr)</b>	<b>Slip Rate(mm/yr)</b>	<b>Distance from Site (miles)</b>	<b>Direction from Site</b>
Anacapa-Dume	RO	7.5	3.0	41	W
Big Pine	SS	6.9	0.8	68	NW
Chino-Central Avenue	RO	6.7	1.0	28	E
Clamshell-Sawpit	RO	6.5	0.5	15.5	NE
Coronado Bank	SS	7.6	3.0	36	S
Cucamonga	N	6.9	5.0	33	ENE
Duarte	RO	6.7	0.1	16	NE
Elsinore (Glen Ivy)	SS	6.8	5.0	37	SE
Elsinore (Temecula)	SS	6.8	5.0	67	SE
Hollywood	RO	6.4	1.0	4.5	N
Malibu Coast	RO	6.7	0.3	24	W
Newport-Inglewood	SS	7.1	1.0	7.0	WSW
Northridge	BT	7.0	1.5	14.9	NW
Oakridge	RO	7.0	4.0	39	NW
Palos Verdes	SS	7.3	3.0	18	SSW
Puente Hills Blind Thrust	BT	7.1	0.7	---	---
Raymond	RO	6.5	1.5	5.2	NNE
Red Mountain	R	7.0	2.0	63	NW
Rose Canyon	SS	7.2	1.5	78	SSE
San Andreas (Mojave)	SS	7.4	30.0	34	NE
San Andreas (San Bernardino)	SS	7.5	24.0	48	ENE
San Cayetano	R	7.0	6.0	37	NW
San Fernando	R	6.7	2.0	15.5	N
San Gabriel	SS	7.2	1.0	16.5	NE
San Jacinto (San Jacinto)	SS	6.9	12.0	66	ESE
San Jacinto (San Bernardino)	SS	6.7	12.0	46	ENE
San Joaquin Hills	BT	6.6	0.5	30	S
Santa Cruz Island	RO	7.0	1.0	60	E
Santa Monica	RO	6.6	1.0	10.5	W
Santa Susana	R	6.7	5.0	23	NW
Sierra Madre	R	7.2	2.0	10.5	NNE
Simi-Santa Rosa	RO	7.0	1.0	29	NW
Upper Elysian Park	BT	6.4	1.3	---	---
Verdugo	R	6.9	0.5	6.5	N
Whittier	SS	6.8	2.5	14.5	ESE

SOURCE: Geocon West, Inc., Preliminary Geotechnical Investigation Onni Time Mirror Square.

The 2011 Los Angeles Building Code and ASCE 7-05 uses the Maximum Considered Earthquake Ground Motion (MCE) as a level of ground motion with a two percent chance of exceedance in 50 years. The MCE is used for the evaluation of liquefaction, lateral spreading, seismic settlements. Based on the slip rate and computer modeling in the Geotechnical Report, the Project Site has a calculated MCE magnitude of 6.66 based on a hypocentral distance of 5.14 kilometers from the Project Site, and has a calculated peak ground acceleration (PGA) of 0.920g. As indicated in Table IV.D-2, the maximum magnitude of an earthquake that can be expected from one of the major active faults in the Los Angeles area is magnitude 7.6. While this represents moderate to strong seismic ground shaking, this level of ground shaking is common in Southern California.

(c) *Liquefaction*

Liquefaction is a form of earthquake-induced ground failure that occurs when relatively shallow, loose, granular, water-saturated soils behave similarly to a liquid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow (50 feet bgs or less) groundwater; (2) low-density non-cohesive (granular) soils; and (3) high-intensity ground motion. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations. The effects of liquefaction on level ground include potential seismic settlement, sand boils, ground oscillation, and bearing capacity failures below structures.

The current standard of practice, as outlined in Geotechnical Report, requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

The State of California Seismic Hazard Zone Map for the Los Angeles Quadrangle (CGS, 2017; CDMG, 1999) indicates that the Project Site is located in an area identified as having a potential for liquefaction (see Figure 7, Seismic Hazard Zone Map, in the Geotechnical Report). Additionally, the Project Site is located within a designated liquefaction zone.<sup>7</sup> However, the foundations for the proposed tower structures and subterranean levels are anticipated to extend through the alluvial soils and into bedrock which is not susceptible to liquefaction or lateral spreading. In addition, historic drawings of the three structures to remain (Mirror Building, Plant Building, and Times Building) indicate that existing foundations appear to derive support in bedrock. Therefore, based on the anticipated depth of bedrock (20 to 25 feet below existing ground surface) and the historical perched groundwater depth of 20 to 25 feet, liquefaction and associated ground

<sup>7</sup> City of Los Angeles, Zone Information and Map Access System (ZIMAS), <http://zimas.lacity.org>. Accessed December 2018.



deformation, including lateral spreading, are not considered a potential hazard for the proposed structures or existing structures to remain.

(d) *Lateral Spreading*

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. As the Project Site is relatively flat, and the potential for liquefaction is considered low, as discussed above, the potential for lateral spreading at the Project Site is considered low.

(e) *Settlement, Subsidence, and Collapse*

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be caused by earthquake-related ground motion. During an earthquake, settlement can occur as a result of the relatively rapid compaction and settling of subsurface materials (particularly loose, uncompacted, and variable sandy sediments above the water table) due to the rearrangement of soil particles during prolonged ground shaking. Such settlement is typically most damaging when it is differential in nature across the length of structures. During a strong seismic event, seismically induced settlement can occur within loose to moderately dense, unsaturated granular soils, separate from liquefaction. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. Based on the findings of geotechnical reports for other recent projects in downtown Los Angeles, the estimated differential settlement for the Project Site is estimated at between 0.25 and 0.50 inches in 30 feet, which is considered a relatively low level of settlement. In addition, bedrock, by nature, is not considered susceptible to seismically induced settlements. As all existing foundations appear to be founded in bedrock, seismically induced settlements are not anticipated for the Project Site. Therefore, the potential for settlement at the Project Site is considered low.<sup>8</sup>

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The Project Site is not located within an area of known ground subsidence, and no large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring on or within the vicinity of the Project Site that could lead to subsidence. Also, the foundations

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<sup>8</sup> The other recent projects include those for the Los Angeles Federal Courthouse (Mactec, 2003, 4 borings), Los Angeles Police Department Headquarters (Kleinfelder, 2005, 15 borings) and MTA Regional Connector – Broadway and 2<sup>nd</sup> Street Station (TCP, 2013, 3 borings). See the Geotechnical Report for further discussion.

of the proposed tower structures would be founded in bedrock. Therefore, the potential for subsidence at the Project Site is considered low.

Hydroconsolidation (i.e., collapse) is the tendency of unsaturated soil structure to collapse upon saturation resulting in the overall settlement of the affected soil and overlying foundations or improvements supported thereon. Potentially compressible soils underlying the site are typically removed and re-compacted during remedial site grading. However, if compressible soil is left in-place, a potential for settlement due to hydroconsolidation of the soil exists. Based on the anticipated depth of bedrock (20 to 25 feet bgs), and proposed depth of excavation, collapse is not considered a potential hazard at the Project Site.

(f) *Landslides*

Landslides, slope failures, and mudflows of earth materials generally occur where slopes are steep and/or the earth materials are too weak to support themselves. Earthquake-induced landslides may also occur due to seismic ground shaking. The topography at the Project Site and surrounding vicinity is relatively flat with a gentle slope to the south. The Project Site is not located a City-designated Hillside Grading Area, Hillside Ordinance Area, or City Safety Element-designated Landslide Inventory & Hillside Area.<sup>9</sup> Additionally, a review of the State of California Seismic Hazard Zone Map for the Los Angeles Quadrangle indicates that the Project Site is not within an area of potential for seismic slope instability. There are no known landslides near the Project Site, nor is the site in the path of known or potential landslides. Therefore, the potential for landslides at the Project Site is considered very low.

(g) *Expansive Soil*

Expansive soils include clay minerals characterized by their ability to undergo significant volume change (shrink or swell) due to variation in moisture content. Sandy soils are generally not expansive, while clayey soils generally are expansive. Changes in soil moisture content can result from rainfall, irrigation, pipeline leakage, surface drainage, perched groundwater, drought, or other factors. Volumetric change of expansive soil may cause excessive cracking and heaving of structures with shallow foundations, concrete slabs-on-grade, or pavements supported on these materials.

The Project Site soils include minor amounts of artificial fill, alluvium (approximately 20 feet deep combined), and then bedrock, with the alluvium composed of flood plain deposits of sandy silt, sandy clay and clay, and then granular stream channel deposits of silty sand and poorly graded to well graded sand with various amounts of gravel and cobbles. Despite the potential for perched

<sup>9</sup> City of Los Angeles, City of Los Angeles General Plan Safety Element, 1993, Exhibit C, Landslide Inventory & Hillside Areas, October 1993.

groundwater and some clay in the flood plain deposit portion of the alluvial deposits underlying the Project Site, the Geotechnical Report concludes that expansive soils are not a potential hazard at the site given the depth of the existing and proposed subterranean structures.

(h) *Corrosive Soils*

Soil corrosion is a geologic hazard that affects buried metal and concrete structural components that come into direct contact with soil or bedrock. Depending on the chemical constituents of the soil or bedrock, electrochemical corrosion processes can degrade the structural integrity of the buried metal or concrete. Soil corrosion is a complex phenomenon, with a multitude of variables involved. Pitting corrosion and stress-corrosion cracking (SCC) are a result of soil corrosion, which can eventually lead to substantive damage.

As described in the Geotechnical Report, Potential of Hydrogen (pH), resistivity testing, and chloride content testing have been performed during the adjacent geotechnical investigations on representative samples to generally evaluate the corrosion potential to subsurface utilities. The tests indicate that the soils in the area have a pH that range from 6.0 to 7.63, resistivity that ranges from 400 to 1100 ohm-cm, and chloride content that ranges from 0.004 to 0.0095 percent. Based on these results, the soils in the area are considered “severely corrosive” with respect to corrosion of buried ferrous metals. Laboratory tests were performed during the adjacent geotechnical investigations on representative samples to measure the percentage of water-soluble sulfate content. Results indicate that the soils and bedrock in the area have a water-soluble sulfate content ranging from 0.0252 to 0.6 percent, which is considered a “severe” sulfate expose to concrete structures as defined by 2016 California Building Code (CBC) Section 1904.3 and ACI 318-11 Section 4.2 and 4.3.

(i) *Sedimentation and Erosion*

Based on the consideration of the highly developed and paved nature of the Project Site and surrounding areas, and the relatively flat topography, the potential for erosion to occur at the Project Site is considered low.

(j) *Oil Fields and Methane*

According to the California Division of Oil, Gas and Geothermal Resources (DOGGR), the Project Site is not located within the boundaries of an oil field, and no oil wells are located in the immediate vicinity of the Project Site. Furthermore, the Project Site is not located within the boundaries of a City-designated methane zone or a methane buffer zone. Also, soil gas sampling conducted for the Phase I and II Environmental Site Assessment (ESA) for the Project did not detect methane

in the boring samples.<sup>10</sup> Therefore, the potential for methane or other hazardous subsurface gases to be present at the Project Site is low.

### 3. Project Impacts

#### a) Methodology

This analysis of impacts associated with geology and soils is based on the Geotechnical Report prepared for the Project by Geocon and included as Appendix D to the Draft EIR. The Geotechnical Report was based on a site reconnaissance, review of previous geotechnical reports for developments adjacent to the Project Site, information on the City's Navigate LA website and on file at the City's Department of Building and Safety, historic plans, and existing published geologic information as it pertains to the Project.

In addition, the Geotechnical Report discloses that two borings were attempted at the Project Site: one on W. 1st Street immediately adjacent to the northern site boundary; and one on S. Broadway immediately adjacent to the southwest corner of the site. Multiple attempts were made at each boring location; however, the borings could not be advanced more than a few feet beneath the existing ground surface due to the presence of multiple mapped and unmapped underground utilities. However, soil borings were successful (e.g., did not encounter underground utilities) for current hazards investigation per Section IV.F, *Hazards and Hazardous Materials*, of this Draft EIR.

The estimates in the Geotechnical Report of the MCE and peak ground acceleration at the Project Site are based on site-specific design criteria (including seismic design parameters) obtained from the 2016 CBC, the maximum considered earthquake in the L.A. area, and modeling results from the United States Geological Survey (USGS) *U.S. Seismic Design Maps* computer program.

The prior geotechnical investigations reviewed for the Geotechnical Report, which cover sites to the north, south, east and west of the Project Site, are listed below. The first three of these reports included exploratory borings (of up to 81 feet bgs to determine the soil profile, depth to groundwater, etc.) and laboratory testing of collected material (to determine shear strength, grain size, consolidation, plasticity index, corrosivity, and in-situ density, and/or moisture content). The results of these borings and laboratory testing are considered representative of the Project Site because they cover the properties immediately south, east, and west of the Project Site (across the bordering streets), and are therefore utilized in the current Geotechnical Report.

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<sup>10</sup> Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment – LA Times Property, August 28, 2017.

- Geotechnical Investigation, Proposed 1st and Broadway Civic Center Park, 217 West 1st Street, Los Angeles, California, prepared for the City of Los Angeles Technical Engineering Group, dated December 20, 2013.
- Geotechnical Engineering Report, New Police Headquarters Facility, City Block Bounded by First Street on the North, Main Street on the East, Second Street on the South, and Spring Street on the West (120 South Spring Street, 141 South Main Street, and 106 through 132 West First Street), Tract L A C A Map No. 94, Lots PCL 14 and 15 and Ord's Survey Tract, Block 1, Lots 4 and 8), Downtown Los Angeles, prepared by Kleinfelder, dated February 15, 2005.
- Report of Geotechnical Investigation, Proposed Los Angeles Federal Courthouse, Between Broadway and Hill Street and First and Second Streets, Los Angeles, California, Prepared for General Services Administration, San Francisco, California, prepared by MACTEC Engineering and Consulting, dated January 15, 2003.
- Geotechnical Baseline Report Rev. 1a, Regional Connector Transit Corridor Project, Task No. PH2.7.9.14, Prepared for METRO (Contract No. E0119), prepared by The Connector Partnership, dated August 1, 2013.

A final design-level geotechnical report must ultimately be prepared and approved by the City prior to issuance of building permits, and would be based on the final construction and building plans. Based on the ground conditions and building design, the Geotechnical Report includes specific recommendations for Project Site preparation, excavation, foundation design, and shoring/retaining wall specifications. The Geotechnical Report also recommends that confirmatory borings be performed subsequent to demolition of the existing site structures to verify the assumptions and the recommendations presented herein. Additional and/or revised recommendations may be necessary based on the findings of that exploration.

## **b) Thresholds of Significance**

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (*CBIA v. BAAQMD*), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project.

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines (*CEQA Guidelines*) and the California Supreme Court's decision in *CBIA v. BAAQMD*, the Project would have a significant impact related to geology and soils if it would:

- 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 based on other substantial evidence of a known fault, caused in whole or in part by the Project's exacerbation of the existing environmental conditions. Refer to Division of Mines and Geology Special Publication 42;
  - ii. Strong seismic ground shaking caused in whole or in part by the Project's exacerbation of the existing environmental conditions;
  - iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the Project's exacerbation of the existing environmental conditions; or
  - iv. Landslides, caused in whole or in part by the Project's exacerbation of the existing environmental conditions;
- b) Result in substantial soil erosion or the loss of topsoil;
- c) 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 caused in whole or in part by the Project's exacerbation of the existing environmental conditions;
- d) Be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the Project's exacerbation of the existing environmental conditions; or
- 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.

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 City of Los Angeles CEQA Thresholds Guide (*Thresholds Guide*), as appropriate, to assist in answering the Appendix G Threshold questions. The City's *Thresholds Guide* criteria for landform

alteration has no equivalent Appendix G threshold and will be analyzed following the evaluation of Appendix G ‘threshold e’.

The *Thresholds Guide* identifies the following criteria to evaluate geology and soils:

#### *Geologic Hazards*

- Cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury.

#### *Sedimentation and Erosion*

- Constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or
- Accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.

#### *Landform Alteration*

- Cause one or more distinct and prominent geologic or topographic features to be destroyed, permanently covered, or materially and adversely modified as a result of the project. Such features may include, but are not limited to, hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, and wetlands.

## **c) Project Design Features**

The following Project Design Features (PDFs) are proposed with regard to geology and soils:

**PDF-GEO-1:** To determine if seismic upgrades are warranted for the Times and Plant Buildings, a qualified seismic engineer will prepare a Feasibility Study (Phase 1) that identifies: (1) existing structural system limitations; (2) assessment of the existing structural systems and findings regarding what upgrades would be required and renovation concepts; (3) a narrative summary and concept sketches of the various mandatory upgrade alternatives that could be implemented; and (4) identify voluntary upgrades that could be pursued to improve seismic performance.

Following Phase 1, and once a more developed concept of the existing buildings is developed, a Seismic Evaluation (Phase 2) will be prepared that provides: (1) a detailed assessment of the final programming concepts; (2) mandatory upgrade/evaluation requirements; (3) a detailed evaluation of the Times and Plant Buildings; and (3) a schematic design of the mandatory/voluntary upgrades. The schematic design of the mandatory/voluntary upgrades will be reviewed by a qualified historic

preservation consultant to support compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, with a letter report verifying that the upgrades would comply with the Secretary of the Interior's Standards provided by the historic preservation consultant to LADBS.

Upon completion of both phases, the Applicant and seismic engineer will coordinate with LADBS to review and approve the approach, findings, and recommendations of the reports. All the above will occur prior to the issuance of building permits for the Project.

**PDF-GEO-2:** The foundations for the proposed new buildings will extend to, and shall derive support from, the underlying competent bedrock.

### **d) Analysis of Project Impacts**

The Project is typical of urban environments and would not involve mining operations, deep excavation into the earth, or boring of large areas creating unstable seismic conditions or stresses in Earth's crust. Furthermore, as discussed above, there are no active or potentially active faults that underlie the Project Site. Accordingly, as discussed in detail below, the Project would not exacerbate seismic conditions or other geologic conditions on the Project Site or vicinity, and, as such, impacts related to surface ground rupture, strong seismic ground shaking, liquefaction, and seismically induced settlement would be less than significant. In addition, as discussed in detail below, the Project would not cause, accelerate, or exacerbate in whole or in part existing geologic hazards, including instability from erosion, that would result in substantial damage to structures, infrastructure, or other properties or expose people to substantial risk or injury.

In addition, the following analysis summarizes the recommendations of the Geotechnical Report. As indicated previously, a final geotechnical report would be required for the Project in accordance with state and local regulations. This final geotechnical report is a regulatory requirement that will take into account and address the recommendations of the Geotechnical Report, as may be modified by additional geotechnical investigations such as any additional borings conducted as part of the final geotechnical report.

***Threshold 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 based on other substantial evidence of a known fault, caused in whole or in***



***part by the Project's exacerbation of the existing environmental conditions. Refer to Division of Mines and Geology Special Publication 42;***

As indicated previously, the Project Site is not located within a currently established state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards, and no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Thus, the potential for surface ground rupture at the Project Site is considered low. **Therefore, the Project would not exacerbate existing environmental conditions related to fault rupture, and the impact would be less than significant.**

***ii. Strong seismic ground shaking caused in whole or in part by the Project's exacerbation of the existing environmental conditions;***

As indicated previously, the Project Site is located within the seismically active Southern California region, with the most likely sources for seismic ground shaking the Elysian Park Blind Thrust, Puente Hills Blind Thrust, Hollywood and Santa Monica Faults, and Raymond Fault, all located within 10 miles of the Project Site. The Project would not exacerbate existing environmental conditions related to seismic ground shaking at the Project Site because the Project would not involve mining operations, deep excavation into the earth, or boring of large areas creating unstable seismic conditions that would exacerbate ground shaking. Furthermore, as discussed above, no active or potentially active faults are known to pass directly beneath the Project Site as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Therefore, the following discussion about building and seismic codes is provided for informational purposes.

Moderate to strong ground shaking of an estimated 6.66 MCE, with a peak ground acceleration of 0.920g, could occur at the Project Site associated with an earthquake along these or other local or regional faults. Under the CBC's Seismic Design Parameters, the design value for building construction is based on mapped spectral response acceleration parameters that take into account ground motion, use, and other factors. The Project Site is evaluated at Site Class C, which means that, per the CBC, structures must be designed to meet specified CBC design standards for this level of seismic risk.<sup>11</sup>

As discussed above, a Project Site-specific preliminary geotechnical investigation was conducted at the Project Site to evaluate the soils, potential levels of ground shaking that could occur, and determined that development on the Project Site was feasible. The Project Site's seismic characteristics were evaluated per the guidelines set forth in Chapter 16, Section 1613 of the City's Building Code and was determined to be a Site Class C. Using the 2016 edition of the CBC, site-

<sup>11</sup> Geocon West, Inc., Preliminary Geotechnical Investigation, page 10.

specific geologic conditions, and the results of shear wave velocity measurements, the Geotechnical Report concluded that neither soil nor geologic conditions were encountered that would preclude construction of the Project with implementation of the Geotechnical Report's design recommendations, standard engineering approaches, conformance with current building codes, and ensuring that the foundations of the proposed buildings derive support from the underlying bedrock.

Based on the Geotechnical Report, the Project Site is suitable for development and the Project may be constructed with implementation of the recommendations in the Geotechnical Report and using standard, accepted, and proven engineering practices considering the seismic shaking potential and geologic conditions at the Project Site. As with other development projects in the Southern California region, the Project would comply with the Los Angeles Building Code, which incorporates current seismic design provisions of the 2016 California Building Code, with City amendments, to minimize seismic impacts. The 2016 California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and maximize earthquake safety. LADBS is responsible for implementing the provisions of the Los Angeles Building Code which requires the submittal of soils and engineering reports in connection with grading in excess of 5,000 cubic yards. The Project would also be required to comply with the permitting requirements of LADBS. Pursuant to LAMC Section 91.7006, the Project would be required to provide a final, site-specific geotechnical report, subject to LADBS review and approval prior to the issuance of grading permits. The final geotechnical report would include the preliminary recommendations of the Geotechnical Report, and its final recommendations from that report would be enforced by LADBS for the construction of the Project.

The final geotechnical report will be used for final design of the foundation system for the structures and will take into consideration the engineering properties beneath the proposed structures and the projected loads. The final geotechnical report would specify exact design coefficients that are needed by structural engineers to determine the type and sizing of structural building materials. Development of the Project would be subject to the specific performance criteria recommended in the final geotechnical report, in addition to all applicable State and local codes and building standards. The final geotechnical report would be prepared by a registered and licensed civil engineer, or certified engineering geologist, and include appropriate measures to minimize seismic hazards and ensure structural safety of the proposed structures.

The final geotechnical report would implement the design, installation, testing, and performance standard recommendation in Section 8 of the Geotechnical Report, included as Appendix E of this Draft EIR, during construction. The recommendations include temporary dewatering, soil and excavation

characteristics, foundation design, and anchor installation. Compliance with the recommendations would be ensured through both inclusion of these requirements in the grading and building plans to be submitted as part of Grading Building Permit approval, and City inspections of grading and construction activities.

**Therefore, through compliance with regulatory requirements and site-specific geotechnical recommendations contained in a final design-level geotechnical engineering report (including the recommendations in the preliminary geotechnical report), the Project would not cause or accelerate geologic hazards related to strong seismic ground shaking, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Therefore, development of the Project would not cause or exacerbate existing seismic conditions on the Project Site, and potential impacts related to strong seismic ground shaking would be less than significant.**

The Times, Plant, and Mirror Buildings would be rehabilitated and adaptively reused as a part of the Project. The Mirror Building was seismically retrofitted in 2001 and meets the current building code. It is unknown at this time whether the Times and Plant Buildings would require seismic retrofitting or other structural improvements as a part of the Project. This is because the extent of rehabilitation of the buildings is currently unknown and the need for seismic retrofitting or other structural improvements is dependent on several factors identified in the 2017 City of Los Angeles Existing Building Code, including:

- Changes in Occupancy resulting in increases in Seismic Risk Category (Sections 317.3, 407.4);
- Additions or alterations resulting in increases in seismic forces or reductions in strength of the existing seismic force resisting systems (SFRS) in excess of 10 percent, (Sections 317.3, 402.4 and 403.4);
- Total construction cost or building improvements in excess of 25 percent of the building replacement costs. The 25 percent threshold does not include cost of furnishings, fixtures and equipment, or normal maintenance, but is inclusive of the cumulative changes for past modifications to the building that occurred after adoption of the 1995 California Building Code and did not require seismic retrofit (Section 317.3); or
- Additions or alterations resulting in increases in gravity forces (dead or live loads) or reductions in strength of the existing gravity force resisting systems in excess of 5 percent (Section 402.3 and 403.3).<sup>12</sup>

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<sup>12</sup> Glotman Simpson Consulting Engineers, LA Times Existing Buildings – Ongoing Assessment, correspondence dated August 18, 2017.

As described further in Section IV.C, *Cultural Resources*, any rehabilitation of these buildings would be in compliance with Secretary of the Interior Standards for the rehabilitation of historic buildings. As a part of the Project, PDF-GEO-1 would be implemented to identify any upgrades that would be required to the existing buildings to remain as a part of the Project, provide a schematic design of upgrades, and coordinate with LADBS for review and approval of the proposed concept.

***iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the Project's exacerbation of the existing environmental conditions;***

As indicated previously, the State of California Seismic Hazard Zone Map for the Los Angeles Quadrangle (CGS, 2017; CDMG, 1999) indicates that the site is located in an area identified as having a potential for liquefaction (see Figure 7, Seismic Hazard Zone Map, in the Geotechnical Report). However, per one of the seismic safety recommendations from the Geotechnical Report summarized above, which is required to be included in the final geotechnical report for the Project, the foundations for the proposed tower structures and subterranean levels would extend through the alluvial soils and into bedrock which is not susceptible to liquefaction or lateral spreading. In addition, historic drawings of the three structures to remain (Mirror Building, Plant Building, and Times Building) indicate that existing foundations appear to derive support in bedrock. Therefore, based on the anticipated depth of bedrock (20 to 25 feet below existing ground surface) and the historical perched groundwater depth of 20 to 25 feet, liquefaction and associated ground deformation, including lateral spreading, is not considered a potential hazard for the proposed structures or existing structures to remain. **Therefore, development of the Project would not cause or exacerbate existing liquefaction conditions on the Project Site, and the impact would be less than significant.**

In addition to liquefaction, the Geotechnical Report has identified that the Project may be subject to groundwater seepage during construction excavation activities. The presence of groundwater seepage within the excavation may soften and weaken the bedrock depending on the duration of the exposure, thereby causing seismic-related ground failure. Given that seepage was recorded during the borings conducted for the adjacent development projects and that the subterranean levels of the proposed buildings extend below the historic high groundwater depth of 20 to 25 feet bgs, which make it susceptible to hydrostatic pressures, there is the potential for seismic-related ground failure due to seepage. However, the recommendations regarding this issue from the Geotechnical Report would be included in the final geotechnical report and would be implemented as a part of the Project. Potential recommendations from the Geotechnical Report that address groundwater seepage include temporary dewatering, slab upgrades

during construction to support the floor slab, permanent dewatering, and modification of structural design to avoid permanent dewatering.

**Therefore, development of the Project would not cause or exacerbate existing seismic-related ground failure conditions due to seepage at the Project Site and the impact would be less than significant.**

#### (1) Foundation Impacts on Existing and Future Adjacent Structures

Construction of the foundations of the North and South Towers, and associated podium and subterranean parking, would require special consideration with respect to shoring, underpinning, surcharge loads, and soil structure interaction when considered in relation to the existing foundations of the Times, Plant, and Mirror Buildings on the eastern portion of the Project Site. The existing buildings include subterranean levels and foundation elements that are shallower than those of the bottoms of the proposed North and South Towers, and associated podium and subterranean parking. Historic foundation drawings from the construction of the Plant and Times Building and renovation drawings for the Mirror Building indicate that these existing structures are supported on a combination of belled caissons and conventional foundations at varying elevations, all of which appear to derive support in bedrock. In order to ensure that the Project's foundation design does not conflict with those of the existing structures, the Geotechnical Report recommends that Project construction-related excavation activities adjacent to the Times, Mirror, and Plant Buildings and the Metro Station and tunnels occur in accordance with shoring, underpinning, surcharge loads, and soil-structure interaction recommendations of the final geotechnical report designed to protect the stability of the adjacent buildings. With implementation of this recommendation, which would be addressed in the final geotechnical report, the stability of the foundations of the existing on-site adjacent buildings to remain under the Project would be maintained.

In addition to the existing foundations on the Project Site, construction of the North and South Towers, and associated podium and subterranean parking, would need to consider the development to the south. As a part of the Metro Regional Connector Transit Corridor Project, a Metro station and tunnels for the regional connector are currently being constructed along W. 2nd Street, adjacent to the Project's southern border. Due to the preliminary nature of the Project's design at this time, it is unknown if the North and South Towers, and associated podium and subterranean parking would be shallower or deeper than the Metro station and associated tunnels (see Site Plan and Geologic Sections, Figures 2 and 4, of the Preliminary Geotechnical Report). The Metro Station and tunnels are reported to have a lowest excavation bottom of approximately 199 feet above MSL (e.g., approximately 88 ft bgs) adjacent to the Project Site, as compared to the lowest levels of the proposed Project structures which would reach approximately 210

feet above MSL (e.g., approximately 90 feet bgs). Given the proximity to the Metro Station and tunnels, and as required by the City's ZO No. 1117, the Project would be required to comply with Metro's Design Criteria and Standards, Volume III – Adjacent Construction Design Manual, as well as the City's ZI No. 1117.<sup>13</sup> As detailed in the manual, any projects within 100 feet of a Metro Rail construction would be required to submit engineering drawings and calculations for Metro's review. Compliance with this requirement would ensure that foundations would be designed to prevent surcharge on the adjacent Metro Station and tunnels.

**Based on the above, development of the Project would not cause or exacerbate existing seismic-related ground failure conditions at adjacent properties, and the impact would be less than significant.**

See Section IV.J, *Noise*, of this Draft EIR, for an analysis of Project construction-related vibration impacts on the on-site historical resources.

***iv. Landslides, caused in whole or in part by the Project's exacerbation of the existing environmental conditions;***

As discussed in Section IV.F, *Impacts Found not to be Significant*, of this Draft EIR, and in the Initial Study (Appendix A), the Project Site is not located within a City-designated Hillside Grading Area, is not subject to the City's Hillside Ordinance, and is not located in a City-designated Landslide area.<sup>14,15</sup> Furthermore, the Project Site is located in an urbanized area in which the Project Site and surrounding uses are entirely paved and impermeable, not allowing water to seep into the underlying formation. The Project Site is not located in proximity to any natural mountains or steep slopes and, as well as the surrounding area, does not have a history of landslides. Potential for landslides to occur on or near the Project Site is minimal or nonexistent. Thus, the Project would have no impact with respect to Threshold a.iv). No impacts with regards to landslides caused in whole or in part by the Project's exacerbation of the existing environmental conditions would occur, and no further analysis is required.

***Threshold b) Would the Project result in substantial soil erosion or the loss of topsoil?***

The Project Site is located in a highly urbanized area of the City and is currently fully developed with urban uses. As described above, the Project Site is underlain by a thin layer of imported fill and then alluvium rather than native topsoil. Project

<sup>13</sup> City of Los Angeles Department of Building and Safety, ZI No. 1117, September 26, 2016, <http://zimas.lacity.org/documents/zoneinfo/ZI1117.pdf>. Accessed December 2018.

<sup>14</sup> City of Los Angeles, Zone Information and Map Access System (ZIMAS), <http://zimas.lacity.org>. Accessed December 2018.

<sup>15</sup> City of Los Angeles General Plan Safety Element, Exhibit C: Landslide Inventory & Hillside Areas, <http://cityplanning.lacity.org/cwd/gnlpln/safteyelt.pdf>. Accessed on December 2018.

construction would result in ground disturbance during excavation, grading, and trenching that would expose this layer and potentially result in erosion. Wind erosion would be minimized through soil stabilization measures required by the SCAQMD Rule 403 (Fugitive Dust), such as daily watering, as discussed in more detail in Section IV.B, *Air Quality*. Water erosion would be reduced by implementation of standard erosion control measures implemented during site preparation and grading activities, as discussed in more detail in Section IV.H, *Hydrology and Water Quality*. As described therein, the Project would be subject to all existing regulations associated with the protection of water quality (including erosion- and sedimentation-reducing measures). In addition, construction activities would be carried out in accordance with applicable City standard erosion control practices required pursuant to the CBC and the requirements of the National Pollutant Discharge Elimination System (NPDES) General Construction Permit issued by the Los Angeles Regional Water Quality Control Board (LARWQCB), as applicable. Consistent with these requirements, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared that incorporates Best Management Practices (BMPs) to control water erosion during the Project's construction period. Following Project construction, the Project Site would be covered completely by paving, structures, and landscaping. **With implementation and compliance with applicable regulatory requirements, the Project would not result in substantial erosion or the loss of topsoil. Impacts related to the erosion of topsoil would be less than significant.**

***Threshold 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 caused in whole or in part by the project's exacerbation of existing environmental conditions?***

## (2) Liquefaction

As described under Impact a), above, the Project Site is located within an area with the potential for liquefaction. However, with implementation of the recommendations in the preliminary geotechnical report, which are required to be addressed in the final geotechnical report, the Project would not exacerbate existing environmental conditions related to liquefaction, and impacts would be less than significant.

## (3) Lateral Spreading

Given the lack of sloping ground at the Project Site, and proposed PDF-GEO-2 which requires the foundations for the proposed tower structures and subterranean levels to extend through the alluvial soils into the bedrock which is not susceptible to lateral spreading, the lateral spreading hazard to the Project Site is considered

low. Therefore, the Project would not exacerbate existing environmental conditions related to lateral spreading, and impacts would be less than significant.

#### (4) Settlement, Subsidence, and Collapse

The Project Site has a low potential for seismically-induced settlement, is not located with an area of known ground subsidence, and no large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring on or within the vicinity of the Project Site that could lead to subsidence. Therefore, impacts related to settlement and subsidence would be less than significant.

With respect to hydroconsolidation (i.e., collapse), based on the anticipated depth of bedrock at the Project Site of 20 to 25 ft bgs and standard grading practices, which typically remove and re-compact potential compressive soils, the Geotechnical Report concludes that collapse is not a potential hazard at the Project Site. **Therefore, the Project would not exacerbate existing environmental conditions related to seismically-induced settlement, subsidence, or hydroconsolidation (collapse). Impacts would be less than significant.**

***Threshold d) Would the Project be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the Project exacerbation of the existing environmental conditions?***

#### (5) Expansive Soils

The Project Site is underlain by artificial fill, alluvium (approximately 20 feet deep combined), and bedrock. The alluvium is composed of flood plain deposits, which may be susceptible to expansion, and granular stream channel deposits. Because of the potential for perched groundwater and some clay in the soil at the Project Site, soil expansion could occur at the Project Site. If soil expansion were to occur at the Project Site, it could damage the proposed structures and utility infrastructure. However, the Project would be required to comply with CBC Section 1803.5.3, which requires that in areas likely to have expansive soil, the building official shall require soil tests to determine where such soils exist, and should such soils exist, special soil removal, compaction and overfill requirements set forth in the CBC would be required to remediate the issue. Furthermore, per the Geotechnical Report, based on the depth of the proposed subterranean levels and anticipated building loads, the proposed structures would not be prone to the effects of expansive soils. **Therefore, the Project would not exacerbate existing environmental conditions related to expansive soils, and impacts would be less than significant.**



## (6) Corrosive Soils

As described above, soils were tested in the Project vicinity during geotechnical investigations conducted for adjacent projects. These tests identify that soils within the area contain high levels of chloride and water-soluble sulfate and that the soils in the area are considered “severely corrosive” with respect to corrosion of buried ferrous metals. As a part of the Project, the Geotechnical Report recommends that if corrosion sensitive improvements are planned, a corrosion engineer shall be retained to evaluate the corrosion test results for the adjacent properties contained in Appendices A through D of the Geotechnical Report, and identify necessary precautions to avoid premature corrosion of buried metal pipes and concrete structures in direct contact with the soil, and that this evaluation shall be conducted, if required, after structure design but before Building Permit approval, with the results shared with and approved by LADBS. This recommendation would be included in the required final geotechnical report for the Project to address the issue of corrosive soils.

**Therefore, development of the Project would not cause or exacerbate existing environmental conditions related to corrosive soils at the Project Site, and impacts would be less than significant.**

***Threshold e) Would the Project 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?***

As discussed in Section VI.F, *Impacts Found not to be Significant*, of this Draft EIR, and in the Initial Study (Appendix A), the Project is currently served, and would continue to be served, by the City’s sewer system and would have no impact related to the use of septic tanks or alternative waste water systems. Thus, the Project would have no impact with respect to Threshold e). **No impacts with regards to soils incapable of adequate supporting septic tanks or alternative waste disposal systems would occur and no further analysis is required.**

***Threshold f) Would the Project cause one or more distinct and prominent geologic or topographic features to be destroyed, permanently covered, or materially and adversely modified?***

The Project Site is flat and fully developed with buildings – there are no distinct and prominent geologic or topographic features. **Therefore, the Project would not destroy, permanently cover, or materially and adversely modify such features, and no impact related to landform alteration would occur.**

## **e) Cumulative Impacts**

Chapter III, *General Description of Environmental Setting*, of this Draft EIR provides a list of projects that are planned or are under construction in the Project study area. The related projects primarily reflect infill development within the downtown Los Angeles area and surrounding communities. Generally, the geographic context for cumulative analysis of potential geology and soils impacts encompasses the greater Los Angeles Basin because the Los Angeles Basin is subject to similar seismic activity and related hazards. Seismic hazards can vary widely within the Los Angeles Basin as underlying conditions and proximity to an earthquake can present different levels of susceptibility to damage and injury to occupants. Development at the Project Site and elsewhere in the region could expose additional people and structures to potentially adverse effects associated with earthquakes, including seismic ground shaking. However, site-specific geotechnical studies required by local agencies in accordance with current building code standards would determine how future development projects must be designed to minimize the risk of loss, injury, or death involving earthquakes. Building code standards are based on the latest developments in seismic design and are routinely updated to include the best available science. Therefore, current and future development would be constructed in accordance with the most advanced seismic design standards.

More specifically, there are two related projects located immediately across the public streets from the Project Site that are analyzed for potential cumulatively effects, including: (1) the City of Los Angeles First and Broadway Civic Center Park currently under construction north of the Project Site across W. 1st Street; and (2) the Metro 2nd and Broadway Station currently under construction south of the Project Site across W. 2nd Street. The excavations for the Project would be separated from any eventual excavation associated with the park and Metro Station by the referenced streets, and like the Project, these two related projects would be designed and constructed per the shoring, below-grade retaining wall, foundation and other recommendations of the required geotechnical investigations for these projects as well as the latest seismic safety and building standards, including applicable state and local building codes, all of which will/have been formulated to provide adequate protection for both the subject development and adjacent development. Thus, there would be no potential for combined incremental geology and soils impacts between the Project, the park, Metro Station, or the other related projects.

Furthermore, with regard to the Metro 2nd and Broadway Station project, while the proposed Project and the station portion of this related project would be separated from one another by W. 2nd Street, the Metro Station project would include a station and other subterranean tunnels closer to the Project within the W. 2nd Street right-of-way and, as discussed previously, excavations for both projects would extend to approximately 88 to 90 feet bgs. These factors could potentially

lead to adverse geologic and soils interactions between the two projects during excavation and other construction activities according to comments received from Metro on the proposed Project. However, Project construction-related excavation activities adjacent to the Metro Station and associated tunnels would occur in accordance with shoring, underpinning, surcharge loads, and soil-structure interaction recommendations included in the Geotechnical Report, which must be included in the final geotechnical report, as well as any new recommendations in the final geotechnical report. In addition, the Project would be required to comply with Metro's Design Criteria and Standards, Volume III – Adjacent Construction Design Manual. As detailed in the manual, any projects within 100 feet of a Metro Rail construction would be required to submit engineering drawings and calculations for Metro's review. Compliance with this requirement would ensure that foundations would be designed to prevent surcharge on the adjacent Metro Station and tunnels. Implementation of these recommendations and requirements would avoid substantial adverse cumulative geology and soils interactions between the two projects during construction.

**Therefore, the Project would not have a cumulatively considerable geology and soils impact when viewed in connection with the potential effects of the related projects. Cumulative impacts related to geology and soils would be less than significant.**

#### **f) Mitigation Measures**

No mitigation measures are required.

#### **g) Level of Significance After Mitigation**

The Project would not exacerbate existing environmental conditions related to geology and soils, with compliance with applicable regulatory requirements, and with implementation of the proposed Project Design Features. Impacts would be less than significant.

## **IV. Environmental Impact Analysis**

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### **E. Greenhouse Gas Emissions**

#### **1. Introduction**

This section of this Draft EIR addresses greenhouse gas (GHG) emissions that would be associated with construction and operation of the Project, inclusive of mandatory and voluntary energy and resource conservation measures that have been incorporated into its design. The analysis also addresses consistency of the Project with applicable regulations, plans, and policies set forth by the State of California, Southcoast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), and the City of Los Angeles to reduce GHGs. The Project's potential contributions to global climate change are identified. Details regarding the GHG analysis are provided in the Greenhouse Gas Technical Report (GHG Technical Report) provided in Appendix F of this Draft EIR.

#### **2. Environmental Setting**

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) GHG emissions is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. The extent to which increased concentrations of GHGs have caused or will cause climate change and the appropriate actions to limit and/or respond to climate change are the subject of significant and rapidly evolving regulatory efforts at the federal and state levels of government.

GHGs are compounds in the Earth's atmosphere which play a critical role in determining temperature near the Earth's surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy which is radiated back from the Earth towards space, resulting in a warming of the atmosphere. Not all GHGs possess the same ability to induce climate change; as a result, GHG contributions are commonly quantified in the units of equivalent mass of carbon dioxide (CO<sub>2</sub>e). Mass emissions are calculated by converting pollutant specific emissions to CO<sub>2</sub>e

emissions by applying the proper global warming potential (GWP) value.<sup>1</sup> These GWP ratios are provided by the Intergovernmental Panel on Climate Change (IPCC) in its Fourth Assessment Report (AR4).<sup>2</sup> By applying the GWP ratios, project-related CO<sub>2</sub>e emissions can be tabulated in metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO<sub>2</sub> over a 100-year period is used as a baseline. The CO<sub>2</sub>e values are calculated for construction years as well as existing and project build-out conditions in order to generate a net change in GHG emissions for construction and operation. Compounds that are regulated as GHGs are discussed below.

- Carbon Dioxide (CO<sub>2</sub>): CO<sub>2</sub> is the most abundant anthropogenic GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO<sub>2</sub> is the reference gas (GWP of 1) for determining the GWPs of other GHGs.
- Methane (CH<sub>4</sub>): CH<sub>4</sub> is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, anaerobic decomposition of organic matter in landfills, manure management, and leaks in natural gas pipelines. The GWP of CH<sub>4</sub> is 21 in the IPCC SAR and 25 in the IPCC AR4.
- Nitrous Oxide (N<sub>2</sub>O): N<sub>2</sub>O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N<sub>2</sub>O is 310 in the IPCC SAR and 298 in the IPCC AR4.
- Hydrofluorocarbons (HFCs): HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. The GWPs of HFCs range from 140 for HFC-152a to 11,700 for HFC-23 in the IPCC SAR and 124 for HFC-152a to 14,800 for HFC-23 in the IPCC AR4.
- Perfluorocarbons (PFCs): PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum

<sup>1</sup> GWPs and associated CO<sub>2</sub>e values were developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). The California Air Resources Board (CARB) reports GHG emission inventories for California using the GWP values from the IPCC AR4. Therefore, the analysis below reflected the GWP values from IPCC AR4. Although the IPCC has released AR5 with updated GWPs, CARB reports the statewide GHG inventory using the AR4 GWPs, which is consistent with international reporting standards.

<sup>2</sup> Intergovernmental Panel on Climate Change, Fourth Assessment Report, The Physical Science Basis, Table 2.14, 2007, [https://www.ipcc.ch/publications\\_and\\_data/ar4/wg1/en/ch2s2-10-2.html](https://www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html). Accessed December 2018.

production and semiconductor manufacturing. The GWPs of PFCs range from 6,500 to 9,200 in the IPCC SAR and 7,390 to 17,700 in the IPCC AR4.

- Sulfur Hexafluoride (SF<sub>6</sub>): SF<sub>6</sub> is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF<sub>6</sub> has a GWP of 23,900 in the IPCC SAR and 22,800 in the IPCC AR4.

## a) Regulatory Framework

### (1) Federal

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO<sub>2</sub> gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

#### (a) Clean Air Act

In *Massachusetts v. Environmental Protection Agency* (Docket No. 05–1120), the United States Supreme Court held in April of 2007 that the USEPA has statutory authority under Section 202 of the Clean Air Act (CAA) to regulate GHGs. The Court did not hold that the USEPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA. The USEPA adopted a Final Endangerment Finding for the six defined GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub>) on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a)(1) of the CAA consistently with the United States Supreme Court decision. The USEPA also adopted a Cause or Contribute Finding in which the USEPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

(b) *Energy Independence and Security Act*

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.<sup>3</sup>

(c) *Executive Order 13432*

In response to the *Massachusetts v. Environmental Protection Agency* ruling, the President signed Executive Order 13432 on May 14, 2007, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation.

(d) *Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards*

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal

<sup>3</sup> A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards (CAFE)<sup>4</sup> and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO<sub>2</sub> per mile by model year 2016, based on USEPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO<sub>2</sub> per mile. According to the USEPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.<sup>5</sup> In 2017, the USEPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

In August 2018, the USEPA and NHTSA proposed the Safer Affordable Fuel-Efficient Vehicles Rule that would, if adopted, maintain the CAFE and CO<sub>2</sub> standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO<sub>2</sub> standards for model year 2020 are 43.7 mpg and 204 grams of CO<sub>2</sub> per mile for passenger cars and 31.3 mpg and 284 grams of CO<sub>2</sub> per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. The proposal, if adopted, would also exclude CO<sub>2</sub>-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020.<sup>6</sup>

## (2) State of California

### (a) *California Air Resources Board*

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards [CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as

<sup>4</sup> The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S. Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.

<sup>5</sup> United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012, <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF>. Accessed December 2018.

<sup>6</sup> National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA), 2018. Federal Register / Vol. 83, No. 165 / Friday, August 24, 2018 / Proposed Rules, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks 2018. Available at: <https://www.gpo.gov/fdsys/pkg/FR-2018-08-24/pdf/2018-16820.pdf>. Accessed December 2018.



hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2004, the California Air Resources Board (CARB) adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (Title 13 California Code of Regulations [CCR], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by the CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models. Refer to Section IV.B, *Air Quality*, of this Draft EIR for additional details regarding these regulations. While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

(b) *California Greenhouse Gas Reduction Targets*

(i) *Executive Order S-3-05*

Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05,<sup>7</sup> the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

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<sup>7</sup> Center for Climate Strategies, Executive Order S-3-05, <http://www.climatestrategies.us/library/library/download/294>. Accessed December 2018.

In accordance with Executive Order S-3-05, the Secretary of CalEPA is required to coordinate efforts of various agencies, which comprise the California Climate Action Team (CAT), in order to collectively and efficiently reduce GHGs. These agencies include CARB, the Secretary of the Business, Transportation and Housing Agency, Department of Food and Agriculture, the Resources Agency, the California Energy Commission, and the Public Utilities Commission. The CAT provides periodic reports to the Governor and Legislature on the state of GHG reductions in the state as well as strategies for mitigating and adapting to climate change. The first CAT Report to the Governor and the Legislature in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. The 2010 CAT Report, finalized in December 2010, expands on the policies in the 2006 assessment.<sup>8</sup> The new information detailed in the CAT Report includes development of revised climate and sea-level projections using new information and tools that became available and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts.

(ii) *Executive Order B-30-15*

On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

(c) *California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006*

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code [HSC], Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub> and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has

<sup>8</sup> California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2010, <http://www.energy.ca.gov/2010publications/CAT-1000-2010-005/CAT-1000-2010-005.PDF>. Accessed December 2018.

the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

(i) *Senate Bill 32 and Assembly Bill 197*

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

(ii) *Climate Change Scoping Plan (2008)*

A specific requirement of AB 32 was to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (Health and Safety Code section 38561 (h)). CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap.<sup>9</sup> The initial Scoping Plan was approved in 2008, and contains a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives.<sup>10</sup>

In its Climate Change Scoping Plan, CARB has acknowledged that land use-driven emissions are highly complex: "While it is possible to illustrate the [GHG] inventory many different ways, no chart or graph can fully display how diverse economic sectors fit together. California's economy is a web of activity where seemingly independent sectors and subsectors operate interdependently and often synergistically."<sup>11</sup> GHG emissions and reductions in the land use sector are complicated to assess given that emissions are influenced by reduction measures separate from the land use sector, such as the Low Carbon Fuel Standard (LCFS),<sup>12</sup> vehicle emissions standards, and entities regulated under the Cap-and-Trade program<sup>13</sup> including refineries and utility providers. These measures will affect other sectors of the economy and will also impact existing development in addition to new land use development.

<sup>9</sup> California Air Resources Board, Initial AB 32 Climate Change Scoping Plan Document, <https://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>. Accessed December 2018.

<sup>10</sup> California Air Resources Board, Initial AB 32 Climate Change Scoping Plan Document.

<sup>11</sup> California Air Resources Board, Climate Change Scoping Plan, December 2008, [https://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](https://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). Accessed December 2018.

<sup>12</sup> Refer to subsection IV.E.2.a)(2)(e) for additional details.

<sup>13</sup> Refer to subsection IV.E.2.a)(2)(h) for additional details.

As required by HSC Division 25.5, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was originally set at 427 million metric tons of CO<sub>2</sub>e (MMTCO<sub>2</sub>e) using the GWP values from the IPCC SAR. CARB also projected the state's 2020 GHG emissions under no-action-taken (NAT) conditions – that is, emissions that would occur without any plans, policies, or regulations to reduce GHG emissions. CARB originally used an average of the state's GHG emissions from 2002 through 2004 and projected the 2020 levels at approximately 596 MMTCO<sub>2</sub>e (using GWP values from the IPCC SAR). Therefore, under the original projections, the state must reduce its 2020 NAT emissions by 28.4 percent in order to meet the 1990 target of 427 MMTCO<sub>2</sub>e.

*(iii) First Update to the Climate Change Scoping Plan (2014)*

The First Update to the Scoping Plan was approved by CARB in May 2014 and builds upon the initial Scoping Plan with new strategies and recommendations.<sup>14</sup> In 2014, CARB revised the target using the GWP values from the IPCC AR4 and determined that the 1990 GHG emissions inventory and 2020 GHG emissions limit is 431 MMTCO<sub>2</sub>e. CARB also updated the State's 2020 NAT emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were recently adopted for motor vehicles and renewable energy. CARB's projected statewide 2020 emissions estimate using the GWP values from the IPCC AR4 is 509.4 MMTCO<sub>2</sub>e.

Therefore, the emission reductions necessary to achieve the 2020 emissions target of 431 MMTCO<sub>2</sub>e would be 78.4 MMTCO<sub>2</sub>e, or a reduction of GHG emissions by approximately 15.4 percent. In the 2017 Climate Change Scoping Plan, CARB provides the estimated projected statewide 2030 emissions and the level of reductions necessary to achieve the 2030 target of 40 percent below 1990 levels. CARB's projected statewide 2030 emissions takes into account 2020 GHG reduction policies and programs.

*(iv) 2017 Climate Change Scoping Plan*

In response to the 2030 GHG reduction target, CARB adopted the 2017 Climate Change Scoping Plan at a public meeting held in December 2017.<sup>15</sup> The 2017 Scoping Plan outlines the strategies the State will implement to achieve the 2030

<sup>14</sup> California Air Resources Board, First Update to the AB 32 Scoping Plan, [https://www.arb.ca.gov/cc/scopingplan/2013\\_update/first\\_update\\_climate\\_change\\_scoping\\_plan.pdf](https://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf). Accessed December 2018.

<sup>15</sup> California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017, [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf). Accessed December 2018.

GHG reduction target of 40 percent below 1990 levels, which build on the Cap-and-Trade Regulation,<sup>16</sup> the LCFS,<sup>17</sup> improved vehicle, truck and freight movement emissions standards, increasing renewable energy, and strategies to reduce methane emissions from agricultural and other wastes by using it to meet our energy needs. The 2017 Scoping Plan also addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors. The 2017 Scoping Plan considered the Scoping Plan Scenario and four alternatives for achieving the required GHG reductions but ultimately selected the Scoping Plan Scenario.

CARB states that the Scoping Plan Scenario “is the best choice to achieve the State’s climate and clean air goals.”<sup>18</sup> Under the Scoping Plan Scenario, the majority of the reductions would result from the continuation of the Cap-and-Trade regulation. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply at least 50 percent renewable electricity by 2030), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the mobile source strategy and sustainable freight action plan. The alternatives were designed to consider various combinations of these programs, as well as consideration of a carbon tax in the event the Cap-and-Trade regulation is not continued. However, in July 2017, the California Legislature voted to extend the Cap-and-Trade regulation to 2030.

A summary of the GHG emissions reductions required under HSC Division 25.5 is provided in **Table IV.E-1, *Estimated Greenhouse Gas Emissions Reductions Required by HSC Division 25.5***.

#### (v) *Land Use Sector*

In its report, *California Environmental Quality Act Guidelines Update Proposed Thresholds of Significance*, the Bay Area Air Quality Management District (BAAQMD) evaluated the reduction in land use emissions needed in order to be consistent with AB 32.<sup>19</sup> CARB included the following sectors for land use emissions: Transportation (on-road passenger vehicles; on-road heavy-duty), electric power (electricity; cogeneration), commercial and residential (residential fuel use; commercial fuel use) and recycling and waste (domestic wastewater

<sup>16</sup> Refer to subsection IV.E.2.a)(2)(h) of this section for additional details.

<sup>17</sup> Refer to subsection IV.E.2.a)(2)(e) of this section Report for additional details.

<sup>18</sup> California Air Resources Board, California’s 2017 Climate Change Scoping Plan, November 2017, [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf). Accessed December 2018.

<sup>19</sup> Bay Area Air Quality Management District, California Environmental Quality Act Guidelines Update Proposed Thresholds of Significance, May 2010, [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/proposed\\_thresholds\\_report\\_-may\\_3\\_2010\\_final.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/proposed_thresholds_report_-may_3_2010_final.pdf?la=en). Accessed December 2018.

treatment).<sup>20</sup> Table 2 of the BAAQMD document present the results of this analysis, which shows that a 26.2 percent reduction from statewide land-use driven GHG emissions would be necessary to meet the AB 32 goal of returning to the 1990 emission levels by 2020, which is lower than the statewide reduction of 28.4 percent required based on the original 2008 Climate Change Scoping Plan projections.

**TABLE IV.E-1**  
**ESTIMATED GREENHOUSE GAS EMISSIONS REDUCTIONS REQUIRED BY**  
**HSC DIVISION 25.5**

<b>Emissions Category</b>	<b>GHG Emissions (MMTCO<sub>2</sub>e)</b>
<b>2008 Scoping Plan (IPCC SAR)</b>	
2020 NAT Forecast (CARB 2008 Scoping Plan Estimate)	596
2020 Emissions Target Set by HSC Division 25.5 (i.e., 1990 Level)	427
Reduction below NAT Necessary to Achieve 1990 Levels by 2020	169 (28.4%) <sup>a</sup>
<b>2014 First Update to Scoping Plan (GHG Estimates Updated in 2014 to Reflect IPCC AR4 GWPs)</b>	
2020 NAT Forecast (CARB 2011 Scoping Plan Estimate)	509.4
2020 Emissions Target Set by HSC Division 25.5 (i.e., 1990 Level)	431
Reduction below NAT Necessary to Achieve 1990 Levels by 2020	78.4 (15.4%) <sup>b</sup>
<b>2017 Scoping Plan</b>	
2030 NAT Forecast ("Reference Scenario" which includes 2020 GHG reduction policies and programs)	389
2030 Emissions Target Set by HSC Division 25.5 (i.e., 40% below 1990 Level)	260
Reduction below NAT Necessary to Achieve 40% below 1990 Level by 2030	129 (33.2%) <sup>c</sup>

<sup>a</sup>  $596 - 427 = 169 / 596 = 28.4\%$

<sup>b</sup>  $509.4 - 431 = 78.4 / 509.4 = 15.4\%$

<sup>c</sup>  $389 - 260 = 129 / 389 = 33.2\%$

SOURCES: California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (FED), Attachment D, August 19, 2011; California Air Resources Board, 2020 No-Action-Taken (NAT) Emissions Projection, 2014 Edition, <http://www.arb.ca.gov/cc/inventory/data/bau.htm>; California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017, [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf). Accessed December 2018.

<sup>20</sup> Bay Area Air Quality Management District, California Environmental Quality Act Guidelines Update Proposed Thresholds of Significance, page 14, May 2010, [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/proposed\\_thresholds\\_report\\_may\\_3\\_2010\\_final.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/proposed_thresholds_report_may_3_2010_final.pdf?la=en). Accessed December 2018.

(d) *Land Use and Transportation Planning*

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. In February 2011, CARB adopted the final GHG emissions reduction targets for the State's Metropolitan Planning Organizations, including a reduction target of 8 percent by 2020 and 13 percent by 2035 relative to 2005 GHG emissions for SCAG, which is the Metropolitan Planning Organization for the region in which the City is located.<sup>21</sup> Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the low carbon fuel standard regulations.

Under SB 375, the reduction target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

In addition, on April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is an update to the previous 2012-2035 RTP/SCS. Using growth forecasts and economic trends, the 2016-2040 RTP/SCS provides a vision for transportation throughout the region for the next 25 years. The 2016-2040 RTP/SCS successfully achieves and exceeds the GHG emission-reduction targets set by CARB.

(e) *Transportation Sector*

In response to the transportation sector accounting for a large percentage of California's CO<sub>2</sub> emissions, AB 1493 (HSC Section 42823 and 43018.5) (also referred to as the Pavley standards), enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In setting these standards, CARB must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers. The federal CAA ordinarily preempts state regulation of motor vehicle emission standards; however, California is allowed to

<sup>21</sup> California Air Resources Board, Sustainable Communities, Final Regional GHG Emissions Reduction Targets Adopted by ARB, [https://ww3.arb.ca.gov/cc/sb375/final\\_targets.pdf](https://ww3.arb.ca.gov/cc/sb375/final_targets.pdf). Accessed December 2018.

set its own standards with a federal CAA waiver from the USEPA. In June 2009, the USEPA granted California the waiver.

However, as discussed previously, the USEPA and United States Department of Transportation (USDOT) adopted federal standards for model year 2012 through 2016 light-duty vehicles, which corresponds to the vehicle model years regulated under the State's Pavley Phase I standards. In addition, the USEPA and USDOT have adopted GHG emission standards for model year 2017 through 2025 vehicles, which corresponds to the vehicle model years regulated under the State's Pavley Phase II standards. These standards are slightly different from the State's model year 2017 through 2025 standards, but the State of California has agreed not to contest these standards, in part due to the fact that while the national standard would achieve slightly less reductions in California, it would achieve greater reductions nationally and is stringent enough to meet state GHG emission reduction goals. In 2012, CARB adopted regulations that allow manufacturers to comply with the 2017 through 2025 national standards to meet State law (i.e., the State's Pavley Phase II standards still apply by law; however, meeting the national standards for model year 2017 through 2025 also meets State law).

In January 2007, Governor Brown enacted Executive Order S-01-07, which mandates the following: (1) establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) adopt an LCFS for transportation fuels in California. CARB identified the LCFS as one of the nine discrete early actions in the Climate Change Scoping Plan. The LCFS regulations were approved by CARB in 2009 and established a reduction in the carbon intensity of transportation fuels by 10 percent by 2020 with implementation beginning on January 1, 2011. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In April 2017, the LCFS was brought before the Court of Appeal challenging the analysis of potential nitrogen dioxide impacts from biodiesel fuels. The Court directed CARB to conduct an analysis of nitrogen dioxide impacts from biodiesel fuels and froze the carbon intensity targets for diesel and biodiesel fuel provisions at 2017 levels until CARB has completed this analysis. On March 6, 2018 CARB issued its *Draft Supplemental Disclosure Discussion of Oxides of Nitrogen Potentially Caused by the Low Carbon Fuel Standard Regulation*.<sup>22</sup> CARB posted modifications to the amendments on August 13, 2018, with a public comment period through August 30, 2018. The hearing date for final approval of regulatory changes from CARB's analysis of nitrogen dioxide impacts from biodiesel fuels had not yet been announced.<sup>23</sup> The 2017 Climate Change Scoping

<sup>22</sup> California Air Resources Board, Low Carbon Fuel Standard and Alternative Diesel Fuels Regulation 2018, <https://www.arb.ca.gov/regact/2018/lcfs18/lcfs18.htm>. Accessed December 2018.

<sup>23</sup> California Air Resources Board, Low Carbon Fuel Standard and Alternative Diesel Fuels Regulation 2018.



Plan also calls for increasing the mandatory reduction in carbon intensity of transportation fuels from 10 percent to 18 percent by 2030.

(f) *Energy Sector and CEQA Guidelines Appendix F*

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods. The 2016 update to the Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of renovations and addition to existing buildings as well as newly constructed buildings and renovations and additions to existing buildings. The major efficiency improvements to the residential Standards involve improvements for attics, walls, water heating, and lighting, whereas the major efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 national standards. Furthermore, the 2016 update requires that enforcement agencies determine compliance with CCR, Title 24, Part 6 before issuing building permits for any construction.<sup>24</sup>

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.”<sup>25</sup> As of January 1, 2011, the CALGreen Code is mandatory for all new buildings constructed in the state. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The CALGreen Code was

<sup>24</sup> California Energy Commission, 2016 Building Energy Efficiency Standards, June 2015, <http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>. Accessed December 2018.

<sup>25</sup> California Building Standards Commission, 2010 California Green Building Standards Code, 2010.

most recently updated in 2016 to include new mandatory measures for residential and nonresidential uses; the new measures took effect on January 1, 2017.<sup>26</sup>

The State has adopted regulations to increase the proportion of electricity from renewable sources. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08,<sup>27</sup> which expands the State's Renewables Portfolio Standard to 33 percent renewable power by 2020. On April 12, 2011, Governor Jerry Brown signed SB X1-2 to increase California's Renewables Portfolio Standard to 33 percent by 2020. SB 350 (Chapter 547, Statutes of 2015) further increased the Renewables Portfolio Standard to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. On September 10, 2018, Governor Jerry Brown signed SB 100, which further increased California's Renewables Portfolio Standard and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

(g) *Senate Bill 97*

SB 97, enacted in 2007, directed the State Office of Planning and Research (OPR) to develop California Environmental Quality Act (CEQA) Guidelines (*CEQA Guidelines*) "for the mitigation of GHG emissions or the effects of GHG emissions." In December 2009, OPR adopted amendments to the *CEQA Guidelines* (Guidelines Amendments), Appendix G Environmental Checklist, which created a new resource section for GHG emissions and indicated criteria that may be used to establish significance of GHG emissions.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the Guidelines Amendments. The Guidelines Amendments require a lead agency to make a good-faith effort, based on scientific and factual data to the extent possible, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The Guidelines Amendments give discretion to the lead agency, and allow the lead agency to choose whether to: (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, the Guidelines Amendments identify three factors that should be considered in the evaluation of the significance of GHG emissions:

<sup>26</sup> California Building Standards Commission, 2016 CALGreen (Part 11 of Title 24), <http://www.bsc.ca.gov/Home/CALGreen.aspx>. Accessed December 2018.

<sup>27</sup> Center for Climate Strategies, Executive Order S-14-08. Downloaded From: <http://www.climatestrategies.us/library/library/download/292>. Accessed December 2018.

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. 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 GHG emissions.

The administrative record for the Guidelines Amendments also clarifies “that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act’s requirements for cumulative impact analysis.”<sup>28</sup>

Appendix F of the *CEQA Guidelines* states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F of the *CEQA Guidelines* further states that a project’s energy consumption and proposed conservation measures should be addressed, as relevant and applicable, in the Project Description, Environmental Setting, and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives. In accordance with Appendix F of the *CEQA Guidelines*, relevant information that addresses the energy implications of the Project is provided in Section IV.U, *Energy*, of this Draft EIR.

#### (h) *Cap-and-Trade Program*

The Climate Change Scoping Plan identifies a Cap-and-Trade Program as a key strategy CARB will employ to help California meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under AB 32, CARB has designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed “covered entities”) by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32’s emission-reduction mandate of returning to 1990 levels of emissions by 2020.<sup>29</sup> Under Cap-and-Trade program, an overall limit is established for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 metric tons CO<sub>2</sub>e per year) and declines over time, and facilities subject to the cap can trade permits to emit GHGs. The statewide cap for GHG emissions from the capped sectors commenced in

<sup>28</sup> Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, dated April 13, 2009, [http://www.opr.ca.gov/docs/Transmittal\\_Letter.pdf](http://www.opr.ca.gov/docs/Transmittal_Letter.pdf). Accessed December 2018.

<sup>29</sup> 17 CCR Section 95800 to 96023.

2013 and declines over time, achieving GHG emission reductions throughout the Program's duration.<sup>30</sup> On July 17, 2017 the California legislature passed Assembly Bill 398, extending the Cap-and-Trade program through 2030.

The Cap-and-Trade Regulation provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis.

If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures.

### (3) Regional

#### (a) *South Coast Air Quality Management District*

The Project Site is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Geronio Pass area in Riverside County. The SCAQMD is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

The SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:<sup>31</sup>

<sup>30</sup> 17 CCR Section 95811, 95812.

<sup>31</sup> South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, page 3-7.

- Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;
- Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.<sup>32,33</sup> On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO<sub>2</sub>e per year for stationary source/industrial projects where the SCAQMD is Lead Agency. However, the SCAQMD has not adopted a GHG significance threshold for land use development projects (e.g., mixed-use/commercial projects). A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.<sup>34</sup> The aforementioned Working Group has been inactive since 2011, and the SCAQMD has not formally adopted any GHG significance threshold for land use development projects.

(b) *SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*

In February 2011, CARB adopted the final GHG emissions reduction targets for the SCAG, which is the Metropolitan Planning Organization for the region in which the City of Los Angeles is located.<sup>35</sup> The target includes a per capita reduction of 8 percent for 2020 and 13 percent for 2035 compared to the 2005 baseline. On April 7, 2016, SCAG adopted the 2016 Regional Transportation Plan/Sustainable

<sup>32</sup> South Coast Air Quality Management District, Board Meeting, December 5, 2008, Agenda No. 31, <http://www3.aqmd.gov/hb/2008/December/0812ag.html>. Accessed December 2018.

<sup>33</sup> South Coast Air Quality Management District, Greenhouse Gases, CEQA Significance Thresholds, Board Letter – Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, December 5, 2008, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2). Accessed December 2018. The performance standards primarily focus on energy efficiency measures beyond Title 24 and a screening level of 3,000 MTCO<sub>2</sub>e per year for residential and commercial sector projects. The SCAQMD adopted a GHG significance threshold of 10,000 MTCO<sub>2</sub>e per year for industrial stationary source projects for which the SCAQMD is the lead agency.

<sup>34</sup> South Coast Air Quality Management District, Greenhouse Gases CEQA Significance Thresholds, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds>. Accessed December 2018.

<sup>35</sup> California Air Resources Board, Sustainable Communities, Final Regional GHG Emissions Reduction Targets Adopted by ARB, [https://ww3.arb.ca.gov/cc/sb375/final\\_targets.pdf](https://ww3.arb.ca.gov/cc/sb375/final_targets.pdf). Accessed December 2018.

Communities Strategy (RTP/SCS), which is an update to the previous 2012 RTP/SCS.<sup>36</sup> Using growth forecasts and economic trends, the 2016 RTP/SCS provides a vision for transportation throughout the region for the next 25 years. It considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2016 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level on a per capita basis.<sup>37</sup> Compliance with and implementation of 2016 RTP/SCS policies and strategies would have co-benefits of reducing per capita criteria air pollutant emissions associated with reduced per capita vehicle miles traveled (VMT).

The 2016 RTP/SCS states that the SCAG region is home to approximately 18.3 million people in 2012 and currently includes approximately 5.9 million homes and 7.4 million jobs. By 2040, the integrated growth forecast projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs), which are defined by the 2016 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours, will account for 3 percent of regional total land, but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040.<sup>38</sup> The 2016 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

SCAG's 2016 RTP/SCS provides specific strategies for implementation. These strategies include supporting projects that encourage a diverse job opportunities for a variety of skills and education, recreation and cultures and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists,

<sup>36</sup> Southern California Association of Governments, 2016 RTP/SCS, <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed December 2018.

<sup>37</sup> Southern California Association of Governments, 2016 RTP/SCS.

<sup>38</sup> Southern California Association of Governments, 2016 RTP/SCS, pages 20, 75-77.

electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles.<sup>39</sup>

In addition, the 2016 RTP/SCS includes strategies to promote active transportation, support local planning and projects that serve short trips, expand understanding and consideration of public health in the development of local plans and projects, and supports improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. It also proposes increasing access to the California Coast Trail, light rail and bus stations, and promoting corridors that support biking and walking, such as through a regional greenway network and local bike networks. The 2016 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation. CARB has accepted the SCAG GHG quantification determination in the 2016 RTP/SCS and that the 2016 RTP/SCS, if implemented, would achieve the 2020 and 2035 GHG emission reduction targets established by CARB.<sup>40,41</sup>

Although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

In March 2018, the CARB updated the SB 375 targets to require 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.<sup>42</sup> As this reduction target was updated after the 2016-2040 RTP/SCS, it is expected that the next iteration of the RTP/SCS will be updated to include this target.

<sup>39</sup> Southern California Association of Governments, 2016 RTP/SCS, pages 170-181.

<sup>40</sup> Southern California Association of Governments, 2016 RTP/SCS, pages 170-181.

<sup>41</sup> California Air Resources Board, Southern California Association of Governments' (SCAG) 2016 Sustainable Communities Strategy (SCS) ARB Acceptance of GHG Quantification Determination, June 2016, [https://www.arb.ca.gov/cc/sb375/scag\\_executive\\_order\\_g\\_16\\_066.pdf](https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf). Accessed December 2018.

<sup>42</sup> California Air Resources Board, SB 375 Regional Greenhouse Gas Emissions Reduction Targets, <https://www.arb.ca.gov/cc/sb375/finaltargets2018.pdf>. Accessed December 2018.

#### (4) City of Los Angeles

##### (a) *City of Los Angeles LA Green Plan*

In acknowledgment of the overlap between land use and GHG emissions, the City of Los Angeles, in May 2007, published *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan)*, outlining the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities.<sup>43</sup> According to the *LA Green Plan*, the City of Los Angeles is committed to the goal of reducing emissions of CO<sub>2</sub> to 35 percent below 1990 levels by 2030. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

In 2008, the City released an implementation program for the LA Green Plan, referred to as ClimateLA, which includes a baseline GHG inventory for the city and provides detailed information about each action item discussed in the LA Green Plan framework.<sup>44</sup> Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient models, and reducing water consumption. Information about proposed and/or ongoing programs, opportunities for achieving the City's goals, specific challenges, and a list of milestones is provided for each action item. The scope of these actions range from those impacting only municipal facilities, such as retrofitting City Hall with high efficiency lighting systems, to those facilitating changes in the private sector, such as rebates for the purchase of energy-efficient appliances.

##### (b) *City of Los Angeles Sustainable City pLAn*

The *Sustainable City pLAn* is a comprehensive and actionable directive from the Mayor to improve the environmental, economic, and equitable conditions in the City of Los Angeles.<sup>45</sup> The pLAn is a tool that the Mayor will use to manage the City and establish visions, goals, and metrics for City Departments. The Sustainable City pLAn sets targets to reduce GHG emissions below the 1990

<sup>43</sup> City of Los Angeles, *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming*, May 2007, [http://environmentla.org/pdf/GreenLA\\_CAP\\_2007.pdf](http://environmentla.org/pdf/GreenLA_CAP_2007.pdf). Accessed December 2018.

<sup>44</sup> City of Los Angeles, *LA Green Plan (ClimateLA)*, 2012, <http://environmentla.org/pdf/ClimateLA%20Program%20document%2012-08.pdf>. Accessed December 2018.

<sup>45</sup> City of Los Angeles, Mayor's Office of Sustainability, *Sustainable City pLAn*, 2015, <http://plan.lamayor.org/wp-content/uploads/2017/03/the-plan.pdf>. Accessed December 2018.



baseline by 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, and establishes the following visions for City departments for the following categories:

- **Environment:** Local Water (lead the nation in water conservation and source the majority of water locally); Local Solar (increase Los Angeles' clean and resilient energy supplies by capturing energy from abundant sunshine); Energy Efficient Buildings (save money and energy by increasing the efficiency of buildings); Carbon and Climate Leadership (as a proactive leader on climate issues, strengthen Los Angeles' economy by dramatically reducing GHG emissions and rallying other cities to follow Los Angeles' lead); and Waste and Landfills (become the first big city in the United States to achieve zero-waste, and recycle and reuse most of its waste locally).
- **Economy:** Housing and Development (address Los Angeles' housing shortage, ensure that most new units are accessible to high-quality transit, and close the gap between income and rents); Mobility and Transit (invest in rail, bus lines, pedestrian/bike safety, and complete neighborhoods that provide more mobility options and reduce vehicle miles traveled); Prosperity and Green Jobs (strengthen and grow the economy including through increased jobs and investments in clean technology sectors); and Preparedness and Resiliency (prepare for natural disasters and decrease vulnerability to climate change).
- **Equity:** Air Quality (healthy air to breathe); Environmental Justice (ensure the benefits of the pLAn extend to all Angelenos); Urban Ecosystem (have access to parks, open space, including a revitalized Los Angeles River Watershed); and Livable Neighborhoods (live in safe, vibrant, well-connected, and healthy neighborhoods).

#### (c) *City of Los Angeles Green Building Code*

In 2011, 2014, and 2016, Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the LA Green Building Code, was amended to incorporate various provisions of the CALGreen Code. The City's Green Building Code includes mandatory requirements and elective measures for three categories of buildings: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alterations to residential and non-residential buildings.

#### (d) *Transportation Impact Study Guidelines*

The City of Los Angeles Department of Transportation (LADOT) has developed the *Transportation Impact Study Guidelines* (TISG) (December 2016) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a traffic impact study. The TISG emphasize sustainability, smart growth, transportation demand management strategies, multi-modal strategies, and reduction of GHG emissions in addition to traditional traffic flow considerations when evaluating and minimizing impacts to

the City's transportation system as a result of land use policy decisions. The TISG establish the reduction of vehicle trips and VMT as a policy goal and, thus, is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with HSC Division 25.5 and SB 375.

## b) Existing Conditions

### (1) Existing Site Greenhouse Gas Emissions

The Project Site is located within Downtown Los Angeles, and is currently developed with five structurally distinct but internally connected buildings currently occupied by the Los Angeles Times offices, a bank, and other office uses. The buildings range from four to ten stories in height. The buildings include the eight-story Times Building, the four-story Plant Building, the ten-story Mirror Building, the six-story parking structure, and the six-story Executive Building. This includes approximately 541,113 square feet of commercial office uses across the four existing buildings, an approximately 7,500 square-foot bank in the Executive Building, an approximately 11,250 square-foot cafeteria in the Plant Building. Approximately 223,945 square feet, or 40 percent of the existing uses, are vacant office spaces that have been vacant for 10 years. GHG emissions are currently associated with vehicle trips to and from the existing Project Site (on-road mobile sources), on-site combustion of natural gas for heating and cooking, on-site combustion emissions from landscaping equipment (area source), off-site combustion of fossil fuels for electricity, and off-site emissions from solid waste decomposition, water conveyance, and wastewater treatment.

Existing Project Site emissions were estimated using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2. The existing Project Site emissions are summarized in **Table IV.E-2, *Estimated Existing Site Greenhouse Gas Emissions***. As shown, the primary sources of emissions are from transportation and energy demand (electricity and natural gas). Detailed emissions calculations are provided in Appendix F of this Draft EIR.

**TABLE IV.E-2**  
**ESTIMATED EXISTING SITE GREENHOUSE GAS EMISSIONS**

<b>Emissions Sources</b>	<b>CO<sub>2</sub>e (Metric Tons per Year) <sup>a,b</sup></b>
<b>Existing Site</b>	
On Road Mobile Sources	4,016
Area (landscaping)	<1
Electricity	2,671
Natural Gas	324
Water Conveyance and Wastewater Treatment	61

Emissions Sources	CO <sub>2</sub> e (Metric Tons per Year) <sup>a,b</sup>
Solid Waste	53
<b>Subtotal</b>	<b>7,125</b>

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.

<sup>b</sup> CO<sub>2</sub>e emissions are calculated using the global warming potential values from the IPCC AR4. Although the IPCC has released AR5 with updated GWPs, CARB reports the statewide GHG inventory using the AR4 GWPs, which is consistent with international reporting standards.

SOURCE: ESA, 2018.

## (2) Existing Statewide Greenhouse Gas Emissions Inventory

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. Based on the 2016 GHG inventory data (i.e., the latest year for which data are available from CARB) prepared by CARB in 2018, California emitted 429.4 MMTCO<sub>2</sub>e including emissions resulting from imported electrical power.<sup>46</sup> Between 1990 and 2016, the population of California grew by approximately 9.5 million (from 29.8 to 39.3 million).<sup>47,48</sup> This represents an increase of approximately 32 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from \$773 billion in 1990 to \$2.62 trillion in 2016 representing an increase of over three times the 1990 gross state product.<sup>49</sup> Despite the population and economic growth, California's net GHG emissions were reduced to below 1990 levels in 2016. According to CARB, the declining trend coupled with the state's GHG reduction programs (such as the Renewables Portfolio Standard, Low Carbon Fuel Standard, vehicle efficiency standards, and declining caps under the Cap and Trade Program) demonstrate that California is on track to meet the 2020 GHG reduction target codified in California Health and Safety Code (HSC), Division 25.5, also known as The Global Warming Solutions Act of 2006 (AB 32).<sup>50</sup> **Table IV.E-3, State of**

<sup>46</sup> California Air Resources Board, California Greenhouse Gas Inventory for 2000-2016– by Category as Defined in the 2008 Scoping Plan. Available at: [https://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_sum\\_2000-16.pdf](https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-16.pdf). Accessed December 2018.

<sup>47</sup> U.S. Census Bureau, National and State Population Estimates: 1990-1994 (1995), <https://www.census.gov/content/dam/Census/library/publications/1995/demo/p25-1127.pdf>. Accessed December 2018.

<sup>48</sup> California Department of Finance, American Community Survey, 2016, [http://www.dof.ca.gov/Reports/Demographic\\_Reports/American\\_Community\\_Survey/documents/Web\\_ACS2016\\_Pop-Race.xlsx](http://www.dof.ca.gov/Reports/Demographic_Reports/American_Community_Survey/documents/Web_ACS2016_Pop-Race.xlsx). Accessed December 2018.

<sup>49</sup> California Department of Finance, Gross State Product, [http://www.dof.ca.gov/Forecasting/Economics/Indicators/Gross\\_State\\_Product/documents/BB\\_StateGDP\\_000.xls](http://www.dof.ca.gov/Forecasting/Economics/Indicators/Gross_State_Product/documents/BB_StateGDP_000.xls). Accessed December 2018. Amounts are based on current dollars as of the date of the report (May 2018).

<sup>50</sup> California Air Resources Board, Frequently Asked Questions for the 2016 Edition California Greenhouse Gas Emission Inventory, 2016, [https://www.arb.ca.gov/cc/inventory/pubs/reports/2000\\_2014/ghg\\_inventory\\_faq\\_20160617.pdf](https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2014/ghg_inventory_faq_20160617.pdf). Accessed December 2018.

*California Greenhouse Gas Emissions*, identifies and quantifies statewide anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2016. As shown in the table, the transportation sector is the largest contributor to statewide GHG emissions at approximately 39 percent in 2016.

**TABLE IV.E-3**  
**STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS**

<b>Category</b>	<b>Total 1990 Emissions using IPCC SAR (MMTCO<sub>2</sub>e)</b>	<b>Percent of Total 1990 Emissions</b>	<b>Total 2016 Emissions using IPCC AR4 (MMTCO<sub>2</sub>e)</b>	<b>Percent of Total 2016 Emissions</b>
Transportation	150.7	35%	169.4	39%
Electric Power	110.6	26%	68.6	16%
Commercial	14.4	3%	15.2	4%
Residential	29.7	7%	24.2	6%
Industrial	103.0	24%	89.6	21%
Recycling and Waste <sup>a</sup>	—	—	8.8	2%
High GWP/Non-Specified <sup>b</sup>	1.3	<1%	19.8	5%
Agriculture/Forestry	23.6	6%	33.8	8%
Forestry Sinks	-6.7		-- <sup>c</sup>	--
<b>Net Total (IPCC SAR)</b>	<b>426.6</b>	<b>100%</b>	--	--
<b>Net Total (IPCC AR4) <sup>d</sup></b>	<b>431</b>	<b>100%</b>	<b>429.4</b>	<b>100%</b>

<sup>a</sup> Included in other categories for the 1990 emissions inventory.

<sup>b</sup> High GWP gases are not specifically called out in the 1990 emissions inventory.

<sup>c</sup> Revised methodology under development (not reported for 2012).

<sup>d</sup> CARB revised the State's 1990 level GHG emissions using GWPs from the IPCC AR4.

Sources: California Air Resources Board, Staff Report – California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, (2007); California Air Resources Board, California Greenhouse Gas Inventory for 2000-2016– by Category as Defined in the 2008 Scoping Plan. Available at: [https://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_sum\\_2000-16.pdf](https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-16.pdf). Accessed December 2018.

### (3) Effects of Global Climate Change

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation,

and changes in oceanic circulation. Due to the complexity of the Earth's climate system and inability to accurately model it, the uncertainty surrounding climate change may never be completely eliminated. Nonetheless, the IPCC's *Fifth Assessment Report, Summary for Policy Makers* states that, "it is *extremely likely* that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forc[es *sic*] together."<sup>51</sup> A report from the National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity.<sup>52</sup>

According to CARB, the potential impacts in California due to global climate change may include: loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation.<sup>53</sup> Below is a summary of some of the potential effects that could be experienced in California as a result of global warming and climate change.

#### (a) Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect and, therefore, its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would exacerbate air quality. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state.<sup>54</sup> However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would temporarily clear the air of

<sup>51</sup> Intergovernmental Panel on Climate Change, Fifth Assessment Report, Summary for Policy Makers, page 5, 2013, [http://ipcc.ch/pdf/assessment-report/ar5/syr/AR5\\_SYR\\_FINAL\\_SPM.pdf](http://ipcc.ch/pdf/assessment-report/ar5/syr/AR5_SYR_FINAL_SPM.pdf). Accessed December 2018.

<sup>52</sup> Anderegg, William R. L., J.W. Prall, J. Harold, S.H., Schneider, Expert Credibility in Climate Change, Proceedings of the National Academy of Sciences of the United States of America. 2010;107:12107-12109.

<sup>53</sup> California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006, [http://climatechange.ca.gov/climate\\_action\\_team/reports/2006report/2006-04-03\\_FINAL\\_CAT\\_REPORT.PDF](http://climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF). Accessed December 2018.

<sup>54</sup> California Environmental Protection Agency, Preparing California for Extreme Heat: Guidance and Recommendations, October 2013, [http://www.climatechange.ca.gov/climate\\_action\\_team/reports/Preparing\\_California\\_for\\_Extreme\\_Heat.pdf](http://www.climatechange.ca.gov/climate_action_team/reports/Preparing_California_for_Extreme_Heat.pdf). Accessed December 2018.

particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires.

In 2009, the California Natural Resources Agency (CNRA) published the *California Climate Adaptation Strategy* as a response to the Governor's Executive Order S-13-2008.<sup>55</sup> The CNRA report lists specific recommendations for state and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the *California Climate Adaptation Strategy*, the California Energy Commission (CEC) was directed to develop a website on climate change scenarios and impacts that would be beneficial for local decision makers.<sup>56</sup> The website, known as Cal-Adapt, became operational in 2011.<sup>57</sup> The information provided on the Cal-Adapt website represents a projection of potential future climate scenarios. The data are comprised of the average values (i.e., temperature, sea-level rise, snowpack) from a variety of scenarios and models and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors. According to the Cal-Adapt website, the portion of the city in which the Project Site is located could result in an average increase in temperature of approximately 5.4 to 8.0°F by 2070–2099, compared to the baseline 1961–1990 period.

#### (b) *Water Supply*

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Studies have found that, "Considerable uncertainty about precise impacts of climate change on California hydrology and water resources will remain until we have more precise and consistent information about how precipitation patterns, timing, and intensity will change."<sup>58</sup> For example, some studies identify little change in total annual precipitation in projections for California while others show significantly more precipitation.<sup>59</sup> Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their maximum capacity or are already full. Conversely,

<sup>55</sup> California Natural Resources Agency, Climate Action Team, 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008, 2009.

<sup>56</sup> California Natural Resources Agency, Climate Action Team, 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008, 2009.

<sup>57</sup> The Cal-Adapt website address is: <http://cal-adapt.org>.

<sup>58</sup> Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature, July 2003, page 5, [http://www.pacinst.org/reports/climate\\_change\\_and\\_california\\_water\\_resources.pdf](http://www.pacinst.org/reports/climate_change_and_california_water_resources.pdf). Accessed December 2018.

<sup>59</sup> Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature.

reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge.<sup>60</sup>

The California Department of Water Resources report on climate change and effects on the State Water Project (SWP), the Central Valley Project, and the Sacramento-San Joaquin Delta, concludes that “climate change will likely have a significant effect on California’s future water resources...[and] future water demand.” It also reports that “much uncertainty about future water demand [remains], especially [for] those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain.”<sup>61</sup> It also reports that the relationship between climate change and its potential effect on water demand is not well understood, but “[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future.” Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows.<sup>62</sup> In its *Fifth Assessment Report*, the IPCC states “Changes in the global water cycle in response to the warming over the 21st century will not be uniform. The contrast in precipitation between wet and dry regions and between wet and dry seasons will increase, although there may be regional exceptions.”<sup>63</sup>

### (c) *Hydrology and Sea Level Rise*

As discussed above, climate change could potentially affect: the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm, and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California’s water supply. Increased storm intensity

<sup>60</sup> California Natural Resources Agency, *Safeguarding California: Reducing Climate Risk*, an Update to the 2009 California Climate Adaptation Strategy, 2014, [http://resources.ca.gov/docs/climate/Final\\_Safeguarding\\_CA\\_Plan\\_July\\_31\\_2014.pdf](http://resources.ca.gov/docs/climate/Final_Safeguarding_CA_Plan_July_31_2014.pdf). Accessed December 2018.

<sup>61</sup> California Department of Water Resources Climate Change Report, *Progress on Incorporating Climate Change into Planning and Management of California’s Water Resources*, July 2006, page 2-54, <https://water.ca.gov/LegacyFiles/floodmgmt/hafoo/csc/docs/DWRCClimateChangeJuly06.pdf>. Accessed December 2018.

<sup>62</sup> California Department of Water Resources Climate Change Report, *Progress on Incorporating Climate Change into Planning and Management of California’s Water Resources*.

<sup>63</sup> Intergovernmental Panel on Climate Change, *Fifth Assessment Report, Summary for Policy Makers*, 2013, page 20.

and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

#### *(d) Agriculture*

California has a \$30 billion agricultural industry that produces half the country's fruits and vegetables. Higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thus affect their quality.<sup>64</sup>

#### *(e) Ecosystems and Wildlife*

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists expect that the average global surface temperature could rise by 2-11.5°F (1.1-6.4°C) by 2100, with significant regional variation.<sup>65</sup> Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Sea level could rise as much as 2 feet along most of the United States coastline. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage.<sup>66</sup>

### **3. Project Impacts**

#### **a) Methodology**

The evaluation of potential impacts to GHG emissions that may result from the construction and long-term operations of the Project is conducted as follows. Additional details are provided in the GHG Technical Report in Appendix F of this Draft EIR.

<sup>64</sup> California Climate Change Center, *Our Changing Climate: Assessing the Risks to California*, 2006, [http://meteora.ucsd.edu/cap/pdf/CA\\_climate\\_Scenarios.pdf](http://meteora.ucsd.edu/cap/pdf/CA_climate_Scenarios.pdf). Accessed December 2018.

<sup>65</sup> National Research Council, *Advancing the Science of Climate Change*, 2010, <http://dels.nas.edu/resources/static-assets/materials-based-on-reports/reports-in-brief/Science-Report-Brief-final.pdf>. Accessed December 2018.

<sup>66</sup> Parmesan, C., and H. Galbraith, *Observed Impacts of Global Climate Change in the U.S.*, Prepared for the Pew Center on Global Climate Change, November 2004, <https://www.c2es.org/site/assets/uploads/2004/11/observed-impacts-climate-change-united-states.pdf>. Accessed December 2018.



Because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the Project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the Project's GHG-related impacts on the environment.

However, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy *CEQA Guidelines* Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. The significance of the Project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the Project.

The Climate Action Registry General Reporting Protocol provides procedures and guidelines for calculating and reporting GHG emissions from general and industry-specific activities. Although no numerical thresholds of significance have been adopted, and no specific protocols are available for land use projects, the General Reporting Protocol provides a framework for calculating and reporting GHG emissions from the Project. The GHG emissions provided in this section is consistent with the General Reporting Protocol framework. For the purposes of this EIR, total GHG emissions from the Project were quantified to provide information to decision makers and the public regarding the level of the Project's annual GHG emissions. The General Reporting Protocol recommends separating GHG emissions into three categories that reflect different aspects of ownership or control over emissions. They include the following:

- Scope 1: Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).
- Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.
- Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy.<sup>67</sup>

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<sup>67</sup> Embodied energy includes energy required for water pumping and treatment for end-uses. Third-party vehicles include vehicles used visitors of the Project Site.

For purposes of this analysis, direct and indirect sources of GHG emissions were included. It is considered reasonable and consistent with criteria pollutant calculations to consider those GHG emissions resulting from Project-related incremental (net) increases from emissions sources mentioned in the scope categories above such as emissions from the use of on-road mobile vehicles, electricity, and natural gas compared to existing conditions. This includes Project construction activities such as demolition, hauling, and construction worker trips. This analysis also considers indirect GHG emissions from water conveyance, wastewater generation, and solid waste handling. Since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions are calculated on an annual basis.

A fundamental challenge in the analysis of GHG emissions is the global nature of the existing and cumulative future conditions. Changes in GHG emissions can be difficult to attribute to a particular project because the project may cause a shift in the locale for some type of GHG emissions, rather than simply causing “new” GHG emissions. As a result there is a lack of clarity as to whether a project’s GHG emissions represent a net global increase, reduction, or no change in GHGs that would exist if the project were not implemented. Therefore, the analysis of the Project’s GHG emissions is particularly conservative in that it assumes all of the GHG emissions are new additions to the atmosphere.

The General Reporting Protocol provides a range of basic calculation methods. However, they are typically designed for existing buildings or facilities and are not directly applicable to planning and development situations where the buildings or facilities do not yet exist. As a result, this section relies on calculation guidance from state and regional agencies with scientific expertise in quantifying GHG emissions, such as CARB and the SCAQMD. GHG emissions are estimated using the California Emissions Estimator Model (CalEEMod), which is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California. Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.<sup>68</sup>

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<sup>68</sup> See: <http://www.aqmd.gov/caleemod/>.

The California Air Pollution Control Officers Association (CAPCOA) has provided guidance on mitigating or reducing GHG emissions from land use development projects. In September 2010, CAPCOA released a guidance document titled *Quantifying Greenhouse Gas Mitigation Measures* which provides GHG reduction values for recommended mitigation measures.<sup>69</sup> The 2010 guidance document was utilized in this analysis for quantifying reductions from physical and operational Project characteristics and Project Design Features in CalEEMod.

## (1) Construction Emissions

The Project's construction emissions were calculated using CalEEMOD Version 2016.3.2. Construction emissions are forecasted by assuming all construction occurs at the earliest feasible date, and applying the mobile source emissions factors. The output values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the same construction phasing assumptions used in the criteria pollutant analysis (see Section IV.B, *Air Quality*, of this Draft EIR) to generate GHG emissions values for each construction year. GHG emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date). If the onset of construction is delayed to a later date than assumed in the modeling analysis, construction impacts would be less than those analyzed, because a more energy-efficient and cleaner burning construction equipment and vehicle fleet mix would be expected in the future, pursuant to State regulations that require construction equipment fleet operators to phase-in less polluting heavy-duty equipment and trucks. As a result, should the Project commence construction on a later date than modeled in this GHG impact analysis, GHG impacts would be less than the impacts disclosed herein. The SCAQMD recognizes that construction-related GHG emissions from projects "occur over a relatively short-term period of time" and that "they contribute a relatively small portion of the overall lifetime project GHG emissions."<sup>70</sup> The SCAQMD recommends that construction project GHG emissions should be "amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies."<sup>71</sup> As such, GHG emissions from construction have been amortized over the 30-year lifetime of the Project. A more detailed discussion of the methodology for projecting the Project's construction emissions and descriptions of the Project's construction subphasing and equipment list are available in the Greenhouse Gas Technical Report for the Project, which is provided in Appendix F of this Draft EIR.

<sup>69</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, 2010.

<sup>70</sup> South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, 2008, pages 3-8.

<sup>71</sup> South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, pages 3-8.

## (2) Operational Emissions

Similar to construction, operational emissions are also estimated using the CalEEMod software version 2016.3.2 and CARB's on-road vehicle emissions factor (EMFAC2014) model on-road emissions factor model. CalEEMod was used to estimate GHG emissions from electricity, natural gas, solid waste, water and wastewater, mobile sources, and landscaping equipment. A detailed discussion of the methodology used to estimate the GHG emissions from the Project and existing uses is provided in Appendix F of this Draft EIR.

The GHG emissions calculations for the Project include credits or reductions for implementation of relevant project design features set forth in this Draft EIR. The analysis of Project GHG emissions at buildout also takes into account actions and mandates already approved and expected to be in force by Project buildout (e.g., Pavley I and II Standards and implementation of California's Statewide Renewables Portfolio Standard beyond current levels of renewable energy). In addition, as mobile source GHG emissions are directly dependent on the number of vehicle trips and annual VMT, a decrease in the number of Project-generated trips and vehicle distances traveled as a result of Project characteristics (e.g., close proximity to transit) would provide a proportional reduction in mobile source GHG emissions compared to a generic project without such locational benefits. Emissions reductions regarding Cap-and-Trade were not included in this analysis.

For the Project and existing Project Site GHG emissions, building electricity and natural gas usage rates are based on CalEEMod factors. Emission factors for GHGs due to electrical generation to serve the demands of the existing Project Site were obtained from the Los Angeles Department of Water and Power (LADWP) *2016 Power Integrated Resource Plan*, which accounts for the generation mix using renewable and non-renewable sources.<sup>72</sup> LADWP currently provides 20 percent of electricity via renewable sources but has committed to providing an increasing percentage from renewable sources that exceed the Renewables Portfolio Standard requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036.<sup>73</sup> Furthermore, per SB 100, signed by Governor Brown on September 10, 2018, retail sellers and local publicly owned electric utilities, such as LADWP, would be required to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. Based on data from LADWP, the current CO<sub>2</sub> intensity for electricity sales as of year 2015 was 1,132 lbs CO<sub>2</sub>/MWh. For the Project Without GHG Reduction Characteristics, Features, and Measures scenario, the 2009 emission factor of 1,145 lbs/MWh was used,

<sup>72</sup> Los Angeles Department of Water and Power, 2016 Power Integrated Resource Plan, 2017, page C-12.

<sup>73</sup> Los Angeles Department of Water and Power, 2016 Power Integrated Resource Plan, page ES-1.

which is consistent with CARB's approach for assessing the statewide No-Action-Taken (NAT) forecast.

Based on LADWP future projections for the Project opening year of 2023, an estimated emission factor of 849 lbs CO<sub>2</sub>/MWh was calculated based on LADWP projections for compliance with the Renewables Portfolio Standard.<sup>74, 75</sup>

For mobile sources, CalEEMod was also used to estimate GHG emissions by generating the VMT from the existing and Project uses based on the trip rates in the Transportation Impact Analysis, provided as Appendix L-1 of this Draft EIR.<sup>76</sup> The estimated VMT takes into account trip distance reductions from characteristics including the existing Project Site's density, neighborhood walkability, and proximity to existing public transit and job centers. The estimated VMT reductions are calculated using the equations and methodologies prescribed in the California Air Pollution Control Officer's Association (CAPCOA) guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction calculation formulas for transportation characteristics and measures.<sup>77</sup>

GHG emissions from solid waste disposal are calculated using CalEEMod software. The emissions are based on the waste disposal rate for the Project's proposed land uses, the waste diversion rate, and the GHG emission factors for solid waste decomposition. The GHG emission factors, particularly for CH<sub>4</sub>, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. The default values, as provided in CalEEMod, for landfill gas capture (e.g., no capture, flaring, energy recovery) are statewide averages and are used in this assessment.

GHG emissions from water and wastewater are due to the required energy to supply, distribute, and treat. Wastewater also results in emissions of GHGs from wastewater treatment systems. Emissions are calculated using CalEEMod and are based on the water usage rate from the Utility Technical Report for the Project,<sup>78</sup> the electrical intensity factors for water supply, treatment, and distribution and for wastewater treatment, the GHG emission factors for the electricity utility provider, and the emission factors for the wastewater treatment process. Refer to Section

<sup>74</sup> Los Angeles Department of Water and Power, 2016 Briefing Book, [https://www.ladwp.com/cs/idcplg?IdcService=GET\\_FILE&dDocName=OPLADWPCCB423407&RevisionSelectionMethod=LatestReleased](https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=OPLADWPCCB423407&RevisionSelectionMethod=LatestReleased). Accessed December 2018.

<sup>75</sup> California Energy Commission, Utility Energy Supply Plans from 2015, 2016, [http://www.energy.ca.gov/almanac/electricity\\_data/s-2\\_supply\\_forms\\_2015/LADWP%20%20PUBLIC%20S-2%20supply%20form%2006-29-2016%20revision.xlsx](http://www.energy.ca.gov/almanac/electricity_data/s-2_supply_forms_2015/LADWP%20%20PUBLIC%20S-2%20supply%20form%2006-29-2016%20revision.xlsx). Accessed December 2018.

<sup>76</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis, May 2018.

<sup>77</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, 2010.

<sup>78</sup> KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, September 26, 2018.

IV.R, *Water Supply*, of this Draft EIR for the estimated water usage rate for the existing Project Site and the Project.

Other sources of GHG emissions from operation of the Project include equipment used to maintain landscaping. The CalEEMod software uses landscaping equipment GHG emission factors from the CARB OFFROAD model and the CARB *Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003)*.<sup>79</sup>

Stationary sources would include on-site emergency generators. The emergency generators would result in emissions during maintenance and testing operations and emissions were estimated separately outside of the CalEEMod software. Emergency generators are permitted by the SCAQMD and regulated under SCAQMD Rule 1470. Maintenance and testing would not occur daily, but rather periodically, up to 50 hours per year per Rule 1470.

Stationary sources would also include on-site cooling towers to assist in dissipating heat from commercial processes, such as commercial heating, ventilation and air conditioning (HVAC) systems, of the project. The cooling towers would utilize a flow rate of 17,820 gallons per day (refer to Section IV.R, *Water Supply*, of this Draft EIR). The cooling towers would result in emissions due to the required energy to supply, distribute, and treat the water used and emissions were estimated separately outside of the CalEEMod software.

Operational GHG emissions are assessed based on the Project-related incremental increase in GHG emissions compared to baseline conditions. Under CEQA, the baseline environmental setting is established as the time the Notice of Preparation for this EIR circulated on June 28, 2017.

The CAPCOA has provided guidance on mitigating or reducing GHG emissions from land use development projects. In September 2010, CAPCOA released a guidance document titled *Quantifying Greenhouse Gas Mitigation Measures* which provides GHG reduction values for recommended mitigation measures.<sup>80</sup> The CAPCOA guidance document was utilized in this analysis for quantifying reductions from physical and operational Project characteristics and Project Design Features (PDFs) in CalEEMod.

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<sup>79</sup> California Air Resources Board, OFFROAD Modeling Change Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment, June 13, 2003, [http://www.arb.ca.gov/msei/2001\\_residential\\_lawn\\_and\\_garden\\_changes\\_in\\_eqpt\\_pop\\_and\\_act.pdf](http://www.arb.ca.gov/msei/2001_residential_lawn_and_garden_changes_in_eqpt_pop_and_act.pdf). Accessed December 2018.

<sup>80</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, 2010.

## b) Project Design Features

The Project would be designed to incorporate green building techniques and other sustainability features; however, there are no PDFs proposed specifically to reduce GHG emissions. The PDFs described in IV.B, *Air Quality* and IV.R, *Water Supply* sections of this Draft EIR would have the beneficial result of reducing GHG emissions, as discussed below in the Project Impacts section where applicable. To the extent they can be quantified, these features have been assumed in the emissions calculations, but all of these features are considered in the consistency analysis.

## c) Thresholds of Significance

Until the passage of AB 32, CEQA documents generally did not evaluate GHG emissions or impacts on global climate change. Rather, the primary focus of air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the California and federal CAAs as being of most concern to the public and government agencies (e.g., toxic air contaminants). With the passage of AB 32 and SB 97, CEQA documents now contain a more detailed analysis of GHG emissions. However, the analysis of GHGs is different from the analysis of criteria pollutants. Since the half-life of CO<sub>2</sub> is approximately 100 years, GHGs affect the global climate over a relatively long timeframe. Conversely, for criteria pollutants, significance thresholds/impacts are based on daily emissions; and the determination of attainment or non-attainment is based on the daily exceedance of applicable ambient air quality standards (e.g., 1-hour and 8-hour exposures). Also, the scope of criteria pollutant impacts is local and regional, while the scope of GHG impacts is global.

OPR's recommended amendments to the *CEQA Guidelines* for GHGs were adopted by the California Natural Resources Agency on December 30, 2009. The following two questions relating to the effects of GHGs were added to the *CEQA Guidelines*, Appendix G (Environmental Checklist).

- a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or**
- b. Would the project conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.**

Amendments to Section 15064.4 of the *CEQA Guidelines* were adopted to assist Lead Agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives Lead Agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project

exceeds an applicable significance threshold; and extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments to Section 15064.4 do not establish a threshold of significance; rather, Lead Agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see Section 15064.7(c)).

The California Natural Resources Agency has also clarified that the Guidelines Amendments focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see Section 15064(h)(3)).<sup>81</sup> As indicated above, the *CEQA Guidelines* were amended in response to SB 97. In particular, the *CEQA Guidelines* were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Although GHG emissions can be quantified as discussed under the Methodology section above, CARB, SCAQMD, and the City have not adopted quantitative project-level significance thresholds for GHG emissions that would be applicable to the Project. The Governor's Office of Planning and Research (OPR) released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment."<sup>82</sup> Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project."<sup>83</sup>

Per *CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within

<sup>81</sup> See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action, December 2009, pages 11-13, 14, and 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009, [http://www.opr.ca.gov/docs/Transmittal\\_Letter.pdf](http://www.opr.ca.gov/docs/Transmittal_Letter.pdf). Accessed December 2018.

<sup>82</sup> Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, 2008.

<sup>83</sup> Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review.



the geographic area of the project.<sup>84</sup> To qualify, such a plan or program 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.<sup>85</sup> Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions.”<sup>86</sup>

Thus, *CEQA Guidelines* Section 15064(h)(3) allows a Lead Agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions.<sup>87</sup>

In the absence of any adopted numeric threshold, the significance of the Project’s GHG emissions is evaluated consistent with *CEQA Guidelines* Section 15064.4(b) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. The 2016–2040 RTP/SCS is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the state’s long-term climate goals. CARB’s Climate Change Scoping Plan, SCAG’s 2016 RTP/SCS, the City’s *LA Green Plan*, and *Sustainable City pLAN* all apply to the Project and are all intended to reduce GHG emissions to meet the statewide targets set forth in AB 32. Thus, the Lead Agency has determined that the Project would not have a significant effect on the environment if the Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB’s 2017 Climate Change Scoping Plan, SCAG’s 2016 RTP/SCS, and the City’s *LA Green Plan*, and *Sustainable City pLAN*.

<sup>84</sup> California Code of Regulations (CCR), Title 14, Section 15064(h)(3).

<sup>85</sup> California Code of Regulations (CCR), Title 14, Section 15064(h)(3).

<sup>86</sup> California Code of Regulations (CCR), Title 14, Section 15064(h)(3).

<sup>87</sup> See, for example, San Joaquin Valley Air Pollution Control District (SJVAPCD), CEQA Determinations of Significance for Projects Subject to ARB’s GHG Cap-and-Trade Regulation, APR-2025 (June 25, 2014), in which the SJVAPCD “determined that GHG emissions increases that are covered under ABR’s Cap-and-Trade regulation cannot constitute significant increases under CEQA...” Furthermore, the SCAQMD has taken this position in CEQA documents it has produced as a Lead Agency. The SCAQMD has prepared 3 Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTCO<sub>2</sub>e/yr significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See SCAQMD, Final Negative Declaration for Ultramar Inc. Wilmington Refinery Cogeneration Project, SHC No. 2012041014 (October 2014); SCAQMD Final Negative Declaration for Phillips 99 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); SCAQMD Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and SCAQMD Final Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014, August 2015.

## d) Analysis of Project Impacts

**Threshold a)** *Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Threshold b)** *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?*

### (1) Consistency with Applicable GHG Reduction Plans and Policies

As described above, compliance with a GHG emissions reduction plan renders a less-than-significant impact. The following section describes the extent the Project is consistent with regulations and policies and complies with or exceeds the performance-based standards included in the regulations outlined in the 2017 Climate Change Scoping Plan, the Regional Transportation Plan/Sustainable Communities Strategy, the *LA Green Plan*, and *Sustainable City pLAN*. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies.

#### (a) CARB's Climate Change Scoping Plan

At the state level, Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. Executive Order S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was adopted by the Legislature as the 2006 Global Warming Solutions Act (AB 32) and codified into law in HSC Division 25.5. Executive Order B-30-15's goal to reduce GHG emissions to 40 percent below 1990 levels by 2030 was adopted by the Legislature in SB 32 and also codified into law in HSC Division 25.5.

In support of HSC Division 25.5, the State has promulgated specific laws and strategies aimed at GHG reductions applicable to the Project. The primary focus of many of the statewide and regional plans, policies and regulations is to address worldwide climate change. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the Project's increase in annual GHG emissions would cause a measurable change in global GHG emissions necessary to influence global climate change. Newer construction materials and practices, energy efficiency requirements, and newer appliances tend to emit lower levels of air pollutant emissions, including GHGs, as compared to those built years ago; however, the net effect is difficult to quantify. The GHG emissions of the Project alone would not likely cause a direct physical change in the environment. According to CAPCOA, "GHG impacts are exclusively cumulative impacts; there are no non-cumulative

GHG emission impacts from a climate change perspective.”<sup>88</sup> It is global GHG emissions in their aggregate that contribute to climate change, not any single source of GHG emissions alone.

**Table IV.E-4, *Consistency with Applicable 2017 Climate Change Scoping Plan Greenhouse Gas Reduction Strategies***, contains a list of GHG-reducing laws and strategies applicable to the Project. The analysis describes the consistency of the Project with these laws and strategies outlined in the State’s 2017 Climate Change Scoping Plan to reduce GHG emissions. The Climate Change Scoping Plan outlines a framework that relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms such as the Cap-and-Trade program. As discussed below, the Project would implement PDFs and incorporate characteristics to reduce energy use, conserve water, reduce waste generation, and reduce vehicle travel consistent with statewide strategies and regulations. As a result, the Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

**TABLE IV.E-4**  
**CONSISTENCY WITH APPLICABLE 2017 CLIMATE CHANGE SCOPING PLAN**  
**GREENHOUSE GAS REDUCTION STRATEGIES**

Sector / Source	Category / Description	Consistency Analysis
<b>Area</b>		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	<b>Consistent.</b> The Project will comply with this regulatory mandate. All cooking stoves would either be electric or natural gas.
<b>Energy</b>		
California Renewables Portfolio Standard	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020.	<b>Consistent.</b> The Project would use electricity provided by LADWP, which is required to obtain 33 percent renewable power by 2020 and has committed to achieving 50 percent renewables by 2025. <sup>89</sup> Furthermore, per SB 100, signed by Governor Brown on September 10, 2018, LADWP would be required to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030.

<sup>88</sup> California Air Pollution Control Officers Association, CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, 2008.

<sup>89</sup> Los Angeles Department of Water and Power, 2016 Power Integrated Resource Plan, page ES-1.

Sector / Source	Category / Description	Consistency Analysis
California Renewables Portfolio Standard, SB 350 and SB 100	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027 and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	<b>Consistent.</b> The Project would use electricity provided by LADWP, which is required to meet the 2020, 2030, 2045 and 2050 performance standards (refer to Appendix F-3 of the GHG Technical Report for additional details). The Project would also meet or exceed the applicable requirements of the the 2016 Title 24 Building Energy Efficiency Standards and CALGreen Code or applicable version at the time of building permit issuance. The Project would incorporate energy efficiency measures as outlined in PDF AQ-1.
CCR, Title 24, Building Standards Code	Energy Efficiency Standards for Residential and Nonresidential Buildings	<b>Consistent.</b> The Project would meet or exceed the applicable requirements of the the 2016 Title 24 Building Energy Efficiency Standards and CALGreen Code or applicable version at the time of building permit issuance, and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1. The Project would incorporate energy efficiency measures as outlined in the PDF AQ-1, PDF AQ-2, and PDF WS-1.
Assembly Bill 1109	The Lighting Efficiency And Toxics Reduction Act (AB 1109) prohibits manufacturing specified general purpose lights that contain levels of hazardous substances prohibited by the European Union. AB 1109 also requires a reduction in average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018	<b>Consistent.</b> According to the CEC, energy savings from AB 1109 are achieved through codes and standards. Energy savings from AB 1109 are calculated as part of codes and standards savings. <sup>90</sup> The Project would incorporate energy efficient lighting. As discussed above, the Project would meet or exceed the applicable requirements of the 2016 Title 24 Building Energy Efficiency Standards and CALGreen Code and the 2016 City of Los Angeles Green Building Code, or applicable version at the time of building permit issuance, and would also incorporate energy efficiency measures as outlined in PDF AQ-1.

<sup>90</sup> California Energy Commission, 2013 California Energy Efficiency Potential and Goals Study, Appendix Volume I, February 5, 2014, <http://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=4021>. Accessed December 2018.

Sector / Source	Category / Description	Consistency Analysis
California Green Building Standards Code Requirements	All bathroom exhaust fans shall be ENERGY STAR compliant.	<b>Consistent.</b> The Project would utilize energy efficiency appliances, including bathroom exhaust fans, and equipment and would meet or exceed the applicable energy standards in the 2016 Title 24 Building Energy Efficiency Standards and CALGreen Code, or applicable version at the time of building permit issuance.
	HVAC Systems will be designed to meet ASHRAE standards.	<b>Consistent.</b> The Project would utilize energy efficiency appliances and equipment and would meet or exceed the applicable energy standards in ASHRAE 90.1-2013 Appendix G and the 2016 Title 24 Building Energy Efficiency Standards and CALGreen Code, or applicable version of these standards at the time of building permit issuance.
	Energy commissioning shall be performed for buildings larger than 10,000 square feet.	<b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's requirements and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	<b>Consistent.</b> The Project would meet or exceed the requirement of MERV 8 as part of its compliance with the City's requirements, and the CALGreen Code.
	Refrigerants used in newly installed HVAC systems shall not contain any CFCs.	<b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces will be designed for such vehicles.	<b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code. The Project would designate a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles. In addition, the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations.
	Long-term and short-term bike parking shall be provided for up to five percent of vehicle trips.	<b>Consistent.</b> The Project would meet this requirement by providing 1,274 bicycle spaces as part of its compliance with the City's requirements and the CALGreen Code.

Sector / Source	Category / Description	Consistency Analysis
	Stormwater Pollution Prevention Plan (SWPPP) required.	Consistent. The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code (See Section IV.G, <i>Hydrology and Water Quality</i> , of this DEIR).
	Indoor water usage must be reduced by 20% compared to current California Building Code Standards for maximum flow.	<b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's requirements, the CALGreen Code, and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1.
	All irrigation controllers must be installed with weather sensing or soil moisture sensors.	<b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's requirements, the CALGreen Code, and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1.
	Wastewater usage shall be reduced by 20 percent compared to current California Building Standards.	<b>Consistent.</b> The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires a minimum of 50 percent recycle or reuse of nonhazardous construction and demolition debris.	<b>Consistent.</b> The Project would meet or exceed this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires documentation of types of waste recycled, diverted or reused.	<b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.
	Requires use of low VOC coatings consistent with AQMD Rule 1168.	<b>Consistent.</b> The Project would be consistent with this regulation and would meet or exceed the low VOC coating requirements.
	100 percent of vegetation, rocks, soils from land clearing shall be recycled or stockpiled on-site.	<b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's requirements and the CALGreen Code.

Sector / Source	Category / Description	Consistency Analysis
SB 1368, CCR Title 20, Cap and Trade Program		<b>Consistent.</b> The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are covered by the Cap-and-Trade Program. Therefore, GHG emissions associated with the Project's 14.26 million kWh of electricity usage per year presented in Section IV.U, Energy, of this Draft EIR, would be covered by the Cap-and-Trade Program as LADWP would be a covered entity.)
<b>Mobile Sources</b>		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems and reduction of vehicle miles traveled.	<b>Consistent.</b> The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles. The Project would designate a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles. In addition, the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations. Furthermore, the Project would also reduce VMT as a result of its urban infill location, with access to public transportation within a quarter-mile of the Project Site, and its proximity to other destinations including off-site residential, retail, and entertainment. The Project is also located within a HQTAs as designated by SCAG.
AB 1493 (Pavley Regulations)	Reduces GHG emissions in new passenger vehicles from model year 2012 through 2016 (Phase I) and model years 2017–2025 (Phase II). Also reduces gasoline consumption to a rate of 31 percent of 1990 gasoline consumption (and associated GHG emissions) by 2020.	<b>Consistent.</b> The Project would be consistent with this regulation and would not conflict with implementation of the vehicle emissions standards. Mobile emissions associated with the Project in Table IV.E-9 reflect compliance with this regulation.  GHG emissions related to vehicular travel by the Project would benefit from this regulation because vehicle trips associated with the Project would be affected by AB 1493. Mobile source emissions generated by the Project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32.

Sector / Source	Category / Description	Consistency Analysis
Low Carbon Fuel Standard (Executive Order S-01-07)	Establishes protocols for measuring life-cycle carbon intensity of transportation fuels and helps to establish use of alternative fuels. This executive order establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020	<p><b>Consistent.</b> The Project would be consistent with this regulation and would not conflict with implementation of the transportation fuel standards. Mobile emissions associated with the Project in Table IV.E-9 reflect compliance with this regulation.</p> <p>GHG emissions related to vehicular travel by the Project would benefit from this regulation and mobile source emissions generated by the Project would be reduced with implementation of LCFS consistent with reduction of GHG emissions under AB 32.</p>
Advanced Clean Cars Program	In 2012, CARB adopted the Advanced Clean Cars (ACC) program to reduce criteria pollutants and GHG emissions for model year vehicles 2015 through 2025. ACC includes the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.	<p><b>Consistent.</b> The standards would apply to all vehicles used by visitors, employees, apartment residents, and customers associated with the Project. Further, the Project would designate a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles. In addition, the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations.</p>
SB 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	<p><b>Consistent.</b> The Project would be consistent with SCAG RTP/SCS goals and objectives under SB 375 to implement "smart growth." The Project would provide employment opportunities in close proximity to off-site residential and other job centers in downtown Los Angeles where people can live and work and have access to modes of transportation that provide options for reducing reliance on automobiles and minimizing associated air pollutant emissions. The Project would incorporate PDF AQ-1 and PDF AQ-2 that would meet or exceed the applicable requirements of CALGreen and the City of Los Angeles Green Building Code. The Project would also reduce VMT as a result of its urban infill location, with access to public transportation within a quarter-mile of the Project Site, and its proximity to other destinations including off-site residential, retail, and entertainment. The Project is also located within a HQTAs as designated</p>



Sector / Source	Category / Description	Consistency Analysis
		<p>by SCAG. Furthermore, implementation of the transportation strategies in the 2016 RTP/SCS would result in an estimated 18 percent decrease in per capita GHG emissions by 2035 and 21 percent decrease in per capita GHG emissions by 2040. As discussed above, CARB updated the SB 375 targets for the SCAG region, requiring a 19-percent decrease in per capita VMT by 2035. Implementation of the 2016–2040 RTP/SCS or the next plan is expected to fulfill and exceed the region's obligations under SB 375 with respect to meeting the State's GHG emission reduction goals. As project-related emissions are reduced by approximately 36 percent compared to NAT (see Table IV.E-9), therefore the Project would also be consistent with GHG reductions in SB 375 and the 2016 RTP/SCS.</p>
<b>Water</b>		
CCR, Title 24	Title 24 includes water efficiency requirements for new residential and non-residential uses.	<b>Consistent.</b> See discussion under 2016 Title 24 Building Standards Code and California Green Building Standards Code Requirements above.
Senate Bill X7-7	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	<b>Consistent.</b> See discussion under 2016 Title 24 Building Standards Code, California Green Building Standards Code Requirements, and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1.

Sector / Source	Category / Description	Consistency Analysis
<b>Solid Waste</b>		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandated that state agencies develop and implement an integrated waste management plan which outlines the steps to be taken to divert at least 50 percent of their solid waste from disposal facilities. AB 341 directs CalRecycle to develop and adopt regulations for mandatory commercial recycling and sets a statewide goal for 75 percent disposal reduction by the year 2020.	<b>Consistent.</b> GHG emissions related to solid waste generation from the Project would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. The Project would be served by a solid waste collection and recycling service that include mixed waste processing, and that yields waste diversion results comparable to source separation and consistent with Citywide recycling targets. According to the City of Los Angeles <i>Zero Waste Progress Report</i> (March 2013), the City achieved a landfill diversion rate of approximately 76 percent by year 2012. <sup>91</sup>
<b>Other Sources</b>		
Climate Action Team (CAT) works to coordinate statewide efforts to implement global warming emission reduction programs and the state's Climate Adaptation Strategy.	<p>Reduce diesel-fueled commercial motor vehicle idling.</p> <p>Achieve California's 50 percent waste diversion mandate (Integrated Waste Management Act of 1989) to reduce GHG emissions associated with virgin material extraction.</p> <p>Plant five million trees in urban areas by 2020 to effect climate change emission reductions.</p>	<p><b>Consistent.</b> The Project would be consistent with the CARB Air Toxics Control Measure to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. This would also be applicable to the NAT scenario since the underlying Airborne Toxic Control Measure (ATCM) that limits heavy-duty diesel motor vehicle idling (Title 13 California Code of Regulations [CCR], Section 2485) was adopted by CARB in 2004.</p> <p><b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's waste diversion requirements and the CALGreen Code. The Project would be served by a solid waste collection and recycling service that include mixed waste processing, and that yields waste diversion results comparable to source separation and consistent with Citywide recycling targets.</p> <p><b>Consistent.</b> The Project would provide appropriate landscaping on the Project Site including vegetation and approximately 194 trees.</p>

<sup>91</sup> City of Los Angeles, Department of Public Works, LA Sanitation, Zero Waste Progress Report, March 2013, <https://bioenergyproducers.files.wordpress.com/2016/11/la-zero-waste-report.pdf>. Accessed December 2018.

Sector / Source	Category / Description	Consistency Analysis
	Implement efficient water management practices and incentives, as saving water saves energy and GHG emissions.	<b>Consistent.</b> The Project would meet this requirement as part of its compliance with the City's requirements, the CALGreen Code, and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1.
	Reduce GHG emissions from electricity by reducing energy demand. The California Energy Commission updates appliance energy efficiency standards that apply to electrical devices or equipment sold in California. Recent policies have established specific goals for updating the standards; new standards are currently in development.	<b>Consistent.</b> The Project would utilize energy efficiency appliances and equipment and would meet or exceed the energy standards in the 2016 Title 24 Building Energy Efficiency Standards and the CALGreen Code or applicable version at the time of building permit issuance, and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1.
	Apply strategies that integrate transportation and land-use decisions, including but not limited to promoting jobs/housing proximity, high-density residential/commercial development along transit corridors, and implementing intelligent transportation systems.	<b>Consistent.</b> The Project would incorporate physical and operational Project characteristics that would reduce vehicle trips and VMT and encourage alternative modes of transportation for guests and employees. The Project would reduce VMT as a result of its urban infill location, with nearby access to public transportation within a quarter-mile of the Project Site, and its proximity to other destinations including off-site residential, retail, and entertainment (refer to discussion of VMT-reducing Project land use characteristics in subsection IV.E.3.d(3)).
	Reduce energy use in private buildings.	<b>Consistent.</b> The Project would replace older buildings that are energy inefficient with new energy efficient buildings. The Project would utilize energy efficiency appliances and equipment and would meet or exceed the energy standards in the 2016 Title 24 Building Energy Efficiency Standards and the CALGreen Code or applicable version at the time of building permit issuance. Renovated buildings would also utilize energy efficient appliances and equipment consistent with the 2016 Title 24 standards and CALGreen Code or applicable version at the time of building permit issuance and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1.
SOURCE: ESA, 2018.		

Furthermore, in addition to the Project's consistency with applicable GHG reduction laws and strategies, the Project would not conflict with the future anticipated statewide GHG reductions goals. CARB has outlined a number of potential strategies for achieving the 2030 reduction target of 40 percent below 1990 levels, as mandated by SB 32. These potential strategies include renewable resources for half of the State's electricity by 2030, increasing the fuel economy of vehicles and the number of zero-emission or hybrid vehicles, reducing the rate of growth in VMT, supporting high-speed rail and other alternative transportation options, and use of high-efficiency appliances, water heaters, and HVAC systems.<sup>92</sup> The Project would benefit from statewide and utility-provider efforts towards increasing the portion of electricity provided from renewable resources. As previously discussed, the utility provider for the Project, LADWP, currently provides 20 percent of electricity via renewable sources but has committed to providing an increasing percentage from renewable sources that exceed the Renewables Portfolio Standard requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036.<sup>93</sup> The Project would use energy-efficient appliances and equipment, water efficient fixtures, and would achieve the LEED Silver Certification level or equivalent as committed to in PDF AQ-1. The Project would also benefit from statewide efforts towards increasing the fuel economy standards of vehicles. The Project would support reducing VMT growth given its location at an infill site close to existing and future transit (including the Red and Purple Lines at the Metro Civic Center/Grand Park Station and future 2nd and Broadway Metro Station being constructed as part of the Regional Connector).

As discussed in Table IV.E-4 above, the Project would be consistent with applicable GHG reduction strategies in the 2017 Climate Change Scoping Plan. The 2017 Scoping Plan also outlines strategies to reduce GHG emissions to achieve the 2030 target from sectors that are not directly controlled or influenced by the Project, but nonetheless contribute to Project-related GHG emissions. For instance, the Project itself is not subject to the Cap-and-Trade regulation; however, Project-related emissions would decline pursuant to the regulation as utility providers and transportation fuel producers are subject to renewable energy standards, Cap-and-Trade, and the LCFS. The 2017 Scoping Plan also calls for the doubling of the energy efficiency savings, including utility demand-response flexibility for 10 percent of residential and commercial electric space heating, water heating, air conditioning and refrigeration. The strategy is in the process of being designed specifically to accommodate existing residential and commercial uses under the CEC's Existing Building Energy Efficiency Action Plan.<sup>94</sup> While CARB is

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<sup>92</sup> Energy + Environmental Economics, Summary of the California State Agencies' PATHWAYS Project: Long-Term Greenhouse Gas Reduction Scenarios, April 6, 2015, [https://www.arb.ca.gov/html/fact\\_sheets/e3\\_2030scenarios.pdf](https://www.arb.ca.gov/html/fact_sheets/e3_2030scenarios.pdf). Accessed December 2018.

<sup>93</sup> Los Angeles Department of Water and Power, 2016 Power Integrated Resource Plan, page ES-1.

<sup>94</sup> California Energy Commission, 2016 Existing Buildings Energy Efficiency Plan Update, December 2016.

in the process of expanding the regulatory framework to meet the 2030 reduction target based on the existing laws and strategies in the 2017 Scoping Plan, the Project would support or not impede implementation of these potential GHG reduction strategies identified by CARB.

(b) *SCAG's 2016 RTP/SCS*

Transportation-related GHG emissions would be the largest sector of emissions from the Project. This finding is consistent with the findings in regional plans, such as the SCAG 2016 RTP/SCS, which recognizes that the transportation sector is the largest contributor to the State's GHG emissions. The purpose of the SCAG 2016 RTP/SCS is to achieve the regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. SCAG's Program EIR for the 2016 RTP/SCS, released in December 2015, states that "[e]ach [Metropolitan Planning Organization] is required to prepare an SCS in conjunction to [sic] with the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to [Senate Bill] 375."<sup>95</sup> As part of the 2016 RTP/SCS, "transportation network improvements would be included, and more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth would be encouraged to accommodate increases in population, households, employment, and travel demand."<sup>96</sup> Moreover, the 2016 RTP/SCS states that while "[p]opulation and job growth would induce land use change (development projects) and increase VMT, and would result in direct and indirect GHG emissions," the 2016 RTP/SCS would "support sustainable growth through a more compact, infill, and walkable development pattern."<sup>97</sup>

Consistent with SCAG's 2016 RTP/SCS alignment of transportation, land use, and housing strategies, the Project would accommodate increases in population, households, employment, and travel demand. As discussed previously, the Project Site is an infill location close to jobs, off-site housing, shopping and entertainment uses and in close proximity to existing and future public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops. As discussed previously, following the calculation protocol from the CAPCOA guidance, based on land use characteristics LUT-1, LUT-2, LUT-4, LUT-9, and SDT-1, in addition to the Transportation Impact Analysis trip rate reductions, the Project's VMT would be reduced by approximately 32.2 percent overall in

<sup>95</sup> Southern California Association of Governments, Program Environmental Impact Report – 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, 2015, page 3.8-37.

<sup>96</sup> Southern California Association of Governments, Program Environmental Impact Report – 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 3.8-35.

<sup>97</sup> Southern California Association of Governments, Program Environmental Impact Report – 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 3.8-36.

comparison to the NAT scenario and would be greater than the reduction in transportation emission per capita provided in the 2016 RTP/SCS.

As discussed further below, the Project would also be consistent with the following key GHG reduction strategies in SCAG's 2016 RTP/SCS, which are based on changing the region's land use and travel patterns:

- Compact growth in areas accessible to transit;
- New multi-family housing (1,127 residential units) in an infill location with neighborhood-serving retail and restaurant uses;
- Jobs and housing closer to transit;
- New housing and job growth focused in HQTAs; and
- Biking and walking infrastructure to improve active transportation options and transit access.

The Project represents an infill development within an existing urbanized area that would concentrate new residential and neighborhood-serving commercial retail and restaurant uses within an HQTA, which is defined by the 2016 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Project Site is located within a quarter-mile of public transportation, including the Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line and the future 2nd and Broadway Metro Station being constructed as part of the Regional Connector Project. The Project is also within a quarter mile of many Metro bus routes (e.g., local 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Hill and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770. In addition, the Project would also provide bicycle storage areas for Project residents and guests. The Project would provide residents and visitors with access to public transit and opportunities for walking and biking, which would facilitate a reduction in VMT and related vehicular GHG emissions. These and other measures would further promote a reduction in VMT and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2016 RTP/SCS.

The estimated reduction in VMT (refer to discussion of VMT-reducing Project land use characteristics in subsection IV.E.3.d(3)) for the Project is supported by area-specific data in the Health Atlas, published by the City in June 2013.<sup>98</sup> The Health

<sup>98</sup> City of Los Angeles, Health Atlas for the City of Los Angeles, June 2013, <http://healthyplan.la/the-health-atlas/>. Accessed December 2018.

Atlas is not a plan specifically developed to reduce GHG emissions. Nonetheless, while the primary focus of the Health Atlas is on factors that affect the health behaviors and health status of residents and workers in the City, some of the data is relevant to land use GHG emissions as those emissions reflect similar issues regarding land use patterns, urban design, and transportation systems. Data from the Health Atlas regarding the land use diversity, employment density, walkability, and transportation options for the Central City Community Plan Area is used to provide additional location-specific supporting evidence with respect to the Project's land use characteristics that would minimize VMT and that would support regional planning efforts in accordance with the SCAG 2016 RTP/SCS to reduce VMT and associated emissions.

As detailed below, data collected by the City in support of its Health Atlas demonstrates that the Project would be located in an area that would substantially reduce mobile source GHG emissions relative to the citywide and statewide average. The Health Atlas includes a number of findings related to land use mix and diversity, employment density, walkability, access to public transit, and other land use transportation findings organized by Community Plan Area. The Project is located in the Central City Community Plan Area. A summary and analysis of the Health Atlas findings relative to the Central City Community Plan Area are provided below.

- **Land Use Diversity:** The Health Atlas evaluates land use diversity based on the presence of 19 types of uses or amenities, including supermarkets, convenience stores, banks, gyms, department stores, farmer's markets, libraries, and parks, grouped into four categories: food retail, community-serving retail, services, civic and community facility. The Central City Community Plan Area scored relatively high out of the 35 Community Plan Areas, indicating that the area has a high number of different types of amenities available in the Community Plan Area (a score of 11, which is in the highest one-third of the scores). The data indicates that the Central City Community Plan Area has a high potential for walkability and offers a high number of destinations available for non-motorized trips. These findings are substantiated by the CAPCOA guidance, *Quantifying Greenhouse Gas Mitigation Measures*. CAPCOA measure LUT-3 (Increase Diversity of Urban and Suburban Developments [Mixed Use]) states that "different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport."<sup>99</sup> These land use diversity characteristics also relate to the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between

<sup>99</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, page 162.

them.”<sup>100</sup> According to SCAG, giving people more transportation choices and providing greater opportunities for biking and walking reduces the number of people who drive alone and encourages people to use alternative modes of travel.<sup>101</sup> The high scores for the number of destinations available for non-motorized trips within the Central City Community Plan Area supports the expectation that projects located in the area would achieve substantial reductions in VMT and associated mobile source emissions relative to the citywide average. Therefore, based on City data and expert guidance from state and regional agencies, the Project would result in a substantial reduction in emissions from mobile sources and would have a substantially greater level of transportation efficiency when compared to the citywide and statewide average. Furthermore, the land use diversity scores for the Central City Community Plan Area in the Health Atlas indicate that the Project would be located in an area consistent with the regional SCAG 2016 RTP/SCS goals to improve mobility and access to diverse destinations, and to reduce vehicular demand and associated emissions.

- **Employment Density:** The Health Atlas evaluates employment density as the number of jobs per square mile. The Central City Community Plan Area has the highest employment density of the 35 Community Plan Areas in the city with nearly 80,000 jobs per square mile. The citywide average employee density is approximately 1,185 jobs per square mile.<sup>102</sup> The data indicates that the Central City Community Plan Area has a high potential for walkability and making use of frequent and comprehensive transit services, such as the Metro Red Line and connecting bus lines. These findings are substantiated by the CAPCOA guidance measure LUT-1 (Increase Density), which states that “[i]ncreased densities affect the distance people travel and provide greater options for the mode of travel they choose.”<sup>103</sup> Measure LUT-1 also states that increased densities “provides a foundation for implementation of many other strategies which would benefit from increased densities” such as “enhanced transit service.”<sup>104</sup> The Health Atlas employment density findings are also related to the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved mobility and access and implementation of land use strategies that encourage walking, biking, and transit use, resulting in reduced vehicular demand and associated pollutant emissions.<sup>105</sup> The high employment density of the Central City Community Plan Area supports the expectation that projects located in the area would have high levels of walkability and high potential for transit usage. As a result, the Project would be expected to achieve substantial reductions in VMT and associated mobile source emissions relative to the

<sup>100</sup> Southern California Association of Governments, 2016 RTP/SCS, page 16.

<sup>101</sup> Southern California Association of Governments, 2016 RTP/SCS, page 14.

<sup>102</sup> City of Los Angeles, Health Atlas for the City of Los Angeles, page 102.

<sup>103</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, page 155.

<sup>104</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, page 155.

<sup>105</sup> Southern California Association of Governments, 2016 RTP/SCS, pages 13-15.



citywide and statewide average. Therefore, based on city data and expert guidance from state and regional agencies, the Project's location in an employment dense area would result in a substantial reduction in emissions from mobile sources and would have a substantially greater level of transportation efficiency when compared to the citywide and statewide average. Furthermore, the land employment density score for the Central City Community Plan Area in the Health Atlas indicates that the Project would be located in an area consistent with the regional SCAG 2016 RTP/SCS goals to improve mobility and access to diverse destinations, and to reduce vehicular demand and associated emissions.

- **Walkability:** The Health Atlas provides a quantitative analysis of the walkability of each Community Plan Area using a Walkability Index based on four components: land use mix, residential density, retail density, and intersection density. Higher scores represent more walkable areas. The Central City Community Plan Area has the highest Walkability Index of the 35 Community Plan Areas in the city. Furthermore, as discussed previously, the walkability score for the Project area, as quantified by WalkScore.com, is approximately 91 points<sup>106</sup> out of a possible 100, compared to the citywide score of 67 points. The data indicates that the Central City Community Plan Area is a highly walkable area. These findings are substantiated by the CAPCOA guidance measure LUT-9 (Improve Design of Development), which indicates that design elements that enhance walkability and connectivity, such as intersection density, reduce VMT and associated GHG emissions. The Health Atlas findings are also related to the goals and benefits of the SCAG RTP/SCS, which seeks better "placemaking," defined as "the process of developing options for locations where they can live and work that include a pleasant and convenient walking environment that reduces their reliance on their car."<sup>107</sup> The high Walkability Index of the Central City Community Plan Area supports the expectation that projects located in the area would have a highly walkable environment. As a result, the Project would be expected to achieve substantial reductions in VMT and associated mobile source emissions relative to the citywide and statewide average. Therefore, based on city data and expert guidance from state and regional agencies, the Project's location in a walkable area would result in a substantial reduction in emissions from mobile sources and would have a substantially greater level of transportation efficiency when compared to the citywide and statewide average. Furthermore, the land employment density score for the Central City Community Plan Area in the Health Atlas indicates that the Project would be located in an area consistent with the regional SCAG 2016 RTP/SCS goals to provide better "placemaking" and to reduce vehicular demand and associated emissions.

<sup>106</sup> WalkScore.com ([www.walkscore.com](http://www.walkscore.com)) rates the Project Site area (202 W 1st Street, Los Angeles, CA 90012) with a score of 91 of 100 possible points (scores accessed on November 8, 2017). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

<sup>107</sup> Southern California Association of Governments, 2016 RTP/SCS, pages 25.

- Workers Commuting by Walking, Biking, and Public Transportation: The Health Atlas also indicates that the Central City Community Plan Area has a high percentage of workers that commute to work by walking, biking, and public transportation. The Central City Community Plan Area has the 2nd highest percentage of workers that commute to work by walking, biking, and public transportation, at about 37 percent for the area as a whole, based on 2010 data. The statewide percentage of workers that commute to work by walking, biking, and public transportation is approximately 9 percent, based on census data for the 2010 to 2014 period.<sup>108</sup> As discussed previously, the Central City Community Plan Area is a highly walkable area and the area is also well served by frequent and comprehensive transit including the Metro Blue, Expo, Red, Purple, and Gold Lines, which provides convenient access to locations within Downtown Los Angeles and a multitude of locations outside the downtown area, and multiple bus lines. Thus, the data indicates that the Central City Community Plan Area substantially exceeds the statewide average for the percentage of workers that commute to work by walking, biking, and public transportation. The Health Atlas findings are further substantiated by the CAPCOA guidance measures LUT-1, LUT-3, and LUT-9, as discussed previously, and also by LUT-5 (Increase Transit Accessibility), which indicates that “high density near transit will facilitate the use of transit by people.”<sup>109</sup> The Health Atlas findings are also related to the goals and benefits of the SCAG 2016 RTP/SCS, which seeks to implement “strategies focused on compact infill development, superior placemaking (the process of creating public spaces that are appealing), and expanded housing and transportation choices”<sup>110</sup> The high proportion of workers that commute to work by walking, biking, and public transportation in the Central City Community Plan Area supports the expectation that projects located in the area would be accessible to alternative forms of transportation. As a result, the Project would be expected to achieve substantial reductions in VMT and associated mobile source emissions relative to the citywide and statewide average. Therefore, based on city data and expert guidance from state and regional agencies, the Project’s location in an area accessible to alternative forms of transportation including walking, bicycling, and transit, and with the Project’s incorporation of the Paseo through the Project Site connecting 1st and 2nd Streets, would result in a substantial reduction in emissions from mobile sources and would have a substantially greater level of transportation efficiency and increase the walkability of the area when compared to the citywide and statewide average. Furthermore, the Project would be located in an area consistent with the regional SCAG 2016

<sup>108</sup> United States Census Bureau, American FactFinder, Data Set B08301 (Means of Transportation to Work, California, 2010-2014), [https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_14\\_5YR\\_B08301&prodType=table](https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_14_5YR_B08301&prodType=table). Accessed December 2018.

<sup>109</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, page 171.

<sup>110</sup> Southern California Association of Governments, 2016 RPT/SCS, page 14.

RTP/SCS goals to provide more transportation choices and to reduce vehicular demand and associated emissions.

As discussed in the above analysis and below in Table IV.E-5, the Project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks “improved mobility and accessibility... to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices.”<sup>111</sup> The SCAG 2016 RTP/SCS seeks to implement “strategies focused on compact infill development, superior placemaking (the process of creating public spaces that are appealing), and expanded housing and transportation choices.”<sup>112</sup> The Project would concentrate new multi-family housing and neighborhood-serving commercial retail and restaurant uses within an HQTa in an urban infill location in proximity to multiple public transit stops. The Project would also provide bicycle storage areas for Project residents and guests, and a mid-block pedestrian paseo, which would support active transportation options and transit access. The high scores for walkability and number of destinations available for non-motorized trips within the Central City Community Plan Area indicate that the existing infrastructure and built environment is sufficiently developed such that projects located in the area would be expected to achieve substantial and credible reductions in trip distances and overall VMT. The high employment density of the Central City Community Plan Area supports the expectation that projects located in the area would provide high levels of walkability and high potential for transit usage by Project employees and visitors. The high number of workers that commute to work by walking, biking, and public transportation in the Central City Community Plan Area is additional proof that projects located in the area would provide access to more transportation choices for Project employees and visitors and that projects would have a substantially greater level of transportation efficiency when compared to the citywide and statewide average.

At the regional level, the 2016 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. In order to assess the Project’s potential to conflict with 2016 RTP/SCS, this section analyzes the Project’s land use assumptions for consistency with those utilized by SCAG in its SCS. **Table IV.E-5, *Consistency with Applicable 2016 SCAG RTP/SCS Actions and Strategies***, contains a list of GHG-reducing actions and strategies from the 2016 SCAG RTP/SCS that are applicable to the Project. The analysis describes the consistency of the Project with these strategies. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG’s SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table IV.E-8 demonstrates the Project’s consistency with the Actions and Strategies set forth

<sup>111</sup> Southern California Association of Governments, 2016 RTP/SCS, page 160.

<sup>112</sup> Southern California Association of Governments, 2016 RTP/SCS, page 14.

in the 2016 RTP/SCS. As discussed further below, the Project would be consistent with the SCAG 2016 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better “placemaking,” provide more transportation choices, and reduce vehicular demand and associated emissions. Therefore, the Project would be consistent with the GHG reduction-related actions and strategies contained in the 2016 RTP/SCS.

**TABLE IV.E-5**  
**CONSISTENCY WITH APPLICABLE 2016 SCAG RTP/SCS ACTIONS AND STRATEGIES**

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
<b>Land Use Actions and Strategies</b>		
Encourage the use of range-limited battery electric and other alternative fueled vehicles through policies and programs, such as, but not limited to, neighborhood oriented development, complete streets, and Electric (and other alternative fuel) Vehicle Supply Equipment in public parking lots.	Local Jurisdictions, COGs, SCAG, CTCs	<b>Consistent.</b> While the use of alternative-fueled vehicles is beyond the direct control or influence of the Project, the Project would not impair the City's or SCAG's ability to encourage the use of alternative-fueled vehicles through various policies and programs. Specifically, the Project would support a land use pattern that provides increased opportunity of use of alternative transportation modes. Additionally, the Project would encourage the use of alternative-fueled vehicles by designating a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles. In addition, the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations.
Support projects, programs, and policies that support active and healthy community environments that encourage safe walking, bicycling, and physical activity by children, including, but not limited to development of complete streets, school siting policies, joint use agreements, and bicycle and pedestrian safety education.	Local Jurisdictions, SCAG	<b>Consistent.</b> The Project would facilitate pedestrian and bicycle movements including through the ground level Paseo and around the Project Site and would provide 1,274 bicycle spaces. It would also connect to the surrounding commercial and recreational areas where the Project-provided pedestrian paseo leading from W. 1st Street to W. 2nd Street would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a connection to First and Broadway Civic Center Park. The Project would locate residential, commercial, retail, and restaurant uses within an area that has public transit, employment opportunities, restaurants and entertainment all within walking distance.

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Collaborate with the region's public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG, State, Local Jurisdictions	<b>Consistent.</b> The Project would not impair the City's, SCAG's, or the State's ability to collaborate with the region's public health professionals regarding the integration of public health issues in regional planning. The Project would also incorporate measures to reduce air pollutant emissions, minimize hazards, and ensure water quality. As an example, the Project would comply with fugitive dust control measures included in SCAQMD Rule 403. The Project would result in a potentially significant air quality impact during construction from exhaust emissions of nitrogen oxides (NO <sub>x</sub> ) (refer to Section IV.B, <i>Air Quality</i> , of this Draft EIR). However, the Project would be required to implement mitigation measure MM AQ-1 requiring the use of construction equipment that meet the most stringent Tier 4 emissions standards, which would reduce emissions to less than significant with the exception of a temporary and short-term NO <sub>x</sub> emissions impact that would be significant and unavoidable during the continuous concrete pour foundation activities lasting up to approximately four days.
Update local zoning codes, General Plans, and other regulatory policies to promote a more balanced mix of residential, commercial, industrial, recreational and institutional uses located to provide options and to contribute to the resiliency and vitality of neighborhoods and districts.	Local Jurisdictions	<b>Consistent.</b> The Project would support this action/strategy by creating a mixed-use infill development comprising complementary uses that offer employment and other community-serving opportunities. The Project would support the development of a balanced mix of uses by co-locating complementary commercial/restaurant and residential land uses in close proximity to existing off-site commercial and residential uses, being located within a quarter-mile of off-site commercial and residential uses, and being located in a highly walkable area well-served by transit within a quarter-mile of the Project Site.
Support projects, programs, policies and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment and services all within a relatively short distance.	Local Jurisdictions, SCAG	<b>Consistent.</b> The Project would support the development of complete communities by co-locating complementary commercial and residential land uses in close proximity to existing off-site commercial and residential uses and being located in a highly walkable area served by frequent and comprehensive transit within a quarter-mile of the Project Site. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions.

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Pursue joint development opportunities to encourage the development of housing and-mixed use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas.	Local Jurisdictions, CTCs	<b>Not Applicable.</b> This strategy is not applicable to the Project because it is not a joint development. However, the Project would generally support the intent of this strategy because it would be located within a quarter mile of the Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line, and provides further connection to the Blue and Expo Lines at the 7th Street/Metro Center Station and the Gold Line at Union Station, as well as the future 2nd and Broadway Metro Station being constructed as part of the Regional Connector; multiple bus and shuttle lines; the regional freeway system; bicycle lanes; and an established pedestrian grid; would maximize mobility and the accessibility to the Project Site. Additionally, the Project would provide distinctive sidewalks, landscaping, wayfinding signage, neighborhood-serving commercial uses, and outdoor activity to attract and serve Civic Center visitors and neighborhood residents.
Consider developing healthy community or active design guidelines that promote physical activity and improved health.	Local Jurisdictions	<b>Consistent.</b> The Project would facilitate pedestrian and bicycle movements through and around the Project Site where the Project provided pedestrian paseo leading from W. 1st Street to W. 2nd Street would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a connection to First and Broadway Civic Center Park, and the Project would provide 1,274 bicycle parking spaces. It would also connect to the surrounding commercial and recreational areas, and would provide onsite amenities, such as open space and a gym, that encourage recreational opportunities. The Project would locate residential, retail, and restaurant uses within an area that has public transit, and employment opportunities, restaurants and entertainment all within walking distance.

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Create incentives for local jurisdictions and agencies that support land use policies and housing options that achieve the goals of SB 375.	State, SCAG	<b>Not Applicable.</b> This strategy is not applicable to the Project because implementation is the responsibility of local jurisdictions and agencies and not private developers. However, the Project would generally support the intent of this strategy because the Project would be consistent with the goals of SB 375, including the goal to reduce VMT and the corresponding emission of GHGs. The Project would locate complementary commercial/restaurant and residential land uses in close proximity to existing off-site commercial and residential uses, being located within a quarter-mile of off-site commercial and residential uses, and being located in HQTAs as designated by SCAG, which is a highly walkable area served by frequent and comprehensive transit within a quarter-mile of the Project Site. <sup>113</sup> The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions.
<b>Transportation Network Actions and Strategies</b>		
Prioritize transportation investments to support compact infill development that includes a mix of land uses, housing options, and open/park space, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	SCAG, CTCs, Local Jurisdictions	<b>Consistent.</b> The Project provides a mix of uses, including 1,127 residential units and multiple commercial/retail uses including office space, restaurants and a grocery store. The Project would provide open space amenities available to residents of the North and South Towers, which would include landscaping, a pool deck, a dog run, cabanas, steam room and sauna, and tables and seating, and would also provide a publicly accessible Paseo running between W. 1st Street and W. 2nd Street. The Project Site is an infill location close to jobs, off-site housing, shopping and entertainment uses and in close proximity to existing and future public transit stops, which would result in reduced VMT, as compared to a project of similar size and land uses at a location without close and walkable access to off-site destinations and public transit stops. The proximity of the Project to alternative transit modes, including regional rail and bus lines, would support the region's transportation investment and the sustainability of the regional transportation system.

<sup>113</sup> Southern California Association of Governments, The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 77.

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
<p>Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.</p>		<p><b>Consistent.</b> The Project would facilitate pedestrian and bicycle movements through and around the Project Site where the Project-provided pedestrian paseo leading from W. 1st Street to W. 2nd Street would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a connection to First and Broadway Civic Center Park, and the Project would provide 1,274 bicycle parking spaces. It would also connect to the surrounding commercial and recreational areas. The Project would locate residential, retail, office and restaurant uses within an area that is well-served by public transit, and employment opportunities, restaurants and entertainment all within walking distance. Further, the Project would promote the use of electric vehicles by designating a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles. In addition, the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations.</p>
<p>Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and neighborhood commercial centers.</p>	<p>SCAG, CTCs, Local Jurisdictions</p>	<p><b>Consistent.</b> Project would intensify development in an area served by the Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line, and provides further connection to the Blue and Expo Lines at the 7th Street/Metro Center Station and the Gold Line at Union Station, as well as the future 2nd and Broadway Metro Station being constructed as part of the Metro Regional Connector project; the regional freeway system; and multiple bus and shuttle lines. Furthermore, the Project would provide a high-density residential and retail/restaurant use in an area with pedestrian access to a large range of entertainment and commercial uses opportunities in downtown Los Angeles.</p>



Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Collaborate with local jurisdictions to provide a network of local community circulators that serve new TOD, HQTAs, and neighborhood commercial centers providing an incentive for residents and employees to make trips on transit.	SCAG, CTCs, Local Jurisdictions	<b>Not Applicable.</b> This strategy is not applicable to the Project because implementation is the responsibility of local jurisdictions and agencies and not private developers. However, the Project would generally support the intent of this strategy because the Project would locate complementary commercial and residential uses in close proximity to existing off-site commercial and residential uses, within a quarter-mile of off-site commercial and residential uses, in a highly walkable area well-served by transit, as the Project is located in an HQTAs as designated by SCAG. <sup>114</sup> The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and other non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions. The Project would improve pedestrian connectivity by providing a mid-block paseo between W. 1st Street and W. 2nd Street. Further, the Project would provide distinctive sidewalks, landscaping, wayfinding signage, ground-floor retail uses, and outdoor activity areas to attract and accommodate Civic Center visitors and neighborhood residents.

<sup>114</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy, page 77.

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options.	CTCs, Local Jurisdictions	<b>Consistent.</b> The Project would facilitate pedestrian and bicycle movements through and around the Project Site where the Project-provided pedestrian paseo leading from W. 1st Street to W. 2nd Street would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a connection to First and Broadway Civic Center Park, and the Project would provide 1,274 bicycle parking spaces. The Project would designate a minimum of 10 percent of on-site non-residential parking for carpool and/or alternative-fueled vehicles. In addition, the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the parking spaces, with 5 percent of the Code-required spaces further improved with electric vehicle charging stations.. The Project would provide residents and retail/restaurant visitors with available LADOT and Metro regional transit information through the Transportation Demand Management (TDM) program (finalized TDM program to be reviewed and approved by the LADOT). The TDM program would incorporate commute trip reduction (CTR) marketing that may include: new employee orientation of trip reduction and alternative mode options, event promotions, and publications. The Project's TDM may also include providing on-site car share amenities, and providing rideshare program and a rideshare information center that provides assistance for Project employees and tenants regarding forming carpools or accessing transit alternatives (refer to Section IV.P, <i>Transportation and Traffic</i> , for additional information).
Encourage transit fare discounts and local vendor product and service discounts for residents and employees of TOD/HQTAs or for a jurisdiction's local residents in general who have fare media.	Local Jurisdictions	<b>Consistent.</b> The Project is located in a HQTA as designated by SCAG. In addition, the Project TDM program (finalized TDM program to be reviewed and approved by the LADOT) would include a variety of measures that would promote transit use by residents and employees through incentives. Incentives would be analyzed in the Project TDM and could include transit fare discounts (refer to Section IV.P, <i>Transportation and Traffic</i> , for additional information).

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Continue to support the California Interregional Blueprint as a plan that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.	SCAG	<b>Not Applicable.</b> This strategy is not applicable to the Project because implementation is the responsibility of local jurisdictions and agencies and not private developers. However, the Project would generally support transportation and land use goals via the development of a mixed-use commercial and residential project in close proximity to existing off-site commercial and residential and commercial uses, and existing and future public transit. In addition, the Project is located in a HQTAs, which is defined by the 2016 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. <sup>115</sup>
<b>Transportation Demand Management (TDM) Actions and Strategies</b>		
Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes.	SCAG, Local Jurisdictions	<b>Consistent.</b> As part of the TDM program (finalized TDM program to be reviewed and approved by the LADOT), the Project would include programs that encourage emission reduction strategies, such as carpools and rideshare, bicycle by providing racks and showers, incentives for use of alternative travel modes, and parking incentives for carpools/vanpools.
Develop infrastructure plans and educational programs to promote active transportation options and other alternative fueled vehicles, such as neighborhood electric vehicles (NEVs), and consider collaboration with local public health departments, walking/biking coalitions, and/or Safe Routes to School initiatives, which may already have components of such educational programs in place.	Local Jurisdictions	<b>Consistent.</b> As part of the TDM program (finalized TDM program to be reviewed and approved by the LADOT), the Project would incorporate commute trip reduction (CTR) marketing that may include: new employee orientation of trip reduction and alternative mode options, event promotions, and publications. The Project's TDM may also include providing on-site car share amenities, and providing rideshare program and a rideshare information center that provides assistance for Project employees and tenants regarding forming carpools or accessing transit alternatives.

<sup>115</sup> Southern California Association of Governments, 2016 RTP/SCS, pages 75-77.

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
<b>Clean Vehicle Technology Actions and Strategies</b>		
Support subregional strategies to develop infrastructure and supportive land uses to accelerate fleet conversion to electric or other near zero-emission technologies. The activities committed in the two subregions (Western Riverside COG and South Bay Cities COG) are put forward as best practices that others can adopt in the future. (See Appendix: Vehicle Technology, for more information.)	SCAG, Local Jurisdictions	<b>Consistent.</b> As discussed above, while the use of alternative-fueled vehicles is beyond the direct control or influence of the Project, the Project would not impair the City's or SCAG's ability to encourage the use of alternative-fueled vehicles through various policies and programs. Specifically, the Project would support a land use pattern that provides increased opportunity of use of alternative transportation modes by adding a high-density mixed-use development in downtown located near near transit and nearby land uses including retail, entertainment destinations, employment, etc. Additionally, the Project would encourage the use of alternative-fueled vehicles by designating a minimum of 10 percent of on-site parking for carpool and/or alternative-fueled vehicles, and the Project design would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 20 percent of the parking spaces.
SOURCE: ESA, 2018.		

(c) *City of Los Angeles LA Green Plan*

The Project would be consistent with the *LA Green Plan*. The *LA Green Plan* outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. **Table IV.E-6, Consistency with City of Los Angeles LA Green Plan**, provides a discussion of the Project's consistency with applicable GHG-reducing actions from the *LA Green Plan*. As discussed below, the Project would be consistent with the applicable goals and actions of the *LA Green Plan*.

(d) *City of Los Angeles Sustainable City pLAN*

As discussed above, the *Sustainable City pLAN* includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others. The *Sustainable City pLAN* provides information as to what the City will do with buildings and infrastructure in their control. Specific targets related to housing and development, and mobility and transit, include the construction of new housing units within 1,500 feet of transit by 2017, reducing vehicle miles traveled per capita by five percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. As discussed in **Table IV.E-7, Consistency with City of Los Angeles Sustainable City pLAN**, the Project would generally comply with

these aspirations as the Project. Therefore, the Project would be consistent with the *Sustainable City pLAN*.

**TABLE IV.E-6**  
**CONSISTENCY WITH CITY OF LOS ANGELES LA GREEN PLAN**

Action	Description	Consistency Analysis
<b>Focus Area: Energy</b>		
E6	Present a comprehensive set of green building policies to guide and support private sector development.	<b>Consistent.</b> The Project would be designed and operated to meet or exceed the applicable requirements of the CALGreen Code, the City of Los Angeles Green Building Code, and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1. The Project would incorporate energy efficiency measures as outlined in PDF AQ-1 and PDF AQ-2. As a result, the Project would be consistent with City's green building policies.
<b>Focus Area: Water</b>		
W1	Meet all additional demand for water resulting from growth through water conservation and recycling.	<b>Consistent.</b> While this action primarily applies to the City and LADWP, the Project would comply with the applicable requirements of the CALGreen Code and the City of Los Angeles Green Building Code and incorporate water efficiency measures defined in PDF AQ-1, PDF AQ-2 and PDF WS-1. The reductions would be achieved through the installation of water efficient fixtures that exceed applicable standards, drought-tolerant/California native plant species selection, irrigation system efficiency. As a result, the Project would be consistent with the applicable short- and long-term water conservation strategies.

Action		Description	Consistency Analysis
		<p>Long-Term Conservation Strategies:</p> <ul style="list-style-type: none"> <li>Increasing water conservation through reduction of outdoor water use and new technology.</li> <li>Maximizing water recycling.</li> <li>Enhancing stormwater capture</li> <li>Accelerating clean-up of the groundwater basin.</li> <li>Expanding groundwater storage.</li> </ul>	
W2	Reduce per capita water consumption by 20 percent.	See W1, above.	See W1, above.
W3	Implement the City's innovative water and wastewater integrated resources plan that will increase conservation, and maximize use of recycled water, including capture and reuse of stormwater.	See W1, above.	See W1, above.
<b>Focus Area: Transportation</b>			
T8	Promote walking and biking to work, within neighborhoods, and to large events and venues.	Promoting alternate modes of travel will reduce the carbon emissions associated with single occupancy vehicles (SOVs). As described in Action Items LU1 and LU2, the City is promoting high-density and mixed-use housing close to major transportation arteries. Such developments will also support the advancement of Action Item T8, by improving accessibility for those who wish to walk and bike to work.	<p><b>Consistent.</b> The Project would facilitate pedestrian and bicycle movements through and around the Project Site where the Project-provided pedestrian paseo leading from W. 1st Street to W. 2nd Street would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a connection to First and Broadway Civic Center Park, and the Project would provide 1,274 bicycle parking spaces . It would also connect to the surrounding commercial and recreational areas. The Project would locate residential, retail, and restaurant uses within an area that is well-served by public transit, and has employment opportunities, restaurants and entertainment within walking distance. As a result, the Project would be consistent with this action.</p>

Action	Description	Consistency Analysis
<b>Focus Area: Land Use</b>		
LU1	<p>Promote high-density housing close to major transportation arteries.</p> <p>Promoting higher density housing in areas close to transportation stops is an important component of the City's General Plan. Higher density housing with good access to transit helps accommodate the City's growing population and helps relieve traffic congestion, by increasing ridership on public transit.</p>	<p><b>Consistent.</b> The Project's residential uses are proposed on a Project Site in an urban infill location within the Downtown area of the City of Los Angeles. The Project would be located in a highly walkable area well-served by transit within a quarter-mile of the Project Site, including the existing Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line, and provides further connection to the Blue and Expo Lines at the 7th Street/Metro Center Station and the Gold Line at Union Station, as well as the future 2nd and Broadway Metro Station being constructed as part of the Metro Regional Connector project; the regional freeway system; and multiple bus and shuttle lines. The Project's location and design are consistent with this City action.</p>
LU2	<p>Promote and implement transit-oriented development (TOD).</p> <p>Transit Oriented Districts represent opportunities for creating cohesive, vibrant, walkable communities where fragmented, auto-dependent corridors now exist. TODs are a positive alternative to low-density traditional land use patterns that typically segregate housing, jobs and neighborhood services from one another. In contrast, TODs cluster these community elements in close proximity, so a greater portion of trips can be made by transit, bike, or on foot.</p>	<p><b>Consistent.</b> The Project has many TOD features, such as co-locating complementary office, restaurant and residential land uses in close to proximity to existing off-site commercial and residential uses, being located within a quarter-mile of off-site commercial and residential uses, and being located in a highly walkable area well-served by transit within a quarter-mile of the Project Site. The increases in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions. As a result, the Project is consistent with this City action.</p>

Action	Description	Consistency Analysis
<b>Focus Area: Waste</b>		
Wst1	Reduce or recycle 70% of trash by 2015.	Source reduction and recycling programs not only conserve natural resources and landfill space, but also confer climate benefits.
		<b>Consistent.</b> The Project would be served by a solid waste collection and recycling service that will include mixed waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets. According to the City of Los Angeles <i>Zero Waste Progress Report</i> (March 2013), the City achieved a landfill diversion rate of approximately 76 percent by year 2012. <sup>116</sup> The Project would also comply with the City of Los Angeles Space Allocation Ordinance (171,687) which requires that developments include a recycling area or a room of a specified size on the Project Site.
SOURCE: City of Los Angeles, LA Green Plan, 2007, Climate LA Plan, 2008; ESA, 2018.		

**TABLE IV.E-7**  
**CONSISTENCY WITH CITY OF LOS ANGELES SUSTAINABLE CITY PLAN**

Action	Description	Consistency Analysis
<b>Focus Area: Environment</b>		
Local Water	Lead the nation in water conservation and source the majority of water locally.	<b>Consistent.</b> The Project would comply with the applicable requirements of the CALGreen Code and the City of Los Angeles Green Building Code and incorporate water efficiency measures as defined in the PDF WS-1. The reductions would be achieved through the installation of water efficient fixtures that exceed applicable standards, drought-tolerant/California native plant species selection, and irrigation system efficiency. The Project would not impair the City's and LADWP's ability to provide locally sourced water.
Local Solar	Increase Los Angeles' clean and resilient energy supplies by capturing energy from abundant sunshine.	<b>Consistent.</b> Building rooftop areas without landscaping, pool, deck, garden or other improvements will be

<sup>116</sup> City of Los Angeles Department of Public Works, LA Sanitation, Zero Waste Progress Report, March 2013, <https://bioenergyproducers.files.wordpress.com/2016/11/la-zero-waste-report.pdf>. Accessed December 2018.



Action	Description	Consistency Analysis
		constructed as solar-ready for the future installation of on-site solar photovoltaic (PV) or solar water heating (SWH) systems as required by the 2016 Title 24 Building Energy Efficiency Standards or applicable version at the time of building permit issuance.
Energy Efficient Buildings	Save money and energy by increasing the efficiency of buildings.	<b>Consistent.</b> The Project would be designed and operated to meet or exceed the applicable requirements of the CALGreen Code, the City of Los Angeles Green Building Code, and LEED Silver Certification Requirements or equivalent as committed to in PDF AQ-1. The Project would incorporate energy efficiency measures as defined in the PDF AQ-1 and PDF AQ-2.
Carbon and Climate Leadership	As a proactive leader on climate issues, strengthen Los Angeles' economy by dramatically reducing GHG emissions and rallying other cities to follow Los Angeles' lead.	<b>Consistent.</b> The Project would be designed to incorporate energy and water efficient designs that meet or exceed the 2016 Title 24 Building Energy Efficiency Standards and CALGreen Code standards and incorporate energy and water efficiency measures as defined in the PDF AQ-1, PDF AQ-2, and PDF WS-1, which would result in GHG emissions reductions. The Project would also be located in an area well served by multiple public transportation options and in a highly walkable environment, which would reduce transportation-related GHG emissions. Following the calculation protocol from the CAPCOA guidance, based on land use characteristics LUT-1, LUT-2, LUT-4, LUT-9, and SDT-1, in addition to the Transportation Impact Analysis trip rate reductions, the Project's VMT would be reduced by approximately 32.2 percent overall.
Waste and Landfills	Become the first big city in the United States to achieve zero-waste, and recycle and reuse most of its waste locally.	<b>Consistent.</b> The Project would be served by a solid waste collection and recycling service that would include mixed waste processing, and that yields waste diversion results comparable to source separation and consistent with citywide recycling targets. The Project would also

Action	Description	Consistency Analysis
		comply with the City of Los Angeles Space Allocation Ordinance (171,687) which requires that developments include a recycling area or a room of a specified size on the Project Site.
<b>Focus Area: Economy</b>		
Mobility and Transit	Invest in rail, bus lines, pedestrian/bike safety, and complete neighborhoods that provide more mobility options and reduce vehicle miles traveled.	<b>Consistent.</b> The Project would provide 1,127 residential units, a mix of retail and restaurant uses, and office uses in an area well served by multiple public transportation options and in a highly walkable environment, which would reduce vehicle miles traveled and transportation-related GHG emissions.
Preparedness and Resiliency	Prepare for natural disasters and decrease vulnerability to climate change.	<b>Consistent.</b> The Project would be constructed to meet or exceed applicable requirements for fire, seismic, and other building safety standards. The Project would meet the applicable fire safety standards for residential and commercial buildings of the 2016 Title 24 California Building Code and California Fire Code or applicable version at the time of building permit issuance (refer to Section IV.L, <i>Fire Protection</i> , of this Draft EIR for additional information). The Project would be constructed to meet the applicable seismic safety standards related to structural strength, means of egress to facilities (entering and exiting), and general stability of buildings of the 2016 Title 24 California Building Code or applicable version at the time of building permit issuance (refer to Section IV.D, <i>Geology and Soils</i> , of this Draft EIR for additional information). As discussed in Section IV.G, <i>Hydrology and Water Quality</i> , of this Draft EIR, the Project would result in less than significant impacts on drainage/flooding conditions. The Project would include emergency generators that would be tested and maintained to provide emergency lighting and electricity in the event of a power supply interruption.

Action	Description	Consistency Analysis
<b>Focus Area: Equity</b>		
Air Quality	Healthy air to breathe.	<p><b>Consistent.</b> The Project would implement PDF AQ-1 which requires the Project's new buildings to meet the LEED Silver Certification Requirements or equivalent. As such, Project operations would include indoor air quality controls such as use of MERV 8 or higher air filtration systems, and the planting of 194 new trees, which would improve air quality. During construction, the Project would comply with applicable rules to minimize air pollutant emissions. As an example, the Project would comply with fugitive dust control measures included in SCAQMD Rule 403. The Project would result in a potentially significant air quality impact during construction from exhaust emissions of NO<sub>x</sub> (refer to Section IV.B, <i>Air Quality</i>, of this Draft EIR). However, the Project would be required to implement mitigation measure MM AQ-1 requiring the use of construction equipment that meet the most stringent Tier 4 emissions standards, which would reduce emissions to less than significant with the exception of a temporary and short-term NO<sub>x</sub> emissions impact that would be significant and unavoidable during the continuous concrete pour foundation activities lasting up to approximately four days.</p>
Urban Ecosystem	Have access to parks, open space, including a revitalized Los Angeles River Watershed.	<p><b>Consistent.</b> As discussed in Section IV.N, <i>Parks and Recreation</i>, the Project would be located within a few miles of several nearby parks and within less than a quarter mile of Grand Park, City Hall Park, and dog park at 2nd Street and Spring Street, just south of the Los Angeles Police Department Headquarters, as well as the future Civic Center and Broadway park.</p>

Action	Description	Consistency Analysis
Livable Neighborhoods	Live in safe, vibrant, well-connected, and healthy neighborhoods.	<b>Consistent.</b> The Project would support the development of vibrant, safe, and well-connected neighborhoods. The Project would provide landscaping that would complement the aesthetic character of the Project Site and its relationship to surrounding buildings where the Project-provided pedestrian paseo leading from W. 1st Street to W. 2nd Street would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, and would provide a connection to First and Broadway Civic Center Park. All of the open space areas would have landscaping, including a total of approximately 194 trees, and well-detailed hardscape.

SOURCE: City of Los Angeles, Sustainable City pLAn, 2008; ESA, 2018.

The analysis above describes the consistency of the Project with the applicable City GHG emissions reduction plans, policies, and regulations, including the City's *LA Green Plan* and the City's *Sustainable City pLAn*. As discussed in Table IV.E-6 and Table IV.E-7, generally the Project's consistency with the plans and policies should be demonstrated by a combination of regulatory compliance (green building code etc.) as well as project-specific characteristics and voluntary measures (e.g.PDFs). The Project would implement PDFs and incorporate water conservation, energy conservation, tree-planting, and other features consistent with these plans. Therefore, the Project would be consistent with the City's applicable plans, policies, or regulations for the reduction of GHG emissions.

(e) *Green Building Code*

The Project would comply with the 2016 Los Angeles Green Building Code to reduce GHG emissions by increasing energy-efficiency beyond requirements, reducing indoor and outdoor water demand, installing energy-efficient appliances and equipment, and complying with 2016 California Title 24 Building Energy Efficiency Standards, as amended by the City. The Project would also meet the mandatory measures of the CALGreen Code as amended by the City by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The heating, ventilation, and air conditioning (HVAC) system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain.

(f) *Consistency with Executive Orders S-3-05 and B-30-15*

The Executive Orders establish goals to reduce GHG emissions to 80 percent below 1990 levels by 2050. This goal has not been codified by the Legislature and CARB has not adopted a strategy or regulations to meet the 2050 goal. However, studies have shown that, in order to meet the 2050 goal, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its original *Climate Change Scoping Plan*, CARB acknowledged that the “measures needed to meet the 2050 goal are too far in the future to define in detail.”<sup>117</sup> In the First Update, CARB generally described the type of activities required to achieve the 2050 target: “energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately.”<sup>118</sup> The 2017 Scoping Plan recognizes that additional work is needed to achieve the more stringent 2050 target: “While the Scoping Plan charts the path to achieving the 2030 GHG emissions reduction target, we also need momentum to propel us to the 2050 statewide GHG target (80 percent below 1990 levels). In developing this Scoping Plan, we considered what policies are needed to meet our mid-term and long-term goals.”<sup>119</sup> For example, the 2017 Scoping Plan acknowledges that “though Zero Net Carbon Buildings are not feasible at this time and more work needs to be done in this area, they will be necessary to achieve the 2050 target. To that end, work must begin now to review and evaluate research in this area, establish a planning horizon for targets, and identify implementation mechanisms.”<sup>120</sup>

- Energy Sector: Continued improvements in California’s lighting, appliance, and building energy efficiency programs and initiatives, such as the State’s building energy efficiency standards and zero net energy building goals, would serve to reduce the Project’s emissions level.<sup>121</sup> Additionally, further technological improvements and additions to California’s renewable resource portfolio would favorably influence the Project’s emissions level.<sup>122</sup>

<sup>117</sup> California Air Resources Board, *Climate Change Scoping Plan*, December 2008, page 117.

<sup>118</sup> California Air Resources Board, *First Update*, May 2014, page 32.

<sup>119</sup> California Air Resources Board, *California’s 2017 Climate Change Scoping Plan*, November 2017.

<sup>120</sup> California Air Resources Board, *California’s 2017 Climate Change Scoping Plan*.

<sup>121</sup> California Air Resources Board, *First Update*, pages 37-39 and 85.

<sup>122</sup> California Air Resources Board, *First Update*, pages 40-41.

- Transportation Sector: Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the Project's emissions level.<sup>123</sup>
- Water Sector: The Project's emissions level will be reduced as a result of further enhancements to water conservation technologies.<sup>124</sup>
- Waste Management Sector: Plans to further improve recycling, reuse, and reduction of solid waste will beneficially reduce the Project's emissions level.<sup>125</sup>

The GHG analysis was prepared after thorough investigation of feasible methodologies to determine the potential GHG impacts associated with the Project. Due to the technological shifts required and the unknown parameters of the regulatory framework in 2050, quantitatively analyzing the Project's impacts further relative to the 2050 goal is speculative for purposes of CEQA. Despite thorough investigation, due to the uncertainty regarding specific state and local actions that will be implemented to achieve the 2050 GHG emission reduction targets, calculating Project emissions levels for 2050 would be highly speculative. Nonetheless, statewide efforts are underway to facilitate the State's achievement of those goals and it is reasonable to expect the Project's emissions level to decline as the regulatory initiatives identified by CARB in the 2017 Scoping Plan are implemented, and other technological innovations occur. Stated differently, the Project's emissions total at buildout represents the maximum emissions inventory for the Project as California's emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project would be consistent with the Executive Orders' goals.

In conclusion, the Project's consistency with applicable GHG reduction plans and policies plan as presented through Tables IV.E-4, IV.E-5, IV.E-6, and IV.E-7, demonstrate that the Project is consistent with regulations and policies and comply with or exceed the regulations and reduction actions/strategies outlined in the Climate Change Scoping Plan, 2016 RTP/SCS, the *LA Green Plan*, and *Sustainable City pLAN*. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and Project-specific impacts with regard to greenhouse gas emissions would be less than significant.

<sup>123</sup> California Air Resources Board, First Update, pages 55-56.

<sup>124</sup> California Air Resources Board, First Update, page 65.

<sup>125</sup> California Air Resources Board, First Update, page 69.

## (2) Project Emissions

As described above, compliance with a GHG emissions reduction plan renders a project less than significant. In support of the consistency analysis which describes the Project's compliance with or exceedance of performance-based standards included in the regulations and policies outlined in the applicable portions of the *Climate Change Scoping Plan*, the 2016–2040 RTP/SCS, the *LA Green Plan*, and the *Sustainable City pLAN*, quantitative calculations are provided below. The Project would generate an incremental contribution to and a cumulative increase in GHG emissions. A specific discussion regarding potential GHG emissions associated with the construction and operational phases of the Project is provided below.

### (a) Construction Emissions

The emissions of GHGs associated with construction of the Project were calculated for each year of construction activity using CalEEMod. Results of the GHG emissions calculations are presented on Table IV.E-8, *Estimated Unmitigated Construction Greenhouse Gas Emissions*. As presented therein, construction of the Project is anticipated to generate approximately 22,339 MTCO<sub>2</sub>e. Construction of the Project is anticipated to begin in 2019, pending Project consideration and approval, and would be completed in late 2023. Construction of the Project is estimated to require approximately 48 months, starting as early as the third quarter of 2019. However, construction emissions were estimated assuming an earlier starting period. In order to provide a conservative emissions analysis, for modeling purposes, construction emissions were modeled with a starting time period in calendar year 2018. This is more conservative because emission factors are higher for 2018 than 2019 as equipment and vehicles are anticipated to produce fewer GHG emissions over time due to more stringent requirements. It is estimated that 364,000 cubic yards (cy) of soil would be hauled from the Project Site during the grading and excavation phase. It should be noted that the GHG emissions shown in Table IV.E-8 are based on construction equipment operating continuously throughout the work day. In reality, construction equipment tends to operate periodically or cyclically throughout the work day. Therefore, the GHG emissions shown reflect a conservative estimate. A complete listing of the equipment by phase, emission factors, and calculation parameters used in this analysis is included within the emissions calculation worksheets that are provided in Appendix F of this Draft EIR.

Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to include them when assessing all of the long-term GHG emissions associated with a project. The draft SCAQMD indicators of significance recommend that construction-related GHG emissions be amortized over a project's 30-year lifetime in order to include these emissions as part of a project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction

strategies. In accordance with this methodology, the estimated construction GHG emissions have been amortized over a 30-year period and are included in the annualized operational GHG emissions.

Due to the potential persistence of GHGs in the environment, impacts are based on annual emissions and, in accordance with SCAQMD methodology, construction-period impacts are not assessed independent of operational-period impacts, which are discussed in the next section.

**TABLE IV.E-8**  
**ESTIMATED UNMITIGATED CONSTRUCTION GREENHOUSE GAS EMISSIONS**

Construction Year <sup>c</sup>	MTCO <sub>2</sub> e per Year <sup>a,b</sup>	
	Project Without GHG Reduction Characteristics, Features, and Measures	Proposed Project
Year 1 (2019) – Project (Tower Construction)	1,202	1,202
Year 2 (2020) – Project (Tower Construction)	5,153	5,153
Year 3 (2021) – Project (Tower Construction)	5,283	5,283
Year 4 (2022) – Project (Tower Construction)	4,981	4,981
Year 5 (2023) – Project (Tower Construction)	4,274	4,274
Year 1 (2019) – Renovations	350	350
Year 2 (2020) – Renovations	686	686
Year 3 (2021) – Renovations	410	410
Total	22,339	22,339
Amortized Emissions (30-years)	745	745

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.

<sup>b</sup> CO<sub>2</sub>e emissions are calculated using the global warming potential values from the Intergovernmental Panel on Climate Change Fourth Assessment Report: 25 for CH<sub>4</sub> and 298 for N<sub>2</sub>O (Intergovernmental Panel on Climate Change, Fourth Assessment Report: The Physical Science Basis, Summary for Policy Makers, (2007).

<sup>c</sup> Construction emissions were estimated assuming an early starting period. In order to provide a conservative emissions analysis, for modeling purposes, construction emissions were modeled with a starting time period in calendar year 2018.

SOURCE: ESA, 2018.

### *(b) Operational Emissions*

GHG emissions associated with operation of the Project were calculated to disclose operational emissions from the Project and were estimated using the CalEEMod model. The Project is designed to include green building techniques and other sustainability features. The Project must comply with the portions of City's 2016 Green Building Code applicable to mixed-use/commercial development. Additionally, physical and operational Project characteristics for



which sufficient data is available to quantify the reductions from building energy and resource consumption have been included in the quantitative analysis, and include, the following measures: installation of energy efficient appliances; low-water fixtures; water efficient irrigation; and building energy usage consistent with the 2016 California Title 24 Building Energy Efficiency Standards.

The Project's estimated mobile source emissions reflect the transportation-efficient location of the Project Site. The Project would represent an urban infill development, since it would be undertaken on a currently developed property, and would be located near existing off-site commercial, residential, and retail destinations and in close proximity to existing public transit stops. Infill development results in reduced vehicle trips and VMT, and reduced associated transportation-related emissions compared to a project without these characteristics. As discussed below under land use characteristic "Increased Transit Accessibility", because the Project comprises mixed uses including residential uses, and the Project Site is a previously developed "infill" site located within 750 feet of Metro's Los Angeles Civic Center/Grand Park Station and directly across W. 2nd Street from Metro's 2nd Street and Broadway Station (currently under construction), the Project meets the criteria of the City as a Transportation Priority Area (TPA).

As discussed above, CAPCOA has provided guidance for reducing emissions from land use development projects within its guidance document titled *Quantifying Greenhouse Gas Mitigation Measures*. The land use characteristics of the Project listed below are consistent with the CAPCOA guidance document, and would reduce vehicle trips to and from the Project Site and vehicle trip distances. These characteristics would, therefore, result in a corresponding reduction in transportation-related air pollutant and GHG emissions.

- **Increased Density:** Increased density, measured in terms of persons, jobs, and/or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services. This characteristic corresponds to CAPCOA guidance strategy LUT-1.<sup>126</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill<sup>127</sup> location and is mixed-use; therefore, this characteristic applies to the

<sup>126</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, pages 155-158.

<sup>127</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, p. 59-60. The project area meets the characteristics for an urban setting with respect to typical building heights of 6 stories or much higher, grid street pattern, minimal setbacks, constrained parking, high parking prices, high quality rail service (i.e., Metro Red and Purple Lines at the Grand Park/Civic Center Station), location relative to regional cores

Project. The Project would increase the Project Site density to approximately 305 dwelling units per acre and would provide approximately 435 jobs per acre (refer to Section IV.J, *Population, Housing, and Employment*, Table IV.J-2 of this Draft EIR, which provides employment data used to estimate the number of jobs per acre).<sup>128</sup>

- **Location Efficiency:** Location efficiency describes the location of a project relative to the type of urban landscape such as an urban area, compact infill, or suburban center. In general, compared to the statewide average, a project could realize VMT reductions up to 65 percent in an urban area, up to 30 percent in a compact infill area, or up to 10 percent in a suburban center for land use/location strategies.<sup>129</sup> This characteristic corresponds to CAPCOA guidance strategy LUT-2.<sup>130</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location within Downtown Los Angeles and is mixed-use; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include the geographic location of the Project within the region. The Project Site is served by existing public transportation located within a quarter-mile. The Project Site is within an active urban center with many existing off-site commercial, entertainment, hotel, and residential buildings. The location efficiency of the Project Site would reduce vehicle trips and VMT compared to the statewide and South Coast Air Basin average and would result in corresponding reductions in transportation-related emissions.

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(5 miles or less) and jobs/housing balance (the Downtown Los Angeles area is a major employment center).

<sup>128</sup> Based on employment density factors in the Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017. As indicated in Section IV.J, *Population, Housing, and Employment*, Table IV.J-2, the projected employees would be 1,606. Given a Project size of 3.69 acres, the estimated jobs per acre would be  $1,606 / 3.69 = 435$ .

<sup>129</sup> CalEEMod, by default, assumes that trip distances in the South Coast Air Basin are slightly longer than the statewide average. This is due to the fact that commute patterns in the South Coast Air Basin involve a substantial portion of the population commuting relatively far distances, which is documented in the Southern California Association of Governments 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). The RTP/SCS shows that, even under future Plan conditions, upwards of 50 percent of all work trips would be 10 miles or longer (SCAG, Performance Measures Appendix, page 13, 2016). The RTP/SCS does not specify the current percentage of work trips greater than 10 miles in the region, but it can be assumed that the percentage is currently greater than 50 percent since the goal of the RTP/SCS is to reduce overall VMT in the region. It is thus reasonable to assume that the trip distances in South Coast Air Basin are analogous to the statewide average given that the default model trip distances in the South Coast Air Basin are slightly longer but still generally similar to the statewide average. Therefore, projects could achieve similar levels of VMT reduction (65 percent in an urban area, 30 percent in a compact infill area, or 10 percent for a suburban center) compared to the South Coast Air Basin average.

<sup>130</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, pages 159-161.

- **Increased Land Use Diversity and Mixed-Uses:** Locating different types of land uses near one another can decrease VMT since trips between land use types are shorter and could be accommodated by alternative modes of transportation, such as public transit, bicycles, and walking. This characteristic corresponds to CAPCOA guidance strategy LUT-3.<sup>131</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings (also potentially for rural master-planned communities) for mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include the percentage of each land use type in the Project. The Project would co-locate multi-family residential, office, retail, and restaurant land uses in close proximity to existing off-site commercial and residential uses, as well as major transit facilities. The increases in land use diversity and mix of uses on the Project Site, as well as proximity to transit, would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation.
- **Increased Destination Accessibility:** This characteristic corresponds to CAPCOA guidance strategy LUT-4.<sup>132</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use, including residential, commercial, office, retail, and restaurant land uses; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include the distance to Downtown Los Angeles or major job center. The Project Site is also located near other job centers in the region and within Downtown Los Angeles. The access to multiple destinations in close proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide and South Coast Air Basin average, encourage walking and non-automotive forms of transportation, and would result in corresponding reductions in transportation-related emissions.
- **Increased Transit Accessibility:** Locating a project with high density near transit facilitates encourages the use of transit by people traveling to or from a project site. This characteristic corresponds to CAPCOA guidance strategy LUT-5.<sup>133</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings (also potentially for rural settings adjacent to a commuter rail station with convenient access to a major employment center) for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic

<sup>131</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 162-166.

<sup>132</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 167-170.

<sup>133</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 171-175.

applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include the distance to transit stations near the Project. The Project would be located within a quarter-mile of public transportation, including the Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line and the future 2nd and Broadway Metro Station being constructed as part of the Regional Connector Project. The Red Line connects the Civic Center to Union Station, Hollywood, and North Hollywood. The Red and Purple Lines provide further connection to three light rail transit lines serving downtown Los Angeles: the Blue and Expo Lines at the 7th Street/Metro Center Station and the Gold Line at Union Station. In addition, as part of the Metro Regional Connector Project, the future Historic Broadway Station would allow passengers to transfer to Blue, Expo, Red and Purple Lines, bypassing Union Station. The Project is also within a quarter mile of many Metro bus routes (e.g., local 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Hill and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770. The Project would provide access to on-site uses by providing a mid-block paseo to connect to existing pedestrian pathways. The Project would also provide parking for bicycles on-site to encourage utilization of alternative modes of transportation. The increased transit accessibility would reduce vehicle trips and VMT versus the statewide and South Coast Air Basin average, encourage walking and non-automotive forms of transportation, and result in corresponding reductions in transportation-related emissions.

- **Improve Design of Development:** Improved street network characteristics within a neighborhood enhances walkability and connectivity. Characteristics include street accessibility usually measured in terms of number of intersections (e.g., 4-way intersections) per square mile. This characteristic corresponds to CAPCOA guidance strategy LUT-9.<sup>134</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic applies to the Project. The Project would be located in a highly street-accessible area with over 100 four-way intersections within a 1-mile radius of the Project Site, which exceeds the standard intersection density assumed in baseline VMT modeling of 36 four-way intersections within a 1-mile radius per the CAPCOA guidance. The increased intersection density would reduce vehicle trips and VMT versus the statewide and South Coast Air Basin average, encourage walking and non-automotive forms of transportation, and would result in corresponding reductions in transportation-related emissions.

<sup>134</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 182-185.

- Provide Pedestrian Network Improvements: Providing pedestrian access that minimizes barriers and links a project site with existing or planned external streets encourages people to walk instead of drive. This characteristic corresponds to CAPCOA guidance strategy SDT-1.<sup>135</sup> According to CAPCOA, the reduction in VMT from this characteristic applies to urban, suburban, and rural settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location and is mixed-use; therefore, this characteristic applies to the Project. According to the CAPCOA guidance, factors that contribute to VMT reductions under this characteristic include pedestrian access connectivity within the Project and to/from off-site destinations. As discussed in Section IV.P, *Transportation and Traffic*, the walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and recreational and entertainment facilities adjacent to the Project Site and proximity to public transit, the walkability of rating of the Project Site area is approximately 91 points;<sup>136</sup> this compares to the Citywide score of 67 points. As discussed in Chapter II, *Project Description*, the Project would provide a full retail and service base at street level along all four edges of the Podium, including 1st Street, Broadway, 2nd Street, and the Paseo providing an interconnected streetscape environment with landscaping that buffers the scale and height of the new buildings. The Project would strengthen existing and new pedestrian connections and streetscapes through the use of landscaping, street trees, street furniture, lighting and signage. The Project would provide an internal pedestrian network for Project visitors and employees that links to the existing off-site pedestrian network including existing off-site sidewalks, and would therefore result in some reduction in VMT and associated transportation-related emissions.

The Project Transportation Impact Analysis already accounts for trip reductions from Increased Land Use Diversity and Mixed-Uses (LUT-3) and Increased Transit Accessibility (LUT-5). Therefore, VMT reductions for these characteristics were not included separate from the Transportation Impact Analysis to avoid double counting. Reductions in VMT were calculated for characteristics not included in the Transportation Impact Analysis, which include Increased Density (LUT-1), Location Efficiency (LUT-2), and Increased Destination Accessibility (LUT-4), Improved Design of Development (LUT-9), and Provide Pedestrian Network Improvements (SDT-1). Following the calculation protocol from the CAPCOA guidance, based on land use characteristics LUT-1, LUT-2, LUT-4, LUT-9, and

<sup>135</sup> California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, pages 186-189.

<sup>136</sup> WalkScore.com ([www.walkscore.com](http://www.walkscore.com)) rates the Project Site area (202 W 1st Street, Los Angeles, CA 90012) with a score of 91 of 100 possible points (scores accessed on November 8, 2017). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

SDT-1, in addition to the Transportation Impact Analysis trip rate reductions, the Project's VMT would be reduced by approximately 32.2 percent overall.

Maximum annual net GHG emissions resulting from motor vehicles, energy (i.e., electricity, natural gas), water conveyance and wastewater treatment, and solid waste were calculated for the expected opening year (2023). The maximum opening year GHG emissions from operation of the Project are shown in Table IV.E-9, *Project Annual Greenhouse Gas Emissions*. In addition, in order to evaluate the efficacy of the GHG reduction characteristics, features, and measures that would be implemented as part of the Project, this analysis compares the Project's GHG emissions to the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. This comparison is provided to evaluate the Project's efficiency with respect to GHG emissions and to demonstrate that consistency with GHG reduction plans would result in an incremental reduction of the Project's GHG emissions, but is not the threshold of significance used for impact analysis. Also, below in Table IV.E-4, this quantitative disclosure is correlated to the Climate Change Scoping Plan to the extent feasible.

As discussed previously, state, regional, and local GHG reduction plans and policies, such as CARB's Climate Change Scoping Plan, SB 375, and City of Los Angeles plans (*LA Green Plan*, *Sustainable City pLAN*) would be applicable to the Project. These plans and policies are intended to reduce GHG emissions in accordance with the goals of HSC Division 25.5. In order to evaluate the efficacy of the GHG reduction characteristics, features, and measures that would be implemented as part of the Project as required by these GHG reduction plans and policies, this analysis compares the Project's GHG emissions to the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. This approach mirrors the concepts used in CARB's Climate Change Scoping Plan, which demonstrates GHG reductions compared to a NAT scenario.

It is well documented that CARB's Climate Change Scoping Plan's comparison to a NAT scenario was used to determine statewide efforts necessary to meet the 2020 AB 32 mandated levels, and not as a measure of GHG reduction efforts for a specific land use development. In addition, while other methodologies for calculating Project GHG reduction efficiencies exist, a comparison of Project GHG reduction efforts compared to an NAT provides valuable information regarding the efficiency of the Project's GHG reduction measures and is presented here for informational purposes only. This analysis compares the Project's GHG emissions to the emissions that would be generated by the Project in the absence of any GHG reduction measures (i.e., the NAT scenario, which is also sometimes referred to as the No Implementation of Emission Reduction Measures ["NIERM"] calculation). It is not a threshold of significance, and is not used as the basis for any significance finding. Further more, this analysis is consistent with the most

current regulatory policies and GHG quantification methods, however the scientific, regulatory environment regarding GHG reduction, and CEQA approaches for GHG analysis are constantly evolving and will continue to do so into the future.

The GHG emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures is quantified based on specific and defined circumstances in the context of relevant state activities and mandates. Since this comparison is intended to mirror the concepts used in CARB's Climate Change Scoping Plan, the GHG emissions for the Project without implementation of GHG reduction characteristics, features, and measures is evaluated based on the specific and defined circumstances that CARB relied on when it projected the State's GHG emissions in the absence of GHG reduction measures in the First Update to the Climate Change Scoping Plan.

The specific and defined circumstances used by CARB include conditions that existed during the 2009 to 2011 period, which include the vehicle fleet that existed during the 2009 to 2011 period and the 2008 Title 24 Building Energy Efficiency Standards. Furthermore, the specific Project Site characteristics and PDFs such as PDF AQ-1, Green Building Features (refer to Section IV.B, *Air Quality*, of this Draft EIR), and PDF WS-1, Water Conservation Features (refer to Section IV.R, *Water Supply*, of this Draft EIR) are not included in the Project without implementation of GHG reduction characteristics as they encompass GHG reduction strategies and features that would be consistent with State, regional, and local GHG reduction plans and policies adopted after the 2009 to 2011 period or would go above and beyond regulatory requirements. The emissions for the Project without implementation of GHG reduction characteristics scenario are estimated using the CalEEMod software, and the model inputs are adjusted to account for the specific and defined circumstances and described above. The analysis assumes the Project without implementation of GHG reduction characteristics, features, and measures would incorporate the same land uses and building square footage as the proposed Project.

When considering only the Project's emissions and excluding the existing site emissions that would no longer occur after Project implementation, Table IV.E-9 shows that the Project's operational emissions of 22,047 MTCO<sub>2</sub>e would be approximately 28 percent below the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. Thus, this analysis quantitatively demonstrates the efficacy of the Project GHG reduction measures as set forth in the applicable GHG reduction plans and policies.

**TABLE IV.E-9  
ANNUAL GREENHOUSE GAS EMISSIONS**

Emissions Sources	Project CO <sub>2</sub> e (Metric Tons per Year) <sup>a,b</sup>	
	Project Without GHG Reduction Characteristics, Features, and Measures	Proposed Project
Existing Site (refer to Table IV.E-2)	7,125	7,125
Proposed Project Operational		
On-Road Mobile Sources <sup>c</sup>	17,397	11,800
Stationary (Emergency Generators)	27	27
Area	20	20
Electricity	9,448	6,862
Natural Gas	1,869	1,846
Water Conveyance and Wastewater Treatment	663	505
Solid Waste	242	242
Construction (Amortized)	745	745
Proposed Subtotal	30,411	22,047
Percent Reduction (Project Only)	—	28%
Net Operational (Proposed – Existing)	23,286	14,922
Percent Reduction (Net Operational Total)	—	36%

<sup>a</sup> Totals may not add up exactly due to rounding in the modeling calculations.

<sup>b</sup> Detailed GHG emissions assumptions and calculations are provided in Appendix F-2 and Appendix F-3 of the GHG Technical Report

<sup>c</sup> On-road Mobile Sources:  $17,397 - 11,800 = 5,597 / 17,397 = 32.2\%$  reduction.

SOURCE: ESA, 2018.

The 28 percent reduction in emissions is due to the following primary factors:

- Reduction in vehicle trips and VMT associated with the Project's land use characteristics. As discussed previously in subsection IV.E.3.d(1), the Project is an infill site located within a quarter-mile of public transportation, including the Metro Civic Center/Grand Park Station that serves two subway lines, the Red Line and Purple Line and the future 2nd and Broadway Metro Station being constructed as part of the Regional Connector Project in a highly walkable environment. These characteristics account for an approximately 32 percent



reduction in Project VMT and associated emissions, and an approximately 18 percent reduction in total Project emissions.

- Water conservation features. (Refer to Section IV.R, *Water Supply*, of this Draft EIR) The Project would incorporate the following specific additional water conservation features:
  - High Efficiency Toilets with flush volume of 1.00 gallons per flush or less;
  - ENERGY STAR Certified Residential Clothes Washers – Front-loading with an Integrated Water Factor off 3.6 or less and a capacity of 4.3 cubic feet (cu ft);
  - Showerheads with a flow rate of 1.5 gpm or less;
  - Domestic Water Heating System located close in proximity to point(s) of use;
  - Individual Metering and billing for water use for commercial space;
  - Drip/Surface Irrigation (Micro-Irrigation);
  - Proper Hydro-zoning/Zoned Irrigation (group plants with similar water requirements together); and
  - Drought Tolerant Plants – 70 percent of total landscaping.

The characteristics account for an approximately 24 percent reduction in Project water conveyance and wastewater treatment source emissions, and an approximately 0.5 percent reduction in total Project emissions.

- Lower carbon intensity of electricity. Under the Renewables Portfolio Standard, LADWP is required to reduce the carbon intensity of their electricity. The carbon intensity of LADWP electricity is 1,145 lbs/MWh for the “Project Without GHG Reduction Characteristics, Features, and Measures” scenario. Under the proposed Project buildout scenario, with implementation of the Renewables Portfolio Standard, the carbon intensity of LADWP electricity would be approximately 849 lbs/MWh (based on LADWP estimated 2020 GHG emissions and electricity supply, refer to Appendix F-3 of the GHG Technical Report for additional details).<sup>137,138</sup> These characteristics account for an approximately 27 percent reduction in Project electricity emissions, and an approximately 9 percent reduction in total Project emissions.

<sup>137</sup> Los Angeles Department of Water and Power, 2016 Briefing Book, [https://www.ladwp.com/cs/idcplg?IdcService=GET\\_FILE&dDocName=OPLADWPCCB423407&RevisionSelectionMethod=LatestReleased](https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=OPLADWPCCB423407&RevisionSelectionMethod=LatestReleased). Accessed December 2018.

<sup>138</sup> California Energy Commission, Utility Energy Supply Plans from 2015, LADWP modified December 6, 2016, [http://www.energy.ca.gov/almanac/electricity\\_data/s-2\\_supply\\_forms\\_2015/LADWP%20%20PUBLIC%20S-2%20supply%20form%2006-29-2016%20revision.xlsx](http://www.energy.ca.gov/almanac/electricity_data/s-2_supply_forms_2015/LADWP%20%20PUBLIC%20S-2%20supply%20form%2006-29-2016%20revision.xlsx). Accessed December 2018.

The 2017 Climate Change Scoping Plan proposes a comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The Climate Change Scoping Plan has a range of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program.

**Table IV.E-10, *Comparison of Project with Climate Change Scoping Plan GHG Reduction Measures***, demonstrates how the Project's GHG reductions correlate to the emission reductions identified in the Climate Change Scoping Plan. It lists the GHG reduction measures identified in the Climate Change Scoping Plan and shows quantified estimates how of the emission reductions of the Project would be aligned with the estimated reductions from the Climate Change Scoping Plan.

**TABLE IV.E-10**  
**COMPARISON OF PROJECT WITH CLIMATE CHANGE SCOPING PLAN GHG REDUCTION MEASURES**

Project Emission Category	Climate Change Scoping Plan GHG Reduction Measure	Climate Change Scoping Plan Measure Estimated Reduction (MMTCO <sub>2</sub> e)	Project's GHG Reductions (MTCO <sub>2</sub> e) <sup>a</sup>
Operational - Area	Low Carbon Fuel Standard	15	0
Operational – Energy (Electricity and Natural Gas)	Energy Efficiency	26.3	
	Renewable Portfolio Standard	21.3	2,609
	Million Solar Roofs	2.1	
Operational - Mobile	California Light-Duty Vehicle Greenhouse Gas Standards	31.7	
	Low Carbon Fuel Standard	15	5,597
	Regional Transportation GHG Targets	5	
	Vehicle Efficiency Measures	4.5	
Operational - Solid Waste	Recycling and Waste	1	0
Operational - Water	None Specified	N/A	158
Construction	Low Carbon Fuel Standard	15	
	Medium/Heavy Duty Vehicles	1.4	0

<sup>a</sup> The analysis conservatively assumed no reductions for the area and solid waste categories.

SOURCE: California Air Resources Board, Climate Change Scoping Plan, December 2008, <https://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>. Accessed December 2018; ESA, 2018.

As stated above, this analysis is not presented as the method to analyze GHG impacts. Instead, the analysis is presented to quantify the Project's potential GHG emissions and correlate to GHG reduction policies in the Climate Change Scoping Plan, and thereby inform the analysis that demonstrates consistency with plans and policies adopted for the purpose of reducing GHG emissions.

### (3) Conclusion

As set forth above, the Project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. As discussed above, the Project would be consistent with the Climate Change Scoping Plan, 2016 RTP/SCS, the *LA Green Plan*, and the *Sustainable City pLAn*. The Project's consistency with these applicable regulatory plans and policies to reduce GHG emissions, along with implementation of PDFs discussed in this and other sections of this Draft EIR, particularly PDF AQ-1 (Green Building Features) in Section IV.B, *Air Quality*, would minimize the Project's GHG emissions. In summary, the plan consistency analysis provided above demonstrates that the Project's design features are consistent with regulations and policies and comply with or exceed the regulations and reduction actions/strategies outlined in the Climate Change Scoping Plan, 2016 RTP/SCS, the *LA Green Plan*, and *Sustainable City pLAn*. **Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and Project-specific impacts with regard to greenhouse gas emissions would be less than significant.**

### e) Cumulative Impacts

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The state has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce are predicted to continue to expand. In order to achieve this goal, CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. Currently, there are no applicable CARB, SCAQMD, or City of Los Angeles significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions. Therefore, consistent with *CEQA Guidelines* Section

15064h(3),<sup>139</sup> the City, as lead agency, has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions: AB 32 Climate Change Scoping Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy, the City's *LA Green Plan*, and *Sustainable City pLAN*.

Table IV.E-9 on page IV.E-85 illustrates that implementation of the Project's regulatory requirements and project design features, including state mandates, would contribute to GHG reductions. These reductions represent a reduction from NAT and support state goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in CARB's Climate Change Scoping Plan for the implementation of AB 32.

The Project is consistent with the approach outlined in CARB's Climate Change Scoping Plan, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, as recommended by CARB's Climate Change Scoping Plan, the Project would use "green building" features as a framework for achieving GHG emissions reductions as new buildings would be designed to achieve the standards of the Silver Rating under LEED.

As part of SCAG's 2016 RTP/SCS, a reduction in VMT within the region is a key component to achieving the 2020 and 2035 GHG emission reduction targets established by CARB. As discussed previously, Project would result in a VMT reduction of approximately 32 percent (based on calculation protocol from the CAPCOA guidance, which includes reductions for land use characteristics LUT-1, LUT-2, LUT-4, LUT-9, and SDT-1) in comparison to the NAT scenario and would be consistent with the reduction in transportation emission per capita provided in the 2016 RTP/SCS.

Additionally, the Project has incorporated sustainability design features in accordance with regulatory requirements as provided throughout this Draft EIR, mitigation measures, and project design features to reduce VMT and to reduce the

<sup>139</sup> The State CEQA Guidelines were amended in response to SB 97. In particular, the State CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per State CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such a plan or program 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. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."

Project's potential impact with respect to GHG emissions. With implementation of these features, the Project results in a 36-percent reduction in net GHG emissions from the NAT scenario. The Project's GHG reduction measures make the Project consistent with AB 32.

As discussed in Section IV.B, *Air Quality*, and in Section IV.H, *Land Use and Planning*, of this Draft EIR, the Project would be consistent with applicable land use policies of the City of Los Angeles and SCAG pertaining to air quality, including reducing GHG emissions.

The Project also would comply with the *LA Green Plan*, as shown in Table IV.E-6, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The Project would also comply with the City of Los Angeles Green Building Code, which emphasizes improving energy conservation and energy efficiency, and increasing renewable energy generation. The Project's regulatory requirements and project design features provided above and throughout this Draft EIR would advance these objectives. Furthermore, the related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives (e.g., City of Los Angeles Green Building Code).

As discussed above, the Project is consistent with the applicable GHG reduction plans and policies. The NAT comparison demonstrates the efficacy of the measures contained in these policies. Moreover, while the Project is not directly subject to the Cap-and-Trade Program, that Program will indirectly reduce the Project's GHG emissions by regulating "covered entities" that affect the Project's GHG emissions, including energy, mobile, and construction emissions. More importantly, the Cap-and-Trade Program will backstop the GHG reduction plans and policies applicable to the Project in that the Cap-and-Trade Program will be responsible for relatively more emissions reductions if California's direct regulatory measures reduce GHG emissions less than expected. The Cap-and-Trade Program will ensure that the GHG reduction targets of AB 32 are met.

### (1) Post 2020 Analysis

Recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target. Subsequent to the findings of these studies, SB 32 was passed on September 8, 2016, which would require CARB to ensure that statewide GHG are reduced to 40 percent

below the 1990 emissions level by 2030. As discussed above, the new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

As discussed above, SCAG's 2016-2040 RTP/SCS establishes a regulatory framework for achieving GHG reductions from the land use and transportation sectors pursuant to SB 375 and the state's long-term climate policies. The 2016-2040 RTP/SCS ensures VMT reductions and other measures that reduce regional emissions from the land use and transportation sectors. Specifically, the 2016-2040 RTP/SCS would result in an estimated 8 percent decrease in per capita GHG emissions by 2020, an 18-percent decrease in per capita GHG emissions by 2035, and a 21-percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016-2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

The Project is the type of land use development that is encouraged by the RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state's long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state climate targets for 2020 and beyond. In addition, as demonstrated above in Table IV.E-5, the Project would be consistent with the Actions and Strategies set forth in the 2016-2040 RTP/SCS. Therefore, the Project would be consistent with the 2016-2040 RTP/SCS.

## (2) Conclusion

Thus, given the Project's consistency with state, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. **In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable, and the Project's cumulative contribution to global climate change would be less than significant.**

**f) Mitigation Measures**

The Project would result in less than significant impacts with respect to GHGs. Therefore, no mitigation measures would be required.

**g) Level of Significance After Mitigation**

Project impacts were determined to be less than significant for GHGs and no mitigation measures would be required.

## **IV. Environmental Impact Analysis**

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### **F. Hazards and Hazardous Materials**

#### **1. Introduction**

This section analyzes the potential exposure of persons and the environment to hazards and hazardous materials that could occur during construction and operation of the Project. The analysis is largely based on a Phase I and II Environmental Site Assessment (Phase I/II ESA) prepared for the Project by Advantage Environmental Consultants, LLC (AEC) and provided as Appendix G of this Draft EIR.<sup>1</sup> This section also analyzes consistency of the Project with applicable City of Los Angeles (City) emergency response plans, evacuation plans, and designated disaster routes.

#### **2. Environmental Setting**

As indicated in Figure II-2, *Aerial View of the Project Site and Surrounding Uses*, in Chapter II, *Project Description*, of this Draft EIR, the 3.6-acre Project Site is located within the Center City/Historic Core District of Downtown Los Angeles. The Project Site includes the City block bound by W. 1st Street to the north, W. 2nd Street to the south, S. Spring Street to the east, and S. Broadway to the west. Adjacent land uses, across the bordering streets, include: the City of Los Angeles First and Broadway Civic Center Park (under construction) to the north; the future Metro 2nd and Broadway Station to the south; Los Angeles Police Department (LAPD) Headquarters to the east; and the new Federal Courts Building to the west. The Project Site consists of five rectangular-shaped parcels currently developed with five structurally distinct but internally connected commercial buildings.

##### **a) Regulatory Framework**

###### **(1) Hazardous Materials Management**

The use, storage, and disposal of hazardous materials are subject to federal, State, and local regulations as further discussed below.

The Federal Resource Conservation and Recovery Act (RCRA) (42 U.S. Code Sections 6901-6992k) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. Under RCRA regulations, generators of

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<sup>1</sup> Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment – LA Times Property, July 19, 2018.



hazardous waste must register and obtain a hazardous waste activity identification number. RCRA allows individual states to develop their own program for the regulation of hazardous waste as long as it is at least as stringent as RCRA. The State of California has developed the California Hazardous Waste Control Law (HWCL) (Health and Safety Code Sections 25100 et seq. and 22 California Code of Regulations [CCR] Sections 66260.1 et seq.). The US EPA has granted California the authority to implement RCRA regulations and, has granted Cal/EPA DTSC with administration and enforcement responsibility authority for implementing the HWCL.

The Federal Occupational Safety and Health Act of 1970, which is implemented by the Federal Occupational Safety and Health Administration (OSHA), contains provisions with respect to hazardous materials handling. Federal OSHA requirements, as set forth in 29 Code of Federal Regulations (CFR) Section 1910, et seq., are designed to promote worker safety, worker training, and a worker's right-to-know. The U.S. Department of Labor has delegated the authority to administer OSHA regulations to the State of California. The California OSHA program (Cal-OSHA) (codified in the CCR, Title 8 generally and in the California Labor Code Sections 6300-6719) is administered and enforced by the Division of Occupational Safety and Health (DOSH). Cal-OSHA is very similar to the Federal OSHA program. Among other provisions, Cal-OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP) for potential workplace hazards, including those associated with hazardous materials.

The Safe Drinking Water and Toxic Enforcement Act (22 CCR Sections 12000 et seq.), Proposition 65, lists chemicals and substances believed to have the potential to cause cancer or deleterious reproductive effects in humans, restricts the discharges of listed chemicals into known drinking water sources at levels above the regulatory levels of concern, requires public notification of any unauthorized discharge of hazardous waste, and requires that a clear and understandable warning be given prior to a known and intentional exposure to a listed substance.

At the regional level, South Coast Air Quality Management District (SCAQMD) Rule 1113 (Architectural Coatings) governs the sale of architectural coatings and limits the VOC content in paints and paint solvents. The Project, including paint and solvent used on the new mixed-use buildings, would comply with SCAQMD Rule 1113.

At the local level, the Los Angeles Fire Department (LAFD) monitors the storage of hazardous materials for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LAFD. This program includes information such as emergency contacts, phone numbers,

facility information, chemical inventory, and hazardous materials handling and storage locations. The LAFD also issues permits for hazardous materials handling and enforces California's Hazardous Materials Release Response Plans and Inventory Law (Health and Safety Code Sections 25500 et seq.). Basic requirements of California's Hazardous Materials Release Response Plans and Inventory Law include the development of detailed hazardous materials inventories used and stored on-site, a program of employee training for hazardous materials release response, identification of emergency contacts and response procedures, and reporting of releases of hazardous materials. Any facility that meets the minimum reporting thresholds must comply with the reporting requirements and file a Business Emergency Plan (BEP) with the local administering agency (i.e., LAFD). The LAFD also administers the applicable sections of the Los Angeles City Fire Code, including Division 8, Hazardous Materials Disclosures. Those businesses that store hazardous waste or hazardous materials must submit a Certificate of Disclosure to the LAFD.

(a) *Methane Gas*

The City has prepared a map of methane zones and methane zone buffer areas within the City. Los Angeles Municipal Code (LAMC), Chapter IX, Article 1, Division 71, Section 91.7103, also known as the Los Angeles Methane Seepage Regulations, establishes requirements for buildings and paved areas located in areas classified as being located either in a methane zone or a methane buffer zone. Requirements for new construction within such zones include methane gas sampling to determine the Site Design Level and, depending on the detected concentrations of methane and gas pressure at the site, application of design remedies for reducing potential methane impacts. The design remedies include Methane Control Systems that are based on the Site Design Level, with more involved mitigation systems required at the higher Site Design Levels. As previously indicated, the Project Site is also not located within a City-designated Methane Hazard Zone, and methane was not detected during the soil gas sampling conducted at the Project Site discussed previously.<sup>2,3,4</sup>

(b) *Underground Storage Tanks (USTs)*

USTs are regulated under Subtitle I of RCRA and its regulations which establish construction standards for new UST installations (those installed after December 22, 1988), as well as standards for upgrading existing USTs and associated piping.

<sup>2</sup> City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 202-220 W. 1<sup>st</sup> Street. Generated December 2018.

<sup>3</sup> City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit E—Oil Fields and Oil Drilling Areas in the City of Los Angeles, <http://cityplanning.lacity.org/cwd/gnlpln/safetyelt.pdf>. Accessed December 2018.

<sup>4</sup> Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment, page 27.

Since 1998, all non-conforming tanks were required to be either upgraded or closed.

The State regulates USTs pursuant to Health and Safety Code, Division 20, Chapter 6.7, and CCR Title 23, Division 3, Chapter 16 and Chapter 18. The State's UST program regulations include among others, permitting USTs, installation of leak detection systems and/or monitoring of USTs for leakage, UST closure requirements, release reporting/corrective action, and enforcement. Oversight of the statewide UST program is assigned to the SWRCB which has delegated authority to the LARWQCB and typically on the local level, to the fire department. The LAFD administers and enforces federal and State laws and local ordinances for USTs at the Project Site. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD Inspectors. If a release is documented that affects groundwater, the project file is transferred to the LARWQCB for oversight.

*(c) Asbestos-Containing Materials (ACMs)*

In California, any facility known to contain ACMs is required to have a written asbestos management plan (also known as an Operations and Maintenance Program [O&M Program]). Removal of ACM must be conducted in accordance with the requirements of SCAQMD Rule 1403. Rule 1403 regulations require that the following actions be taken: (1) a survey of the facility prior to issuance of a permit by SCAQMD; (2) notification of SCAQMD prior to construction activity; (3) asbestos removal in accordance with prescribed procedures; (4) placement of collected asbestos in leak-tight containers or wrapping; and (5) proper disposal.

*(d) Lead-Based Paint (LBP)*

Cal-OSHA has established limits of exposure to lead contained in dusts and fumes. Specifically, CCR Title 8, Section 1532.1 establishes the rules and procedures for conducting demolition and construction activities and establishes exposure limits, exposure monitoring, and respiratory protection for workers exposed to lead.

*(e) Polychlorinated Biphenyls (PCB)*

PCBs are regulated by the EPA under the Toxic Substances Control Act (TSCA). These regulations ban the manufacture of PCBs although the continued use of existing PCB-containing equipment is allowed. TSCA also contains provisions controlling the continued use and disposal of existing PCB-containing equipment. The disposal of PCB wastes is also regulated by TSCA (40 CFR 761), which contains life cycle provisions similar to those in RCRA. In addition, provisions relating to PCBs are contained in the HWCL which lists PCBs as hazardous waste.

## (2) Emergency Operations Organization

The Project Site and the greater City of Los Angeles are subject to the emergency preparedness requirements of the City of Los Angeles Safety Element. The

Emergency Operations Organization (EOO) is the City department that implements the City's General Plan Safety Element. The EOO is the operational department of the City responsible for the City's emergency preparations (planning, training and mitigation), response and recovery operations. The EOO comprises all agencies of the City's government, and centralizes command and information coordination. Each City agency in turn has operational protocols, as well as plans and programs, to implement EOO protocols and programs. A particular emergency or mitigation triggers a particular set of protocols which are addressed by implementing plans and programs. These include hazard-specific plans (e.g., flood), situational contingency plans for known or anticipated events (e.g., annual L.A. Marathon) and pre- and post-event plans (e.g., Recovery and Reconstruction Plan). The City's emergency operations program encompasses all of these protocols, plans and programs. Therefore, its programs are not contained in one comprehensive document. The Safety Element goals, objectives and policies are broadly stated to reflect the comprehensive scope of the EOO.<sup>5</sup>

## **b) Historical Site Conditions**

Sanborn Fire Insurance Maps, historical aerial photographs, and City directories were reviewed as part of the Phase I/II ESA to identify the historical development of the Project Site. These sources indicate that the Project Site and adjacent properties were developed with commercial, office, and/or residential structures as early as 1888. From at least 1888 to at least 1920, the Project Site was occupied by commercial, office, hotel and residential uses, with the first on-site newspaper use (i.e., Herald) recorded at the site as early as 1906. On-site surface parking lots are apparent in the historical aerial photographs starting in around 1928. The first Sandborn Map recording of the Time-Mirror Co. Newspaper Plant on the Project Site was in 1950, along with storefronts, restaurants, and lofts added to the previous recordings (although City directories reference 118 S. Broadway as being occupied by the Times Mirror Printing & Binding House as early as 1924). Sometime after 1950, residential uses were replaced with commercial and office uses and a bank was added as early as 1959.

## **c) Existing Conditions**

### **(1) Existing On-Site Improvements**

As indicated previously, the Project Site is currently developed with five structurally distinct but internally connected commercial buildings ranging in height from four to 10 stories and totaling approximately 559,863 sf. These buildings, constructed between the 1930s and 1970s, include (from the northwest corner to the southeast corner of the Project Site) the Executive Building, a parking structure, Times

<sup>5</sup> City of Los Angeles, Department of City Planning, City of Los Angeles General Plan Safety Element, Exhibit H, Critical Facilities & Lifeline Systems, November 1996, <http://cityplanning.lacity.org/Cwd/GnlPln/SaftyElt.pdf>. Accessed December 2018.

Building, Plant Building, and Mirror Building. They currently house the Los Angeles Times (i.e., offices, former production areas, service related, etc.), a Bank of America branch, other businesses, and parking. Each building is underlain by a subterranean basement of one to three levels. The existing Project Site layout is shown in Figure II-3, *Existing On Site Uses*, in Chapter II, *Project Description*, of this Draft EIR.

## (2) Hazardous Materials Database Listings

As part of the Phase I/II ESA, federal, State and local regulatory agency hazardous materials databases were reviewed by Environmental Data Resources, Inc. (EDR), a hazardous materials records search company, for known or suspected contaminated sites and for sites that store, generate, or use hazardous materials on and within the vicinity of the Project Site. These databases list properties by location and provide information regarding past use and the presence of hazardous conditions. The database search was conducted in accordance with American Society for Testing and Materials (ASTM) requirements including applicable search radius requirements (1/8 to 1-mile, depending on the database). The complete results of the EDR database search, including a list of the databases searched and the EDR Radius Map with GeoCheck that maps the location of each of the database listing, are included as Appendix 12.4 of the Phase I/II ESA.

### (a) Project Site

The regulatory agency hazardous materials database listings at the Project Site are identified in **Table IV.F-1, Project Site Hazardous Materials Database Listings**, below. As indicated therein, six database listings occur on the Project Site, including two UST listings and one each of Emergency Response Notification System (ERNS), Resource Conservation and Recovery Act Small-Quantity Generator (RCRA-SQG), RCRA-SQG UST, and Leaking Underground Storage Tank (LUST) listing. The two UST listings are in reference to historical USTs at the Executive Building and parking structure with no reported release of hazardous materials. The ERNs listing is in reference to a pipe bomb neutralized (exploded) by the City Police and Fire Departments within or outside the Times Building with no reported release. The RCRA-SQG listing is in reference to a small quantity hazardous waste generator in the Executive Building with no indication of a reported release. The RCRA-SQG UST listing is in reference to a small quantity generator of hazardous waste with a historical UST in the Mirror Building, with no indication of a reported release. The LUST listing is in reference to a closed regulatory case at the Mirror Building. As further indicated in Table IV.F-1, none of the database listings represent a Recognized Environmental Condition (REC) at the Project Site (e.g., the presence or likely presence of hazardous substances or petroleum products that indicated an existing, past, or material threat of a release of such substances/products that represent an existing material risk of harm) because the listings either do not include reported releases of hazardous materials

or have been closed by the applicable regulatory agencies.<sup>6</sup> These are opposed to Controlled Recognized Environmental Conditions (CRECs) or Historical Recognized Environmental Conditions (HRECs), neither of which represent an existing material risk of harm and are discussed later in this section.

**TABLE IV.F-1  
PROJECT SITE HAZARDOUS MATERIALS DATABASE LISTINGS**

<b>Database</b>	<b>Description</b>	<b>Location</b>	<b>REC</b>
UST	Referenced with a historical UST and no indication of a reported release.	130 S. Broadway (Executive Building)	No
UST	Referenced with a historical UST and no indication of a reported release.	150 S. Broadway (Parking Structure)	No
ERNS	Referenced with a pipe bomb neutralized (exploded) by the City Police and Fire Departments. No indication of a reported release.	120 Springs Street (Times Building)	No
RCRA-SQG	Reference as a small quantity generator of hazardous waste with no violations found and no indication of a reported release.	220 W. 1st Street (Executive Building)	No
RCRA-SQG UST	Referenced as a small quantity generator of hazardous waste with a historical UST. No indication of a reported release.	202 W 1st Street (Mirror Building)	No
LUST	Referenced as a leaking underground storage tank with a “case closed” regulatory status as of March 30, 1989 .	145 S. Spring Street (Mirror Building)	No

Acronyms:

REC = Recognized Environmental Condition

UST = Underground Storage Tank

ERNS = Emergency Response Notification System

RCRA-SQG = Resource Conservation and Recovery Act (RCRA) Small-Quantity Generator (SQG)

RCRA-SQG UST = Resource Conservation and Recovery Act Small-Quantity Generator Underground Storage Tank

LUST = Leaking Underground Storage Tank

SOURCE: Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment – LA Times Property, July 19, 2018.

**(b) Adjacent and Nearby Properties**

As indicated previously, the Project Site is located within an area characterized by office, commercial, and park uses, including immediately across the streets from the Project Site: the City of Los Angeles First and Broadway Civic Center Park

<sup>6</sup> ASTM E 1527-13 defines RECs as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property that represent an existing material risk of harm.

(under construction) to the north; the future Metro 2nd and Broadway Station to the south; LAPD Headquarters to the east; and the site of the new Federal Courts Building to the west. According to the regulatory agency hazardous materials database search conducted for the Phase I/II ESA, 151 database listings occur within a 1-mile radius of the Project Site. Of these, 17 occur adjacent to or within close proximity of the Project Site as listed in **Table IV.F-2, Hazardous Materials Database Listings at Adjacent and Nearby Properties**. As indicated therein, none of these database listings represent a REC at the Project Site because the listings either do not include reported releases of hazardous materials or have been closed by the applicable regulatory agencies, and because of the nature of the listing, distance, and groundwater flow direction.

**TABLE IV.F-2**  
**HAZARDOUS MATERIALS DATABASE LISTINGS AT ADJACENT AND NEARBY PROPERTIES**

Listed Property/Address	Database(s)	Distance/ Direction from Project Site	Details	REC at Project Site
CA Dept. of Justice 107 S. Broadway	UST, RCRA-SQG	0.006-mile North	Referenced as a small quantity generator with a historical UST and no indication of a reported release.	No
The Los Angeles Times 214 W. 2nd Street	UST	0.008-mile SSW	Referenced with a historical UST and no indication of a reported release.	No
Caltrans District 7 120 S. Spring Street	UST, RCRA-SQG	0.008-mile East	Referenced as a small quantity generator with a historical UST and no indication of a reported release.	No
Los Angeles Air Force Base	LUST	0.072-mile ESE	Referenced as a LUST with no additional information.	No
Calif State Garage 122 S. Hill Street	UST, RCR-SQG	0.075-mile NW	Referenced as a small quantity generator with a historical UST and no indication of a reported release.	No
Current Occupant 208 S. Hill Street	UST	0.078-mile W	Referenced on the UST database with no indication of a reported release.	No

<b>Listed Property/Address</b>	<b>Database(s)</b>	<b>Distance/ Direction from Project Site</b>	<b>Details</b>	<b>REC at Project Site</b>
High Performance Magazine 240 S. Broadway 5th Floor	RCRA-SQG	0.080-mile SW	Referenced as a small quantity generator with no violations found and no indication of a reported release.	No
Webster Career College 222 S. Hill Street	UST	0.083-mile W	Referenced on the UST database with no indication of a reported release.	No
Chandler Lease Property Main Street	SLIC	0.084-mile ESE	Referenced with a case closed regulatory status as of August 12, 1995.	No
Caltrans Equipment Shop 100 S. Main Street	RCRA-SQG	0.087-mile ESE	Referenced as a small quantity generator with no violations found and no indication of a reported release.	No
County Courthouse 111 N. Hill Street	UST	0.094-mile NNW	Referenced on the UST database with no indication of a reported release.	No
Times Mirror 240 S. Hill Street	LUST	0.097-mile W	Referenced with a case closed regulatory status as of August 19, 1997.	No
Los Angeles City Hall South 111 E. 1st Street	UST, RCRA-SQG	0.097-mile ESE	Referenced as a small quantity generator with four USTs and no indication of a reported release.	No
The Angelus Plaza 245 S. Hill Street	UST	0.102-mile W	Referenced on the UST database with no indication of a reported release.	No
LA City Repair Shops 200 N. Main Street	RCRA-SQG	0.103-mile East	Referenced as a small quantity generator with no violations found and no indication of a reported release.	No
City Hall East 200 N. Main Street	RCRA-LQG UST	0.103-mile E	Referenced as a large quantity generator with a historical UST. No indication of a reported release.	No



Listed Property/Address	Database(s)	Distance/ Direction from Project Site	Details	REC at Project Site
The RHF Bunker Hill Corp 255 S. Hill Street	UST	0.109-mile W	Referenced on the UST database with no indication of a reported release.	No

SOURCE: Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment – LA Times Property, July 19, 2018.

Multiple properties (one Brownfield, four California Hazardous Material Incident Report System [CHMIRS], one RCRA NonGen / NLR, and two Los Angeles Co. HMS) are listed on the non-ASTM databases. The Brownfield is identified as Adelante Eastside at 100 S. Broadway (0.003 mile northeast).<sup>7</sup> The CHMIRS listings include Chandler Lease Property at Main Street (0.084 mile east-southeast) and three unnamed listings mapped at 1st Street and Broadway (0.007-mile north), 120 S. Spring Street (0.008-mile east), and 200 N. Main Street, City Hall East, Parking Structure Level P2 (0.098-mile east). The RCRA NonGen / NLR listing is identified as Caltrans District 7 at 120 S. Spring Street (0.008-mile east). The Los Angeles Co. HMS listings include Caltrans-District 7 Referrals at 120 S. Spring Street (0.008-mile east) and LA Co ISD LA Court House at 111 N. Hill Street (0.094-mile north-northwest). The non-ASTM database listings are not expected to have adversely impacted the Project Site based on distance of the listed properties from the Project Site, orientation of the listed properties relative to the Project Site, interpreted direction of groundwater flow, and/or regulatory case status information for the various properties as described in the Phase I/II ESA.

### (c) Additional Environmental Records Sources

Los Angeles Fire Department (LAFD), City of Los Angeles Department of Building and Safety (LADBS), and State Water Resources Control Board (SWRCB) records were reviewed as part of the Phase I/II ESA to document historical hazardous

<sup>7</sup> Adelante Eastside is an approximately 2,200 acre industrial and commercial redevelopment project containing the areas south of Olympic Boulevard to the city limits of Vernon from the Los Angeles River to Indiana Street; North Main Street east to Valley Boulevard and Alhambra Avenue to the city limits of Alhambra; and all east - west commercial streets in Boyle Heights such as Cesar Chavez Avenue, First Street, Fourth Street and Whittier Boulevard from the Los Angeles River to Indiana Street. The western limits of this redevelopment area are situated at least one mile to the east of the Project Site. As such, the association of the Adelante Eastside redevelopment area to the Project Site and the address assigned to the Adelante Eastside is in error by the regulatory database provider. Regardless, the Brownfields database listing in question is associated with a federally funded grant issued to the City of Los Angeles for the completion of a Phase I ESA within the redevelopment area and is not related to the cleanup of hazardous waste or a reported release. As such, the Adelante Eastside regulatory database listing is not considered to be an environmental concern to the Project Site.

materials conditions at the Project Site. The results of the review are provided below:

- **LAFD Records:** The records identify the following hazardous materials at the Project Site: Freon gas, microcide 98, sulfuric acid, paint, waste paint, thinner, batteries, PCBs, waste oil/solvent, acetylene, argon, liquid soaps, nitrogen, oxygen, potassium hydroxide, sodium bisulfate, and sodium hydroxide. The records also indicate three abandoned underground storage tanks (USTs) on the eastern portion of the Project Site, with adjacent soil sampling indicating no significant evidence of a release.
- **City of Los Angeles Department of Building and Safety Records:** Records for the Project Site date back to a 1905. None of the records are indicative of USTs or unauthorized releases of hazardous substances or petroleum products.
- **SWRCB (Geotracker):** The Times Mirror Corporation, at 145 S. Spring Street, is identified on Geotracker as a cleanup site in which gasoline may have impacted soil. Details regarding the Project Site listing are limited, with no soil or groundwater data submitted. The case was reported in 1988 and closed in 1989. Based on the dates of the regulatory activities, it appears the listing is associated with the abandonment of a 3,000-gallon UST, discussed further below.

### (3) Hazardous Materials on the Project Site

#### (a) *Field Reconnaissance Results*

A field reconnaissance of the Project Site was conducted for the Phase I/II ESA during the second quarter of 2016. Only accessible portions of the Project Site were examined. **Table IV.F-3, *Potential Environmental Concerns Observed at the Project Site***, identifies the potential environmental concerns (e.g., conditions related to hazardous materials) observed at the Project Site during the field reconnaissance, and whether these conditions represent RECs at the Project Site. Those conditions that are identified as “Observed” in the table are described further below.

#### (i) *Hazardous Substances/Petroleum Products - Drums*

Containers of hazardous materials and wastes varying in size from 5- to 55-gallons (drums) were observed in limited areas of each of the Project Site buildings. The majority of such containers were observed at the ground-level of the parking structure. Substances stored include paints, paint thinners, sulfuric acid, biocides (algae control), various boiler treatment fluids, hydraulic oil, used oil, paint sludge/waste, batteries (new and used), universal waste (light ballasts, light tubes, etc.) and others. In addition, diesel fuel is stored in multiple emergency generators

in each of the site buildings. No staining, suspect conditions or indications of releases were noted in the areas of these containers.

**TABLE IV.F-3**  
**POTENTIAL ENVIRONMENTAL CONCERNS OBSERVED AT THE PROJECT SITE**

Conditions	Not Observed	Observed	REC
Hazardous Substances/Petroleum Products		X	No
Waste Generation/Storage/Disposal		X	No
ASTs		X	No
USTs		X	No
PCB Containing Equipment		X	No
Chemical/Petroleum Odors	X		
Pools of Liquid	X		
Floor Drains/Sumps/Wells		X	No
Drums		X	No
Stains or Corrosion	X		
Unidentified Substance Containers	X		
Stained Soil or Pavement	X		
Stressed Vegetation	X		
Pits, ponds or Lagoons	X		
Wastewater Discharges/Disposal Systems		X	No
Septic Systems/Cesspools	X		
Non-Hazardous Solid Waste Disposal Areas		X	No
Drinking Water Systems/Water Wells	X		
Other Wells	X		
Asbestos and lead-based Paint		X	No
SOURCE: Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment – LA Times Property, July 19, 2018.			

*(ii) Above Ground Storage Tanks (ASTs)*

Multiple emergency generators were observed at the Project Site (in each of the site buildings). Such generators contain diesel fuel ASTs ranging in size from 55-gallons to 1,000 gallons. No evidence of staining or leakage adjacent to or below the ASTs was noted.

*(iii) Underground Storage Tanks (USTs)*

As stated previously, three USTs have been abandoned in place at the Project Site under oversight of the LAFD and were observed by AEC during the field reconnaissance. No environmental concerns associated with these USTs were observed during the field reconnaissance.

*(iv) PCB Containing Equipment*

It is possible that older light ballasts within the site buildings contain PCBs. In addition, older transformers present within LADPW maintained electrical rooms in each of the site buildings (no access granted) may also contain PCBs. Visible transformers observed appeared to be in good condition with no staining, suspect conditions or indications of releases noted in the areas of such systems.

*(v) Floor Drains/Sumps/Wells - Wastewater Discharges/Disposal Systems*

There are numerous floor drains within the interior of the site buildings and area drains in exterior portions of the Project Site. There are also a series of sumps (reported nine total) throughout the site buildings. The interior drains and sumps reportedly lead to the sanitary sewer system. The sumps are used to capture both drainage from slab surfaces and also groundwater that may infiltrate in to the site buildings, especially at the lowest levels of basements. Exterior area drains reportedly lead to the stormwater conveyance system. An abandoned clarifier (filled with concrete) was also observed in the Mirror Building. No significant staining, suspect conditions or indications of releases were noted in the areas of such systems.

*(vi) Non-Hazardous Solid Waste Disposal Areas*

Dumpsters were observed within the parking structure. With the exception of typical staining and odors (non-chemical in nature) commonly observed in the areas of large trash dumpsters, no significant staining or suspect conditions were noted. In addition, no evidence of unauthorized waste disposal was observed.

*(b) Subsurface Soil and Soil Gas Contamination**(i) Site Geology, Hydrogeology and Drainage*

According to the Phase I/II ESA, the topography of the Project Site is relatively level, sloping slightly downward to the south-south-west, at an average elevation of approximately 280 feet (ft) above mean sea level (msl). According to the Preliminary Geotechnical Investigation conducted for the Project, the Project Site is underlain by artificial fill, and Holocene-age alluvium to a depth of approximately 20 ft below the ground surface (bgs), and then siltstone bedrock of the Puente Formation.<sup>8</sup>

According to the Phase I/II ESA, groundwater beneath the Project Site is anticipated to flow toward the south-southwest. Prior environmental investigations conducted at the Project Site indicate groundwater was not encountered in borings

<sup>8</sup> Geocon West, Inc., Preliminary Geotechnical Investigation, Onni Time Mirror Square – 201 West First Street, 100-142 S Broadway, 202-234 W 1st Street, 121 & 145-147 S. Spring Street, 205, 211, & 221 W 2nd Street, Los Angeles, California, Revised September 7, 2017.

advance to 40 feet and 60 feet bgs. However, groundwater was observed to be infiltrating into the 3rd level basement of the Executive Building during the field reconnaissance conducted as part of the Phase I/II ESA, and such groundwater is reportedly captured by a series of piping systems that lead to sumps and ultimately the sanitary sewer system. According to the Preliminary Geotechnical Investigation conducted for the Project, any groundwater underlying the Project Site down to the area's historically high groundwater depth of 20 to 25 feet bgs is likely to be discontinuous perched groundwater rather than from the static groundwater table.<sup>9</sup>

Surface drainage is facilitated by nearby municipal storm drains along public roadways and maintained by the City, and the Project Site does not appear to receive significant drainage from off-site properties, according to the Phase I/II ESA.

#### (ii) *Oil Production Area and Methane Hazard Zone*

The Project Site is not located within an oil field – the closest active oil field is the Union Station Oil Field located approximately 0.5 mile to the east. The Project Site is also not located within a City-designated Methane Hazard Zone.<sup>10,11</sup> Lastly, according to the California Department of Conservation, Division of Oil, Gas and Geothermal Resources' (DOGGR) on-line mapping system (DOGGR Well Finder), there are no oil, gas or geothermal wells located on the Project Site or on adjacent properties.<sup>12</sup>

#### (a) *Previous Subsurface Investigations*

Previous hazardous materials subsurface investigations for the Project Site were reviewed as part of the Phase I/II ESA to document existing subsurface soil and soil conditions at the Project Site. The results of the review are summarized below:

- **Converse Environmental Consultants, 1988, Proposed Program for Permitting Underground Tanks at Times Mirror Square, Los Angeles, CA:** According to the report, two 6,000-gallon USTs of diesel fuel and one 3,000-gallon UST of gasoline are located below the sidewalk bordering the Project Site along S. Spring Street. The two 6,000-gallon USTs were reportedly installed at 40 feet below grade and encased in a concrete vault during the construction of the building in 1935.

<sup>9</sup> Geocon West, Inc., Preliminary Geotechnical Investigation, page 7.

<sup>10</sup> City of Los Angeles Department of City Planning, Zoning Information and Mapping Access System (ZIMAS) Parcel Profile Report: 202-220 W. 1<sup>st</sup> Street. Generated December 2018.

<sup>11</sup> City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit E—Oil Fields and Oil Drilling Areas in the City of Los Angeles, <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>. Accessed December 2018.

<sup>12</sup> Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment.

- **Converse Environmental Consultants, 1989, UST Abandonment-In-Place, Los Angeles Times, Times Mirror Square Facility, 135 South Spring Street, Los Angeles, CA:** In 1989, two soil borings were advanced near a 3,000-gallon UST located beneath the sidewalk bordering the Project Site along S. Spring Street (the 3,000-gallon UST referenced in the 1988 Converse study above) to depths up to 40 feet bgs. The results revealed total fuel hydrocarbons and BTEX below 5 milligrams per kilogram (mg/kg), benzene at 0.021 mg/kg, toluene 0.011 mg/kg, ethylbenzene 0.031 mg/kg and xylenes at 0.041 mg/kg, with these concentrations considered to be insignificant. Based on these results and a 1988 precision test on the UST indicating no evidence of leakage, Converse concluded that the UST had not leaked into the surrounding soils. No abandonment documentation was found in the LAFD records (i.e. closure letter or tank closure inspection report).
- **Healy Environmental, Inc., 1990, Report on Tank Closure, Los Angeles Times, 130 South Broadway, Los Angeles, CA:** According to the report, two 5,000-gallon diesel USTs were abandoned in place at the Project Site (the same tanks discussed under the 1988 Converse investigation above). One soil boring was advanced near the USTs to a depth of 60 feet with the soil samples revealing undetectable concentrations of all contaminants. The USTs were reportedly emptied, rinsed of diesel fuel, and filled with concrete slurry in 1990. The USTs are no longer used during the course of normal site operations and are not considered to be current RECs in connection with the Project Site.
- **Geomatrix, 2008, Phase I Environmental Site Assessment, Times Mirror Square, APNs 5149-001-003, -004, -005, -006, and -007, Los Angeles, CA:** According to the report, in 2008 the Project Site contained six generators associated with six diesel above-ground storage tanks (ASTs), nine sumps, a paint storage room, and a hazardous waste storage area. All equipment related to the former newspaper printing operations at the Project Site had already been removed. In addition, an abandoned clarifier paved in concrete was reportedly observed in the Mirror Building. A review of records maintained by the LAFD identified the use of hazardous materials and three historical USTs at the Site (two 6,000-gallon diesel USTs and one 3,000-gallon gasoline UST – the same USTs identified in the above Converse investigations) which were reportedly abandoned in place. No RECs in connection with the Project Site were identified.
- **ARCADIS US Inc., 2014, Project Completion Report, UST Removal, LAMTA, Regional Connector Project – LA Time Location, 221 W. 2nd Street, Los Angeles, CA:** According to the report, a 15,000-gallon emergency generator diesel UST was removed from the Project Site parking structure in 2014. Product, return, and vent pipelines were reportedly cut/capped and left in place below W. 2nd Street, and no staining was observed in the material removed during the UST excavation. Following the removal, two soil samples were collected at a depth of approximately 5 feet bgs and three samples were collected using a hollow stem drill rig from below the UST at a depth of approximately 17 feet bgs. Excavated material and soil from beneath the UST

were sampled and analyzed for total petroleum hydrocarbons as diesel (TPHd) and volatile organic compounds (VOCs) including BTEX and fuel oxygenates. TPHd and VOCs were not detected above laboratory reporting limits.

According to the Phase I/II ESA, the USTs referenced in the previous subsurface investigations summarized above represent HRECs at the Project Site rather than RECs, and do not require additional assessment at this time.

(b) Current Subsurface Investigation

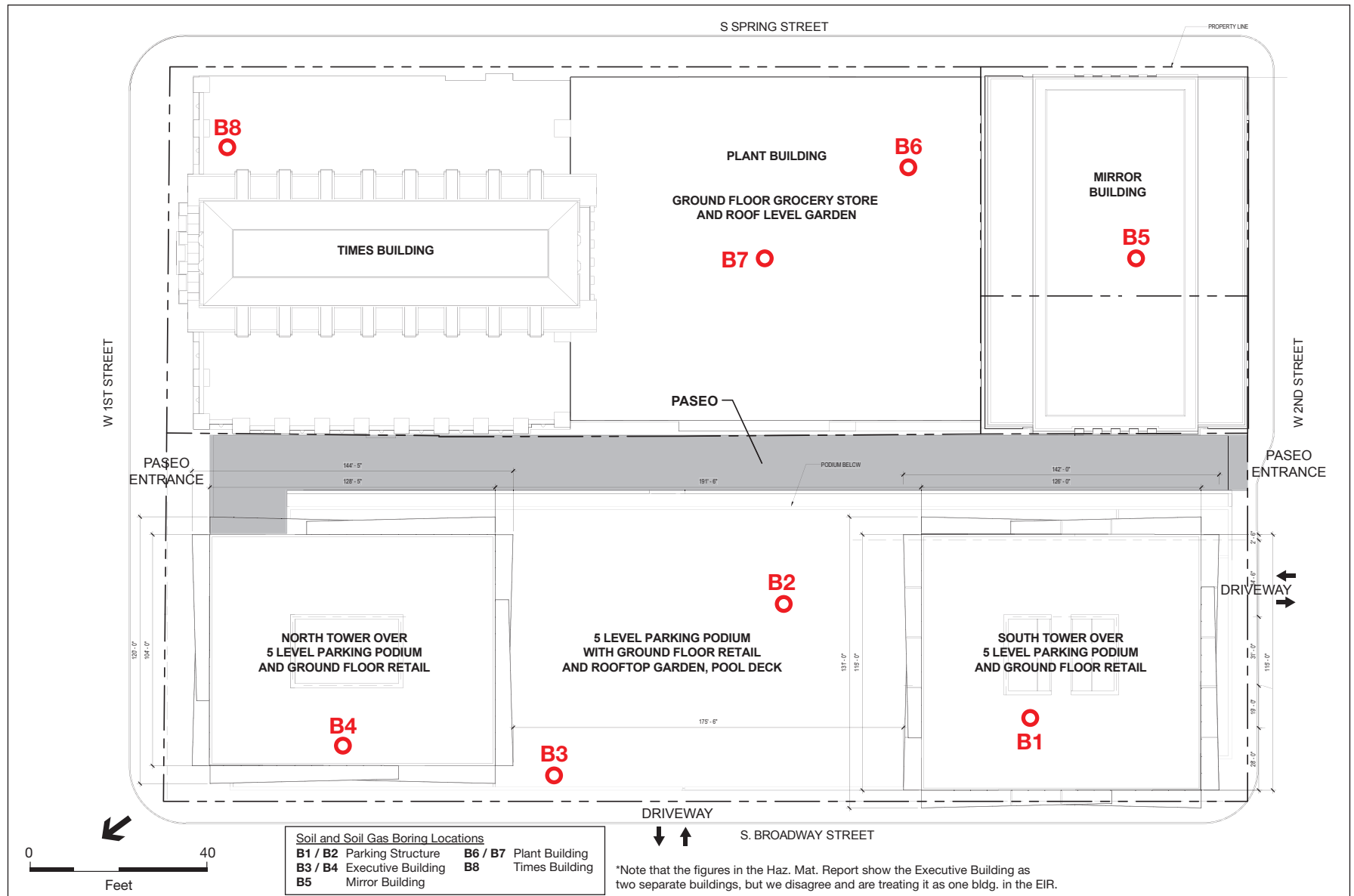
In addition to the prior subsurface investigations described above, a more recent hazardous materials subsurface investigation of the Project Site, which included soil and soil gas sampling, was completed in association with the Project as part of the Phase I/II ESA. Eight soil borings (identified as B1 through B8) were advanced at the Project Site using a stainless steel hand auger and an electric rotary hammer (where applicable). The borings were advanced below each of the five existing on-site buildings as identified in the list below and as shown in **Figure IV.F-1, Subsurface Soil and Soil Gas Sampling Locations**.

- B1 and B2 – Basement of Parking Structure
- B3 and B4 – Basement (third level below grade) of Executive Building
- B5 – Basement (third level below grade) of Mirror Building
- B6 and B7 - Basement of Plant Building
- B8 – Basement of Times Building

(c) Soil Sampling

Soil borings B1 through B3 were advanced to depths of 5 feet below the adjacent concrete slabs, while soil borings B4 through B8 were advanced to depths of 1 foot below the adjacent concrete slabs. Soil samples were retained for potential laboratory testing at 0.5, 1, and 3 feet at soil borings B1 through B3, and at 1 foot at soil borings B5 through B8. The samples were tested for petroleum hydrocarbons (TPH), Volatile Organic Compounds (VOCs), and Title 22 Metals (listed below).

Minor concentrations of VOCs (below the laboratory reporting limit of 5 parts per million) were detected from Borings B1 and B8.



SOURCE: AC Martin Partners, Inc, 2017; Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment, July 5, 2016.

Times Mirror Square  
**Figure IV.F-1**  
 Subsurface Soil and Soil Gas Sampling Locations



TPH in the diesel range were detected at 5.90 mg/kg and 422 mg/kg in soil borings B1 and B8, and in the oil range at 377 mg at soil boring B8. The TPH concentrations from soil boring B8, while more elevated than those reported from soil boring B1, are not considered in the Phase I/II ESA to be significant relative to potential human health risk as such soil is currently encapsulated by the concrete slab associated with the Times Building, and is not considered to represent a REC at the Project Site.

One or more Title 22 Metals were detected in each of the 10 soil samples. The highest detected concentration of each of the metals is identified below. Total arsenic concentrations were not considered to be elevated and were within the range of naturally occurring concentrations of this element in southern California soils. For the remaining metals, concentrations were below the applicable US EPA Regional Screening Levels (RSLs) for commercial soils, and were not considered in the Phase I/II ESA to be elevated relative to potential human health risk.<sup>13</sup>

- Arsenic: 6.18 mg/kg (B2-3)
- Barium: 691 mg/kg (B2-3)
- Chromium: 41.9 mg/kg (B1-3)
- Cobalt: 30.6 mg/kg (B7-1)
- Copper: 39.8 mg/kg (B1-3)
- Lead: 95.8 mg/kg (B7-1)
- Mercury: 0.157 mg/kg (B8-1)
- Molybdenum: 3.60 mg/kg (B5-1)
- Nickel: 34.7 mg/kg (B2-3)
- Vanadium: 48.5 mg/kg (B1-3)
- Zinc: 74.3 mg/kg (B1-0.5)

#### (d) Soil Gas Sampling

Soil gas probes were installed at depths of five feet below the bottom of the concrete slabs at boring locations B1 through B3, and immediately below the concrete slabs at boring locations B4 through B8. The samples were tested for VOCs and methane, neither of which was detected.

#### (c) *Hazardous Materials Associated with Existing Operations*

As indicated previously, storage vessels ranging in size from 5 gallon containers to 55-gallon drums occur in limited areas of the Project Site, including in the hazardous waste storage area at the ground-level of the parking structure, and in each of the Project Site buildings. Substances stored in these vessels include

<sup>13</sup> US EPA Regional Screening Levels (RSLs) for commercial soils are exposure levels considered by the US EPA to be generally protective of human health at commercial properties (e.g., properties where a portion but not all of an individual's time is spent on the property). RSLs are risk-based concentrations derived from standardized equations combining exposure information assumptions with EPA toxicity data. The risk for metals are based on direct contact. There will be commercial uses and subterranean parking levels that will be in direct contact with the soil, and residential uses would not be on contact with the soil. Therefore, the commercial screening levels are applicable. US EPA, Regional Screening Levels Frequent Questions, June 2017, <https://www.epa.gov/risk/regional-screening-levels-frequent-questions-june-2017#FQ1>. Accessed December 2018.

paints, paint thinners, sulfuric acid, biocides (algae control), various boiler treatment fluids, hydraulic oil, used oil, paint sludge/waste, batteries (new and used) universal waste (light ballasts, light tubes, etc.) and others. In addition, multiple diesel fuel ASTs ranging in size from 55- to 1,000 gallons occur in each of the Project Site buildings associated with emergency generators, transformers that may contain PCBs occur in the buildings as well, and older light ballasts that may contain PCBs occur throughout the Project Site. Lastly, three USTs have been abandoned in place at the Project Site under LAFD oversight, and a clarifier has been abandoned in place and filled with concrete in the Mirror Building.

*(d) Asbestos-Containing Materials (ACMs) and Lead-Based Paints (LBPs)*

Asbestos is a naturally-occurring mineral made up of microscopic fibers that has been widely used in the building industry for a variety of uses, including acoustic and thermal insulation and fireproofing. It is often found in ceiling and floor tiles, linoleum, pipes, structural beams and asphalt. However, asbestos can become a hazard when the fibers separate and become airborne. Asbestos has been linked to lung disease cause by inhalation of airborne asbestos fibers. In 1979, a ban on ACMs in building materials was imposed, although it is still possible to detect ACMs in buildings built after 1980.

Lead is a naturally occurring element and heavy metal that was widely used in most interior and exterior oil-based paints prior to 1950. Lead compounds continued to be used as corrosion inhibitors, pigments, and drying agents from the early 1950s to 1972, when the Consumer Products Safety Commission (CPSC) specified limited on lead content in such products. In 1977, CPSC banned the production of virtually all house paints containing lead and banned its use in commercial buildings in 1978.

The Phase I/II ESA preparer was informed by the property owner that significant abatement of ACMs and LBPs has been previously completed at the Project Site. However, because the on-site buildings date from the 1930s to the 1970s before ACMs and LBPs were largely banned, the Phase I/II ESA concludes that it can be reasonably assumed that such materials remain in the buildings. According to the Phase I/II ESA, ACMs and LBPs are not considered to be RECs in connection with the Project Site, but are conditions that would require typical management in accordance with regulatory requirements during construction, as necessary.

*(e) Polychlorinated Biphenyls (PCBs)*

PCBs are hazardous materials that were formerly used in such applications as hydraulic fluids, plasticizers, adhesives, fire retardants, etc. PCBs were also used in electrical transformers and light ballasts until the 1970's, at which time they were banned. The Phase I/II ESA indicates that it is possible that older light ballasts within the on-site building contain PCBs, and that older transformers present within

Los Angeles Department of Water and Power electrical rooms (no access granted) may also contain PCBs. Visible transformers appeared to be in good condition, with no staining, suspect conditions or indications of releases noted during the field reconnaissance conducted by or the Phase I/II ESA.

(f) *Radon*

Radon is an invisible, odorless, radioactive gas formed by the decay of uranium in the earth's soil that migrates to the surface through cracks and pore spaces in the soil. Radon gas dissipates in outdoor settings and is present at concentrations considered to be harmless. However, radon gas can accumulate inside buildings and enclosed spaces, depending on the building location, ventilation, and other factors. The US EPA recommends indoor remedial measures (such as enhanced ventilation) for residential, school, and office uses when radon concentrations exceed 4.0 picoCuries per liter (pCi/L) on an average basis (the US EPA action level). According to the Phase I/II ESA, the Project Site is located within USEPA Radon Zone 2 which has a moderate potential for radon accumulation with an indoor average level between 2 and 4 pCi/L. Because these levels do not exceed the US EPA action level for radon, the Phase I/II ESA concludes that radon is not considered to be a significant concern at the Project Site.

(4) **Hazardous Materials on Adjacent Parcels**

As indicated previously, adjacent land uses include the City of Los Angeles First and Broadway Civic Center Park (under construction) to the north, the future Metro 2nd and Broadway Station to the south, LAPD Headquarters to the east, and the site of Federal Courts Building to the west. No conditions that would cause potential hazardous materials concerns at the Project Site were observed on the adjacent properties during the field reconnaissance conducted by AEC as part of the Phase I/II ESA.

**d) Emergency Preparedness**

(1) **Selected Disaster Routes**

According to the Critical Facilities & Lifeline Systems Map of the City's General Plan Safety Element, S. Broadway is designated as a Selected Disaster Route, a primary thoroughfare for the movement of emergency response traffic and access to critical facilities during an emergency.<sup>14</sup>

<sup>14</sup> City of Los Angeles, Department of City Planning, City of Los Angeles General Plan Safety Element, Exhibit H, Critical Facilities & Lifeline Systems, November 1996, <https://planning.lacity.org/cwd/gnlpln/safetyelt.pdf>. Accessed December 2018.

### 3. Project Impacts

#### a) Methodology

The evaluation of hazardous conditions and materials associated with construction and operation of the Project is based largely on the Phase I/II ESA prepared for the Project by AEC and included in Appendix G of this Draft EIR.

The Phase I/II ESA was prepared to American Society for Testing and Materials (ASTM) E 1527-13, *Standard Practice for Environmental Site Assessments*, requirements for assessing the presence or potential presence of above-ground and subsurface hazardous materials at the Project Site, as well with the requirements of 40 CFR (Code of Federal Regulations), Part 312, *Standards and Practices for All Appropriate Inquiry*.

Tasks performed for the Phase I/II ESA included: a review of title information pertaining to the Project Site; review and summary of prior environmental documents pertaining to the Project Site; an evaluation of standard environmental record sources contained within federal, State and local environmental databases within specific search distances; an evaluation of additional environmental record sources obtained from local regulatory departments/agencies; a qualitative evaluation of the physical characteristics of the Project Site through a review of published topographic, geologic, and hydrogeologic maps, published groundwater data, and area observations to characterize surface water flow conditions; an evaluation of past site and adjacent/nearby property uses through a review of historical resources; a physical inspection of the Project Site (interior and exterior) conducted to search for conditions indicative of potential environmental concerns (e.g., USTs, ASTs, associated tank piping, stained soil or pavement, equipment that may contain or have historically contained PCBs, etc.); a physical assessment of indications of past uses and visual observations of adjacent surrounding properties to assess potential impacts to the Project Site; interviews with the client, a site owner representative, and local regulatory official; and the preparation of the Phase I ESA.

The list of regulatory agency hazardous materials databases reviewed is included in Appendix 12.4 of the Phase I/II ESA. The list of LAFD, City of Los Angeles Department of Building and Safety, and SWRCB Geotracker files reviewed is identified in Section 4.2 of the Phase I/II ESA.

The Phase II portion of the Phase I/II ESA (Section 7.0) consisted of the drilling of eight soil borings across the Project Site, and the laboratory testing of soil and soil gas from the borings for various constituents of potential concern. See Section 7.0 of the Phase I/II ESA for a description of the boring and laboratory testing methodologies applied.

Based on the aforementioned research, testing and monitoring, the Phase I/II ESA identifies whether any of the following three types of hazardous conditions, defined by ASTM E 1527-13, occur on the Project Site:

- **Recognized Environmental Conditions (RECs):** The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term is not intended to include de minimus conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.
- **Controlled Recognized Environmental Conditions (CRECs):** A REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).
- **Historical Recognized Environmental Conditions (HRECs):** A past release of any substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activities and use limitations, institutional controls, or engineering controls).

The State *CEQA Guidelines* Section 15125(d) requires that an EIR discuss any project inconsistencies with applicable plans that the decision-makers should address. Projects are considered consistent with regulatory plans if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The intention of the evaluation of consistency with regulatory plans is to determine if non-compliance would result in a significant physical impact. Accordingly, the criterion for determining significance with respect to an emergency response and evacuation plan (in this case) emphasizes conflicts with plans adopted for the purpose of avoiding or mitigating an environmental effect, recognizing that an inconsistency with a plan, policy, or regulation does not necessarily equate to a significant impact on the environment. The analysis of potential hazardous and hazardous materials impacts of the Project therefore considers consistency with adopted applicable emergency response and evacuation plans based on a review of the relevant plan(s).

## **b) Thresholds of Significance**

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (CBIA v. BAAQMD) held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents.

In accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines (*CEQA Guidelines*) and the California Supreme Court's decision in CBIA v. BAAQMD, the project would have a significant impact related to hazards and hazardous materials if it would:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;**
- 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;**
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;**
- 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 create a significant hazard to the public or the environment, caused in whole or in part from the Project's exacerbation of existing environmental conditions;**
- 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;**
- 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;**
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or**

***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 caused in whole or in part from the Project's exacerbation of existing environmental conditions.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criteria to evaluate hazards and hazardous materials impacts:

- Compliance with the regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people from exposure to the health hazard;
- The degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.
- 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 probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

### **c) Project Design Features**

The following Project Design Feature (PDF) is proposed with regard to hazards and hazardous materials:

**PDF-HAZ-1:** While the Phase I/II ESA did not encounter any RECs or conditions that may warrant mitigation, in the event that unforeseen suspect impacted soils are encountered during mass excavation activities for the future subterranean parking garage, such soil will be properly profiled and managed under a conventional soil management plan to be implemented by the Project excavation contractor and environmental consultant. The plan will require removal, transport, and disposal of all impacted soils in accordance with all applicable regulatory requirements and under the oversight of all governmental agencies with jurisdiction.

## d) Analysis of Project Impacts

***Threshold a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils. During on-site grading and building construction, hazardous materials, such as fuels, paints, solvents, and concrete additives, could be used and would therefore require proper management and disposal. The management of any resultant hazardous wastes could increase the potential for hazardous material releases. It is reasonably anticipated that materials would be used, stored, and disposed of in consumer quantities and in accordance with applicable laws and regulations and manufacturers' instructions. Compliance with all applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste, would reduce the potential to release contaminants. **Therefore, construction of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The impact would be less than significant.**

Operations of the Project would consist of the typical, common activities associated with operation of residential, commercial (e.g., retail, restaurant, and office) uses, and associated amenities (e.g., recreational facilities and open space). No hazardous materials would be utilized during day-to-day operation of the Project other than typical household, restaurant, vehicle, pool, and landscape maintenance materials (i.e., cleaning supplies, paints, oil, grease, pesticides, herbicides, water disinfectants, fertilizers, etc.). The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for use, storage, and disposal of such products which have been formulated to avoid substantial exposure hazards. Compliance with all applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste, would reduce the potential to release contaminants. **Therefore, operation of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and the impact would be less than significant.**



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

**(1) Recognized Environmental Conditions (RECs)**

As discussed previously, the Phase I/II ESA summarizes the findings of five previous hazardous materials investigations covering some or all of the Project Site, three of which included soil testing. These include: UST investigations by Converse Environmental Consultants in 1988 and 1989 of two 6,000 gallon diesel USTs and one 3,000-gallon gasoline UST, the latter of which included soil testing around the 3,000-gallon UST which indicated no evidence of leakage; a UST investigation by Healy Environmental, Inc. of two 5,000 USTs in 1990 (identified as the same tanks discussed previously as 6,000-gallon USTs) which included soil testing that indicated undetectable concentrations of all contaminants; a Phase I ESA conducted by Geomatrix of the entire Project Site in 2008 that identified no on-site RECs; and a UST removal report by ARCADIS US, Inc. in 2014 for a 15,000-gallon emergency generator diesel UST removed in 2014 which included soil testing that indicated TPHd and VOCs below laboratory reporting limits. According to the Phase I/II ESA, none of the above represent RECs at the Project Site.

The hazardous materials regulatory agency database search conducted by EDR for the Phase I/II ESA identified six database listings at the Project Site: two listings on the UST database in reference to historical USTs in the Executive Building and parking structure with no indication of reported releases; one ERNS database listing in reference to a pipe bomb neutralized (exploded) by the City Police and Fire Departments within or outside the Times Building with no indication of a reported release; one RCRA-SQG database listing in reference to a small quantity generator of hazardous waste in the Executive Building with no violations found and no indication of a reported release; a RCRA-SQG-UST database listing in reference to a small quantity generator of hazardous waste with a historical UST in the Mirror Building with no indication of a reported release; and one LUST database listing in reference to a leaking USTs with a regulatory status of “cased closed” as of March 30, 1989. Furthermore, the records search identifies 17 off-site hazardous materials database listings (see Table IV.F-2 above) at properties adjacent to or nearby the Project Site, all of which had no reported releases of hazardous materials, are closed cases, and/or because of the nature of the listing, distance, or the direction of groundwater flow, do not represent a hazard at the Project Site. According to the Phase I/II ESA, none of these on- and off-site ASTM database listings, nor any of the non-ASTM (e.g., LAFD, LADBS, and SWRCB) database listings, represent a REC at the Project Site.

As also discussed previously, AEC conducted an additional hazardous materials subsurface investigation as part of the Phase I/II ESA which included soil and soil gas testing for samples taken at multiple depths from eight borings drilled across the Project Site. The soil sampling tested for TPH, VOCs and Title 22 Metals, while the soil gas sampling tested for VOCs and methane. Concentrations of VOCs were detected below the laboratory reporting limit of 5 parts per million in the soils samples from multiple borings. TPH in the diesel range was detected at elevated concentrations (e.g., diesel concentrations ranging from 5.90 mg/kg to 422 mg/kg, and the oil range of 377 mg) in soil samples from the borings under the Times Building, but the TPH does not represent a potential human health risk because the soils are encapsulated by the concrete slab associated with the Times Building, and the Times Building is proposed for renovation rather than demolition under the Project. One or more Title 22 metals were detected in all the soil samples, but all detections were at concentrations below the applicable US EPA RSLs for commercial soils and were not considered in the Phase I/II ESA to be elevated related to potential human health risk. No VOC or methane was detected in any of the soil gas samples, and as indicated previously, the Project site is not located within a designated Methane Hazard Zone. Furthermore, the Phase I/II ESA did not find any current RECs in connection with the Project Site.

Lastly, Cal-OSHA regulates worker exposure to airborne contaminants (such as those identified in the subsurface soils) during construction under Title 8, Section 5155, Airborne Contaminants, which establishes which compounds are considered a health risk, exposure limits for such compounds, protective equipment, workplace monitoring, and medical surveillance required for compliance. Cal-OSHA also regulates worker exposure to airborne contaminants (such as those identified in the subsurface soils) during operation, requiring administrative or engineering controls, where required, to meet exposure limits, and implementation of written health and safety programs, worker training, emergency response training, and medical surveillance.

**Based on the above, Project construction and operation would not expose Project construction workers, building occupants and/or the public to residual soil or soil gas hazardous materials concentrations above applicable federal and state remediation levels, and therefore such impacts would be less than significant.**

## (2) Historical Recognized Environmental Conditions (HRECs)

According to the Phase I/II ESA, the USTs referenced in the previous subsurface investigations summarized earlier in this section represent HRECs at the Project Site rather than RECs, and do not require additional assessment at this time. Such areas are not present in portions of the Project Site that would be subject to future building demolition and excavation for the proposed new structures under the

Project. Therefore, there is no potential for the former USTs to result in additional soil or soil gas contamination or an associated exposure hazard under the Project, and no impact would occur. However, even though the Phase I/II ESA did not encounter any RECs or conditions that may warrant mitigation, PDF-HAZ-1 would implement a conventional soil management plan in the event that unforeseen impacted soils are encountered. Therefore, impacts would be less than significant.

Therefore, Project construction and operation would not expose Project construction workers, building occupants and/or the public to residual soil and soil gas hazardous materials concentrations above applicable federal and state remediation levels. Therefore, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving residual soil and soil gas contaminations, and impacts would be less than significant.

### (3) Hazardous Materials Exposure During Renovation/Demolition

As indicated previously, the Project would renovate the Times, Plant, and Mirror Buildings, and would demolish the Executive Building and Parking Structure, all of which were constructed between the 1930s and 1970s prior to the banning of ACMs asbestos and LBPs in commercial buildings in 1979 and 1978, respectively. A fair amount of ACM and LBP abatement has already occurred on the Project Site over the years as the on-site buildings have been remodeled and renovated. The Phase I/II ESA concludes that it can be reasonably assumed that the buildings may contain ACMs and/or LBP, although the Phase I/II ESA also indicates that ACMs and LBPs are not considered to be RECs in connection with the Project Site, but are conditions that would require typical management during construction, as necessary. As stated previously, the Phase I/II ESA indicates that transformers and old light ballasts were observed in some or all of the on-site buildings during the field reconnaissance, and that these may contain PCBs. Nonetheless, ACMs, LBP and PCBs are highly regulated. Testing of any suspected buildings or portions thereof for ACMs, LBs and PCBs is part of standard construction practice at the time of renovation or demolition. In the event that ACMs and/or LBPs are discovered, their removal would be subject to specific and detailed SCAQMD and Cal-OSHA requirements to ensure the proper training, containment, handling, notification, and disposal of these materials by licensed asbestos and LBP abatement contractors. Similarly, PCB-containing transformers and lighting ballasts would be removed and disposed of in accordance with standard applicable regulations. **Compliance with regulatory requirements would ensure that impacts associated with ACMs, LBPs, and PCBs would be less than significant.**

During the field reconnaissance of the Project Site conducted for the Phase I/II ESA in 2016: containers of hazardous materials and wastes (e.g., paints, paint thinners, sulfuric acid, biocides, boiler treatment fluids, hydraulic oil, used oil, paint sludge/waste, batteries, and universal waste) were observed in vessels ranging in size from 5- to 55-gallons at the ground level of the parking structure; and 55- to 1,000 gallon ASTs containing diesel fuel for the emergency generators were observed in multiple buildings. However, no evidence of staining or leakage was observed adjacent to or below these vessels and ASTs. Furthermore, it is reasonably anticipated that the hazardous materials and wastes associated with the above would be removed and disposed of in accordance with existing regulations which have been formulated to avoid a substantial exposure hazard during renovation and before demolition activities.

**Based on the above, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving hazardous materials exposure during renovation/demolition, and impacts would be less than significant.**

#### (4) Vapor Encroachment

As indicated previously, the Project is not located within a City-designated Methane Hazard Zone, and while the Project Site is located within US EPA Radon Zone 2 where the predicted average indoor radon concentrations are between 2.0 and 4.0 pCi/L, these concentrations do not exceed the US EPA indoor action level for radon of 4.0 pCi/L. Furthermore, the soil gas testing conducted for the Phase I/II ESA in 2016 did not detect VOCs or methane. The Phase I/II ESA concludes that vapor encroachment is not a significant concern at the Project Site. **Therefore, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving vapor encroachment, and impacts would be less than significant.**

**In sum, based on the above, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and impacts would be less than significant.**

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

No LAUSD elementary, middle, or high schools are located within one-quarter mile of the Project Site. The nearest K through 12 school is the Ramon C. Cortines School of Performing Arts, a private 9-12 school located at 450 N. Grand Avenue approximately 0.35-mile north of the Project Site (north of the US-101 Freeway). However, in a dense metropolitan area such as Downtown Los Angeles, day care

centers and/or pre-schools are sometimes associated with civic, business, and residential uses in the area and should be considered sensitive receptors to hazardous materials or substances. For instance, the Joy Picus Child Development Center a day care and preschool (0 to 5 years), is located at 111 E. 1st Street approximately 0.1-mile east of the Project Site, while the Grace lino Child Care Center, a day care through kindergarten, is located at 231 E. 3rd Street approximately 0.11-mile south of the Project Site.

The Project would include a mix of residential, office, and commercial uses rather than heavy industrial, utility, transportation, power plant, or waste disposal uses most often associated with hazardous emissions. Furthermore, the Project would neither include the handling of acutely hazardous materials or the emission of hazardous materials other than, potentially, Volatile Organic Compounds (VOCs). VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids and internal combustion associated with diesel vehicles usage and consumer products (e.g., architectural coatings, etc.). Some VOCs are classified by the State as toxic air contaminants (TACs). Project construction activities would include the use of architectural coatings and the use of diesel-powered construction equipment, while Project operations would likely include deliveries by diesel-powered vehicles, all of which could generate VOCs.

An analysis of the Project TACs emissions (including VOCs emissions) was conducted as part of the analysis in Section IV.B, *Air Quality*, of this Draft EIR, and includes analysis of the sensitive receptors. As indicated therein, Project construction and operational TACs would be less than significant.

Also, Project operations would involve the limited use of potentially hazardous materials typical of those used in residences, commercial developments, and restaurants, including cleaning agents, paints, pesticides, and other materials used for landscaping. However, all hazardous materials on the Project Site would continue to be acquired, handled, used, stored, and disposed of in accordance with all manufacturers' specifications and all applicable federal, state, and local requirements. **Therefore, with continued compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, as well as adherence to manufacturer's instructions for safe handling and disposal of hazardous materials, potential impacts upon people, the environment, and nearby schools (including day care centers and preschools within a quarter mile of the Project Site) associated with the use, storage, and management of hazardous materials during operation of the Project would be less than significant.**

**Based on the above, with continued compliance with existing hazardous materials regulations and adherence to manufacturer's instructions for the safe handling of such materials, the Project would not emit hazardous**

emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school or expose people and the environment to hazardous materials. The impact would be less than significant.

***Threshold d) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment, caused in whole or in part from the project's exacerbation of existing environmental conditions?***

As shown above in Table IV.F-1, the hazardous materials regulatory agency database search conducted by EDR for the Phase I/II ESA identified six database listings at the Project Site: two listings on the UST database in reference to historical USTs in the Executive Building and parking structure with no indication of reported releases; (2) one ERNS database listing in reference to a pipe bomb neutralized (exploded) by the City Police and Fire Departments within or outside the Times Building with no indication of a reported release; one RCRA-SQG database listing in reference to a small quantity generator of hazardous waste in the Executive Building with no violations found and no indication of a reported release; a RCRA-SQG-UST database listing in reference to a small quantity generator of hazardous waste with a historical UST in the Mirror Building with no indication of a reported release; and one LUST database listing in reference to a leaking USTs with a regulatory status of "cased closed" as of March 30, 1989. According to the Phase I/II ESA, none of these ASTM database listings represent a REC at the Project Site.<sup>15</sup> Therefore, the Project would not exacerbate existing environmental conditions related to listed hazardous materials sites, and impacts would be less than significant.

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

As discussed in Section VI.F, Impacts Found not to be Significant, of this Draft EIR, and in the Initial Study (Appendix A), the Project Site is not located within an airport land use plan and is not within two miles of a public use airport. As a result, the Project would not result in a safety hazard to people residing or working within an airport land use plan or within two miles of an airport, and no impact would result. **Thus, the Project would not be located on a site which is within an**

<sup>15</sup> Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment, pages 11 and 28.

airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would not result in a safety hazard for people residing or working in the Project area. No impacts would occur and no further analysis is required.

***Threshold 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?***

As discussed in Section VI.F, Impacts Found not to be Significant, of this Draft EIR, and in the Initial Study (Appendix A), the Project Site is not located within the vicinity of a private airstrip. **As a result, the Project would not result in a safety hazard to people residing or working within two miles of a private airport, and no impact would result. No impacts with regards to safety hazards within the vicinity of a private airstrip would occur and no further analysis is required.**

***Threshold g) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

The Project would not include a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor would it close any existing streets or otherwise represent a significant impediment to emergency response and evacuation of the local area. Therefore, the Project's proposed land uses would not require a new, or interfere with an existing risk management, emergency response, or evacuation plan.

S. Broadway, adjacent to the Project Site, is a City-designated Selected Disaster Route. The Project would include temporary construction activities (e.g., temporary lane closures, etc.) and traffic which could potentially affect this route. However, the construction activities would not require full street closures and most Project construction activities would be confined to the Project Site. Furthermore, as indicated in Sections IV.K, *Police Protection*; IV.L, *Fire Protection*; and IV.P, *Transportation and Traffic*, in this Draft EIR, Project construction activities would result in less than significant impacts to emergency access, emergency response and traffic with implementation of PDF-TRAF-1, Construction Traffic Management Plan. Because of the short-term nature of the construction activities and with implementation of a Construction Management Plan, the Project's construction activities would not require a new, or significantly interfere with an existing risk management, emergency response, or evacuation plan.

As discussed in Section IV.P, the Project's operational traffic impacts would be minimized with implementation of the mitigation measures recommended in the section, including along S. Broadway. Furthermore, the Project Site is located in an established urban area that is well served by the surrounding roadway network,

and multiple routes exist in the area for emergency vehicles and evacuation. In addition, drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As discussed in Sections IV.K, *Police Protection*, and IV.L, *Fire Protection*, impacts to these services from Project implementation would be less than significant. Under the Project, S. Broadway adjacent to the Project Site would still be available as a Disaster Route, even with the addition of Project traffic. No policy or procedural changes to an existing risk management plan, emergency response plan, or evacuation plan would be required due to Project implementation. Furthermore, during an unanticipated disaster event, the EOO along with City agencies (i.e., Police and Fire Departments) would implement operational protocols, as well as plans and programs, on a case-by-case basis to facilitate emergency evacuations and/or response, which would consider traffic conditions at the time of the emergency. In such instances, traffic would be routed along the City's numerous disaster routes, as determined appropriate, by the applicable responding City agencies. For these reasons, despite the Project Site being located along S. Broadway which is a designated Selected Disaster Route, and in consideration of the Project's traffic impacts, the Project would not warrant a new, or significantly interfere with an existing risk management plan, emergency response plan, or evacuation plan. **The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.**

***Threshold 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 caused in whole or in part from the project's exacerbation of existing environmental conditions?***

As discussed in Section VI.F, *Impacts Found not to be Significant*, of this Draft EIR, and in the Initial Study (Appendix A), the Project Site is highly urbanized and contains no wildlands. The Project Site is not located within a designated wildfire hazard area. **Therefore, the Project would not expose people or structures to a significant risk involving wildland fires caused in whole or in part from the Project's exacerbation of existing environmental conditions. Thus, no impacts related to wildland fires would occur and no further analysis is required.**

## **e) Cumulative Impacts**

Generally, the geographic context for cumulative impact analysis of hazards and hazardous materials includes the related projects in the vicinity of the Project that, when viewed together with the Project, could incrementally increase a hazards



impact to a significant level. As described above, the Phase I/II ESA identified potentially hazardous conditions located between 0.25- to 1-mile around the Project Site. It concluded that based on distance, topography, gradients, current regulatory status, and the absence of reported releases, none of the sites surrounding the Project Site represent a likely past, present, or material threat of release that could adversely affect the Project Site.

Construction and operation of the related projects (e.g., primarily the development currently occurring in the Downtown Los Angeles Area) could reasonably be expected to involve the limited use of potentially hazardous materials typical of those used in residential and commercial developments, including gasoline, lubricants, cleaning agents, paints, and pesticides. Each related project would be subject to applicable laws and regulations and manufacturers' specifications to ensure the safe transport, storage, handling, and disposal of such materials so as not to each individual related project or adjacent properties.

A few related projects adjoin the Project Site or are separated by a single street. These projects are either under construction or planned for development and include: (1) the City of L.A. First and Broadway Civic Center Park project to the north, across W. 1st Street; (2) the Metro 2nd and Broadway Station to the south across, W. 2nd Street; and (3) the Federal Courts Building across S. Broadway to the west. These related projects would not create a significant hazard to the public or environment because the potentially hazardous materials typically used in such developments are limited to relatively small volumes of commonplace materials. In addition, each of these developments would be required to comply with its site-specific development standards and applicable hazardous materials handling and transporting regulations and manufacturer instruction. Lastly, according to the Phase I/II ESA, the off-site hazardous materials regulatory database listings within a one-mile radius of the Project Site do not represent RECs at the Project Site. Based on the above, the related projects would not add to the hazards and hazardous materials impacts of the Project.

The Project would result in less than significant impacts related to residual soil or soil gas contamination with implementation of PDF-HAZ-1, hazardous materials exposure during renovation/demolition (e.g., from ACMs, LBPs, PCBs, etc.), vapor encroachment, and handling/storage/disposal of hazardous materials, with compliance with applicable regulations. This conclusion is supported by the Phase I/II ESA which concludes that none of these issues are considered RECs at the Project Site.<sup>16</sup> The Project would also result in less than significant impacts related to emergency preparedness with implementation of the Construction Traffic Management Plan proposed under PDF-TRAF-1 and the traffic mitigation measures identified in Section IV.P, *Transportation and Traffic*, of this Draft EIR. Furthermore, the Phase I/II ESA concludes that the on-site hazardous materials

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<sup>16</sup> Advantage Environmental Consultants, LLC, Phase I and II Environmental Site Assessment, page 28.

regulatory database listings, and the on-site hazardous materials used and stored at the Project Site, do not represent RECs at the Project Site; these, then do not represent RECs at the sites of the related projects. In addition, the Project would include residential, retail, restaurant and office uses rather than the types of uses most often associated with hazardous emissions (e.g., power plants, manufacturing plants, landfills, etc.). **Hence, the Project would result in less than significant hazards and hazardous materials impacts, would not add to the hazards and hazardous materials impacts of the related project, and would not contribute considerably to cumulative hazards and hazardous materials impacts.**

With regards to cumulative impacts on emergency response/evacuation plans, the City revises its emergency response/evacuation plans on a periodic basis, as required, to address increased growth and changes in regulatory requirements. Furthermore, like the Project, each of the related projects would be required by the City to comply with applicable emergency response and evacuation plans. This includes the implementation of measures to avoid conflicts with such plans, such as the implementation of Construction Traffic Management Plans, to ensure that emergency access and response is maintained during construction activities, and the implementation of CEQA mitigation measures to avoid and/or minimize significant traffic impacts. With ongoing updating of emergency and evacuation plans by the City, and with compliance by cumulative projects with the requirements specified above, the cumulative impact on emergency preparedness would be less than significant.

#### **f) Mitigation Measures**

The Project would result in less than significant impacts with respect to hazards and hazardous materials. Therefore, no mitigation measures are required.

#### **g) Level of Significance after Mitigation**

Project impacts were determined to be less than significant for hazards and hazardous materials, and no mitigation measures are required.

## **IV. Environmental Impact Analysis**

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### **G. Hydrology and Water Quality**

#### **1. Introduction**

This section characterizes surface hydrology and groundwater conditions on the Project Site and analyzes the Project's potential impacts on hydrology (drainage) and surface water quality. The analysis is based on a Hydrology & Water Quality Resources Technical Report (Hydrology Report) prepared for the Project by KPFF Consulting Engineers.<sup>1</sup> The Report is included in Appendix H of this Draft EIR.

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) Federal**

###### **(a) *Clean Water Act***

The Clean Water Act (CWA), formerly known as the Federal Water Pollution Control Act, was first introduced in 1948, with major amendments in the 1960s, 1970s and 1980s. The CWA authorizes federal, State, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. Amendments to the CWA in 1972 established the National Pollutant Discharge Elimination System (NPDES) permit program, which prohibits discharge of pollutants into the nation's waters without procurement of a NPDES permit from the U.S. Environmental Protection Agency (USEPA). Although federally mandated, the NPDES permit program is generally administered at the State level.

The CWA was amended in 1987 requiring the USEPA to create specific requirements for discharges. In response to the 1987 amendments to the CWA, Phase I of the USEPA NPDES Program required NPDES permits for: (1) Municipal Separate Storm Sewer Systems (MS4) generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) eleven specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. As of March 2003, Phase II of the NPDES Program extends the requirements for NPDES permits to

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<sup>1</sup> KPFF Consulting Engineers, Onni Times Square Project - Hydrology & Water Resources Technical Report, July 26, 2018.

numerous small municipal separate storm sewer systems, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, which were previously exempted from permitting.

In addition, the CWA requires states to adopt water quality standards for receiving water bodies and to have those standards approved by the USEPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, recreation, etc.), along with water quality criteria necessary to support those uses. Water quality criteria are either prescribed concentrations or levels of constituents such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements which represent the quality of water that support a particular use.

When designated beneficial uses of a particular receiving water body are being compromised by water quality, Section 303(d) of the CWA requires identifying and listing the water body as “impaired” and identifying Total Maximum Daily Loads (TMDLs) for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (with a “factor of safety” included). Once established, TMDLs allocate the loads among current and future pollutant sources to the water body.

The CWA requires states to publish, every two years, an updated list of streams and lakes that are not meeting their designated uses because of excess pollutants (i.e., impaired water bodies). The list, known as the 303(d) list, is based on violations of water quality standards. Once a TMDL is developed and adopted, the water quality limited section is removed from the 303(d) list.

#### *(b) Federal Antidegradation Policy*

The Federal Antidegradation Policy requires states to develop statewide antidegradation policies and identify methods for implementing them.<sup>2</sup> Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

#### *(c) Safe Drinking Water Act*

The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of Americans' drinking water. Under SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who

<sup>2</sup> Code of Federal Regulations, Title 40, Section 131.12.

implement those standards. SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and groundwater wells.

## (2) State

### (a) *Porter-Cologne Water Quality Act (California Water Code)*

The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control. The California Water Code authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants.

Under the California Water Code, the State of California is divided into nine Regional Water Quality Control Boards (RWQCBs), governing the implementation and enforcement of the California Water Code and the CWA. The Project Site is located within Region 4, also known as the Los Angeles Region. The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. Each RWQCB is required to formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The Basin Plan must adhere to the policies set forth in the California Water Code and established by the SWRCB. The RWQCB is also given authority to issue waste discharge requirements, enforce action against stormwater discharge violators, and monitor water quality.<sup>3</sup> In California, the NPDES stormwater permitting program is administered by the SWRCB.

### (b) *California Antidegradation Policy*

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California was adopted by the SWRCB in 1968.<sup>4</sup> Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the State, not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

<sup>3</sup> U.S. Environmental Protection Agency - Clean Water Act, July 2011, <http://www.epa.gov/lawsregs/laws/cwa.html>. Accessed December 2018.

<sup>4</sup> State Board Resolution No. 68-16.

(c) *California Toxics Rule*

In 2000, the California Environmental Protection Agency (Cal-EPA) promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State. Cal-EPA promulgated this rule based on Cal-EPA's determination that the numeric criteria are necessary in the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays that are designated by the Los Angeles Regional Water Quality Control Board (LARWQCB) as having beneficial uses protective of aquatic life or human health.

(3) **County of Los Angeles**

(a) *County of Los Angeles Hydrology Manual*

Drainage and flood control in the City are subject to review and approval by the Department of Public Works, Bureau of Engineering (Bureau of Engineering). Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (County Flood Control). The County Flood Control constructs and has jurisdiction over regional facilities such as major storm drains and open flood control channels, while the City constructs and is responsible for local interconnecting tributary drains.

Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works' Hydrology Manual as its basis of design for storm drainage facilities. The Department of Public Works' Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. Areas with sump conditions<sup>5</sup> are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event.<sup>6</sup> The County also limits the allowable discharge into existing storm drain facilities based on the MS4 Permit and is enforced on all new developments that discharge directly into the County's storm drain system.

Drainage and flood control structures and improvements within the City are subject to review and approval by the City's Department of Public Works, Bureau of Engineering, and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. The Department of Public Works reviews and approves storm drain plans prior to construction. Any

<sup>5</sup> A sump or depression is an area from which there is no surface flow outlet.

<sup>6</sup> Los Angeles County Department of Public Works Hydrology Manual, January 2006, [http://ladpw.org/wrd/publication/engineering/2006\\_Hydrology\\_Manual/2006%20Hydrology%20Manual-Divided.pdf](http://ladpw.org/wrd/publication/engineering/2006_Hydrology_Manual/2006%20Hydrology%20Manual-Divided.pdf). Accessed December 2018.

proposed increases in discharge directly into County facilities, or proposed improvements of County-owned storm drain facilities, such as catch basins and storm drain lines, require approval from County Flood Control to ensure compliance with the County's Municipal NPDES Permit requirements.

(b) *NPDES Permit Program*

As indicated above, in California the NPDES stormwater permitting program, established in 1972, is administered by the SWRCB through its nine RWQCBs. SWRCB Order No. 2012-0006-DWQ, known as "The General Permit", adopted on September 2, 2009 and amended on July 17, 2012, implements the NPDES permit program Statewide. The main objectives of the General Permit are to:

1. Reduce erosion;
2. Minimize or eliminate sediment in stormwater discharges;
3. Prevent materials used at a construction site from contacting stormwater;
4. Implement a sampling and analysis program;
5. Eliminate unauthorized non-stormwater discharges from construction sites;
6. Implement appropriate measures to reduce potential impacts on waterways both during and after construction of projects; and
7. Establish maintenance commitments on post-construction pollution control measures.

The General Permit regulates construction activity including clearing, grading, and excavation of areas one acre or more in size and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges. The General Permit requires that developers comply with the following requirements:

- Eliminate or reduce non-stormwater discharges to storm drain systems and other waters of the U.S.;
- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that specifies the BMPs intended to reduce pollution in stormwater discharges in compliance with Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards; and
- Perform inspections and maintenance of all BMPs.

(i) *Construction: Stormwater Pollution Prevention Plan*

For all construction activities disturbing more than one acre of land, California mandates the development and implementation of a SWPPP. The SWPPP documents the selection and implementation of BMPs, i.e. state-of-the-art control and treatment techniques for reducing environmental impacts, for a specific construction project. The SWPPP also charges property owners with stormwater quality management responsibilities. A construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.<sup>7,8</sup>

A SWPPP is meant to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public storm drain system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.

A site-specific SWPPP could include, but not be limited to the following BMPs:

- Erosion Control BMPs – to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels. Such BMPs may include, but would not be limited to, use of geotextiles and mats, earth dikes, drainage swales, and slope drains.
- Sediment Control BMPs – are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries. Such BMPs may include, but would not be limited, to use of silt fences, sediment traps, and sandbag barriers, street sweeping and vacuuming, and storm drain inlet protection.
- Wind Erosion Control BMPs – consist of applying water to prevent or minimize dust nuisance.

<sup>7</sup> State Water Resources Control Board, National Pollutant Discharge Elimination System (NPDES), [http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml). Accessed December 2018.

<sup>8</sup> U. S. Environmental Protection Agency, National Pollutant Discharge Elimination System, (NPDES), <https://www.epa.gov/npdes/stormwater-discharges-construction-activities/>. Accessed December 2018.



- Tracking Control BMPs – consist of preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. Project sites are required to maintain a stabilized construction entrance to prevent off-site tracking of sediment and debris.
- Non-Stormwater Management BMPs – also referred to as “good housekeeping practices,” involve keeping a clean, orderly construction site.
- Waste Management and Materials Pollution Control BMPs – consist of implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

To obtain coverage under the Construction General Permit, a developer is required to file a Notice of Intent (NOI) with the appropriate RWQCB and provide proof of the NOI prior to applying for a grading or building permit from the local jurisdiction, and must prepare a State SWPPP that incorporates the minimum BMPs required under the permit as well as appropriate project-specific BMPs. The SWPPP must be completed and certified by the developer and BMPs implemented prior to the commencement of construction, and may require modification by a developer during the course of construction as conditions warrant. When project construction is complete, a developer is required to file a Notice of Termination with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

(ii) *NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering*

Dewatering operations are practices that discharge non-stormwater, such as ground water, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. A NPDES Permit for dewatering discharges was adopted by the LARWQCB on June 6, 2013 (Order No. R4-2013-0095, General NPDES Permit No. CAG994004). Similar to the Construction General Permit, to be authorized to discharge under this Permit the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit.<sup>9</sup>

<sup>9</sup> Los Angeles Regional Water Quality Control Board, Order No. R4-2013-0095, General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, June 6, 2013, [http://www.waterboards.ca.gov/losangeles/board\\_decisions/adopted\\_orders/permits/general/npdes/r4-2013-0095/Dewatering%20Order.pdf](http://www.waterboards.ca.gov/losangeles/board_decisions/adopted_orders/permits/general/npdes/r4-2013-0095/Dewatering%20Order.pdf). Accessed December 2018.

(c) *Standard Urban Stormwater Mitigation Plan*

A Municipal NPDES Permit was issued in December 2001 to Los Angeles County and 84 incorporated permittee cities within the County (Permittee). The permit defines the minimum required BMPs that must be adopted by the Permittee municipalities and included by developers within plans for facility operations. To obtain coverage under this permit, a developer must obtain approval of a project-specific Standard Urban Stormwater Mitigation Plan (SUSMP) from the appropriate Permittee.

A SUSMP addresses the discharge of pollutants within stormwater generated following new construction or redevelopment. Under recent regulations adopted by the LARWQCB, projects are required to implement a SUSMP during the operational life of a project to ensure that stormwater quantity and quality are addressed by incorporating BMPs into project design. This plan defines water quality design standards to ensure that stormwater runoff is managed for water quality concerns and to ensure that pollutants carried by stormwater are confined and not delivered to receiving waters. Applicants are required to abide by source control and treatment control BMPs from the list approved by the LARWQCB and included in the SUSMP. These measures include infiltration of stormwater into the ground, as well as filtering runoff before it leaves a site. This can be accomplished through various means, including the use of infiltration pits, flow-through planter boxes, hydrodynamic separators, and catch basin filters.

Typical BMPs to be implemented as part of the SUSMP for a project to manage post-construction stormwater runoff could include, but would not be limited to, the following:

- Peak Storm Water Runoff Discharge Rate: Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion;
- Provide storm drain system Stenciling and Signage (only applicable if a catch basin is built on-site);
- Properly design outdoor material storage areas to provide secondary containment to prevent spills;
- Properly design trash storage areas to prevent off-site transport of trash;
- Provide proof of ongoing BMP Maintenance of any structural BMPs installed;
- Design Standards for Structural or Treatment control BMPs:
- Conserve natural and landscaped areas;
- Provide planter boxes and/or landscaped areas in yard/courtyard spaces;

- Post-construction treatment control BMPs are required to incorporate, at minimum, either a volumetric or flow based treatment control design or both, to mitigate (infiltrate, filter or treat) storm water runoff.

In addition, project applicants subject to the SUSMP requirements must select source control and, in most cases, treatment control BMPs from the list approved by the RWQCB. The BMPs must control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency. Further, the source and treatment control BMPs must be sufficiently designed and constructed to collectively treat, infiltrate, or filter stormwater runoff from one of the following:

- The 85<sup>th</sup> percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area, from the formula recommended in *Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998)*;
- The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in *California Stormwater Best Management Practices Handbook—Industrial/Commercial, (1993)*;
- The volume of runoff produced from a 0.75-inch storm event, prior to its discharge to a stormwater conveyance system; or
- The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for “treatment” (0.75-inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85<sup>th</sup> percentile 24-hour runoff event.

#### (d) *Stormwater Quality Management Program*

To meet permit requirements, municipalities are required to implement the Stormwater Quality Management Program prepared for the Report of Waste Discharge filed as part of the County’s Municipal NPDES Permit approval process. Pursuant to this program, municipalities (including the City) are required to conduct a variety of activities including, but not limited to, controlling discharges and runoff from commercial/industrial facilities and all construction activities.

#### (e) *Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit*

USEPA regulations require that MS4 permittees implement a program to monitor and control pollutants being discharged to the municipal system from both industrial and commercial projects that contribute a substantial pollutant load to the MS4. The LARWQCB originally issued a Municipal Storm Water NPDES Permit (No. CAS004001) in December 2001, which requires new development and redevelopment projects to incorporate storm water mitigation measures. Also

known as an MS4 Discharge Permit, the Permit (Order No. R4-2012-0175-A01) was amended and updated most recently by State Water Resources Control Board (SWRCB) Order WQ 2015-0075 on September 8, 2016. Under the Municipal Storm Water NPDES Permit, redevelopment is defined as any land-disturbing activity that results in the creation, addition, or replacement of 5,000 square feet or more of impervious surface area on an already developed site. The Project would be subject to the waste discharge requirements for stormwater discharge into municipally-owned separate storm sewer systems (MS4) set forth in the general NPDES stormwater permit issued by the LARWQCB to the County of Los Angeles (Los Angeles County MS4 Permit) and multiple municipalities within the County. The City is a permittee under the Los Angeles County MS4 Permit and, therefore, has legal authority to enforce the terms of the MS4 permit within its jurisdiction. The Los Angeles County MS4 Permit is intended to ensure that combinations of site planning, source control and treatment control practices are implemented to protect the quality of receiving waters.

(f) *Water Quality Control Plan, Los Angeles Region,  
Basin Plan for the Coastal Watersheds of Los  
Angeles and Ventura Counties*

As required by the California Water Code, the LARWQCB has adopted the “Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties” (LA Basin Plan). Specifically, the LA Basin Plan designates beneficial uses for surface and groundwater, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the LA Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the LA Basin Plan.<sup>10</sup>

The LA Basin Plan is a resource for the LARWQCB and others who use water and/or discharge wastewater in the Los Angeles Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the LA Basin Plan. Finally, the LA Basin Plan provides information to the public about local water quality issues.

<sup>10</sup> California Regional Water Quality Control Board, Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, adopted June 13, 1994, [http://www.waterboards.ca.gov/losangeles/water\\_issues/programs/basin\\_plan/](http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/). Accessed December 2018.

(g) *Upper Los Angeles River Watershed Enhanced Watershed Management Program*

The Los Angeles County MS4 Permit allows Permittees the flexibility to develop Watershed Management Programs (WMPs) or Enhanced Watershed Management Programs (EWMPs) to implement the requirements of the Permit on a watershed scale through customized strategies, control measures, and BMPs. Participation in a WMP or EWMP is voluntary and allows a Permittee to address the highest watershed priorities, including complying with the MS4 Permit requirements in Part V.A. (Receiving Water Limitations), Part VI.E (Total Maximum Daily Load Provisions) and Attachments L through R, by customizing the control measures in Parts III.A.4 (Prohibitions - Non-Storm Water Discharges) and VI.D (Minimum Control Measures).<sup>11</sup>

As of March 2012, the USEPA has approved 22 TMDLs throughout the region that list the City of Los Angeles as a responsible jurisdiction. These include waterbodies within the Los Angeles River, Ballona Creek, Santa Monica Bay, and Dominguez Channel Watersheds. The Los Angeles River and selected tributaries are impaired by pollutants (i.e., trash, metals, bacteria, nutrients) mainly because of the Watershed's large, dense population and the amount of impervious ground surface that prevents large quantities of runoff from infiltrating into the soils. Currently there are TMDLs for metals, nutrients, trash and bacteria within the watershed.<sup>12</sup>

The City, with other agencies in the Upper Los Angeles River Watershed, has developed an EWMP for the Upper Los Angeles River Watershed. The EWMP identifies measures (e.g., discharge requirements, LID BMPs, Green Streets, and regional stormwater infiltration/pollution reduction project) to achieve compliance with Los Angeles River TMDLs and other water quality mandates, while maximizing potential benefits of stormwater for local water supply. The Upper Los Angeles River Watershed EWMP was approved by the LARWQCB on April 20, 2016.<sup>13</sup> The EWMP is applicable to the Project in that Project stormwater runoff would indirectly drain to the Los Angeles River which is a designated Waters of the State.

<sup>11</sup> California Environmental Protection Agency – LARWQCB website, [http://www.waterboards.ca.gov/losangeles/water\\_issues/programs/stormwater/municipal/watershed\\_management/](http://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/). Accessed December 2018.

<sup>12</sup> LA Stormwater, Los Angeles River Watershed, <http://www.lastormwater.org/about-us/about-watersheds/los-angeles-river/>. Accessed December 2018.

<sup>13</sup> LA Stormwater, Los Angeles River Watershed. Also, California Environmental Protection Agency – LARWQCB, Approval of the Upper Los Angeles River Watershed Management Group's Enhanced Watershed Management Program, Pursuant to Part VI.C of the Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit, [http://www.waterboards.ca.gov/losangeles/water\\_issues/programs/stormwater/municipal/watershed\\_management/los\\_angeles\\_upper\\_losangeles/Approval%20of%20the%20Enhanced%20Watershed%20Management%20Program%20Upper%20LA%20River.pdf](http://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/los_angeles_upper_losangeles/Approval%20of%20the%20Enhanced%20Watershed%20Management%20Program%20Upper%20LA%20River.pdf). Accessed December 2018.

#### (4) City of Los Angeles

##### (a) *Municipal Code*

##### (i) *Section 62.105, Construction “Class B” Permit*

Proposed drainage improvements within the street right of way or any other property owned by, to be owned by, or under the control of the City, requires the approval of a B-permit (LAMC Section 62.105). Under the B-permit process, storm drain installation plans are subject to review and approval by Bureau of Engineering. Additionally, connections to the City’s storm drain system from a property line to a catch basin or a storm drain pipe require a storm drain permit from Bureau of Engineering.

##### (ii) *Sections 12.40 through 12.43, Landscape Ordinance*

In 1996, Ordinance No. 170,978 amended LAMC Sections 12.40 through 12.43 to establish consistent landscape requirements for new projects within the City. Section 12.40 contains general requirements, including a point system for specific project features and techniques in order to determine compliance with the ordinance, and defines exemptions from the Ordinance. Section 12.41 sets minimum standards for water delivery systems (irrigation) to landscapes. Section 12.43 defines the practices addressed by the Ordinance, of which two are applicable to stormwater management. The Heat and Glare Reduction practice states among its purposes the design of vehicular use areas that reduce stormwater runoff and increase groundwater recharge; and the Soil and Watershed Conservation practice is intended, among other purposes, to increase the “residence time of precipitation” within a given watershed. Implementation guidelines developed for the Ordinance provide specific features and techniques for incorporation into projects, and include Water Management guidelines addressing runoff, infiltration, and groundwater recharge.

##### (iii) *Section 64.70.01, Stormwater and Urban Runoff Pollution Control Ordinance*

LAMC Section 64.70.01, the Stormwater and Urban Runoff Pollution Control Ordinance, was added by Ordinance No. 172,176 in 1998 and prohibits the discharge of unauthorized pollutants in the City. The Ordinance applies to all dischargers and places of discharge that discharge stormwater or non-stormwater into any storm drain system or receiving waters. While this practice is prohibited under the County’s Municipal NPDES Permit, adoption of the Ordinance allows enforcement by the Department of Public Works as well as the levy of fines for violations. The Ordinance prohibits the discharge of pollutants by persons operating or performing industrial or commercial activities into the storm drain system and receiving waters, except as authorized by a general or separate

NPDES permit; defines illicit, exempt, and conditionally exempt discharges; prohibits the placement or discharge of trash, sewage, hazardous materials, and other waste in storm drains or receiving waters, or the accumulation, storage, or disposal of these materials in such a way as to contaminate runoff discharged to these facilities; requires control of pollutants from parking lots; and prohibits illicit connections to municipal storm drain facilities.

*(iv) Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities*

LAMC Section 64.72, Stormwater Pollution Control Measures For Development Planning and Construction Activities, was added by Ordinance 173,494 in 2000 and sets forth requirements for construction activities and facility operations of development and redevelopment projects to comply with the requirements of the NPDES permit SUSMP requirements.

*(b) Low Impact Development Ordinance (No. 181899)*

In November 2011, the City adopted a City-wide Low Impact Development (“LID”) Ordinance (“LID Ordinance”) that amends the City’s existing Stormwater Ordinance (LAMC Sections 64.70.01 and 64.72, discussed above).

LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. LID promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, and rain barrels that will store, evaporate, detain, and/or treat runoff may be used.<sup>14</sup>

The intent of LID standards is to:

- Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reduce stormwater/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce offsite runoff and provide increased groundwater recharge;

<sup>14</sup> City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, Development Best Practices Handbook – Low Impact Development Manual, Part B: Planning Activities, 4<sup>th</sup> Edition, June 2011, [http://www.lastormwater.org/wp-content/files\\_mf/lidhandbookfinal62212.pdf](http://www.lastormwater.org/wp-content/files_mf/lidhandbookfinal62212.pdf). Accessed December 2018.

- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

The City-wide LID strategy addresses land development planning as well as storm drain infrastructure. Toward this end, LID is implemented through BMPs that fall into four categories: site planning BMPs, landscape BMPs, building BMPs, and street and alley BMPs. While the LID Ordinance and BMPs contained therein are compliant with County Municipal NPDES Permit requirements for stormwater management, those requirements apply only to proposed new development and redevelopment of a certain size, primarily address stormwater pollution prevention as opposed to groundwater recharge, and vary over time as the permit is reissued every five years. The LID Ordinance provides a consistent set of BMPs that are intended to be inclusive of, and potentially exceed, SUSMP standards, apply to existing as well as new development, and emphasize natural drainage features and groundwater recharge in addition to pollution prevention in receiving waters. The LID Ordinance requires the capture and management of the first three-quarters of an inch of runoff flow during storm events defined in the City's SUSMP BMPs, through one or more of the City's preferred SUSMP improvements: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible as described below.

- On-Site Infiltration – Refers to the physical process of percolation, or downward seepage, of water through a soil's pore space. As water infiltrates, the natural filtration, adsorption, and biological decomposition properties of soils, plant roots, and micro-organisms work to remove pollutants prior to the water recharging the underlying groundwater. Infiltration BMPs include infiltration basins, infiltration trenches, infiltration galleries, bioretention without an underdrain, dry wells, and permeable pavement. Infiltration can provide multiple benefits, including pollutant removal, peak flow control, groundwater recharge, and flood control. However, conditions that can limit the use of infiltration include soil properties, proximity to building foundations and other infrastructure, geotechnical hazards (e.g., liquefaction, landslides), and potential adverse impacts on groundwater quality (e.g. industrial pollutant source areas, contaminated soils, groundwater plumes). To ensure that infiltration would be physically feasible and desirable, a categorical screening of site feasibility criteria must be completed prior to the use of infiltration BMPs.
- Capture and Use – Refers to a specific type of BMP that operates by capturing stormwater runoff and holding it for efficient use at a later time. On a commercial or industrial scale, capture and use BMPs are typically cisterns, which can be implemented both above and below ground. Cisterns are sized to store a specified volume of water with no surface discharge until this volume is exceeded. The primary use of captured runoff is for subsurface drip irrigation purposes. The temporary storage of roof runoff reduces the runoff volume from a property and may reduce the peak runoff velocity for small, frequently



occurring storms. In addition, by reducing the amount of stormwater runoff that flows into a stormwater conveyance system, fewer pollutants are transported through the conveyance system into local streams and the ocean. The on-site use of the harvested water for non-potable domestic purposes conserves City-supplied potable water and, where directed to unpaved surfaces, can recharge groundwater in local aquifers.

- Biofiltration/Bioretenention BMPs – Refers to landscaped facilities that capture and treat stormwater runoff through a variety of physical and biological treatment processes. Facilities normally consist of a ponding area, mulch layer, planting soils, plants, and in some cases, an underdrain. Runoff that passes through a biofiltration system is treated by the natural adsorption and filtration characteristics of the plants, soils, and microbes with which the water contacts. Biofiltration BMPs include vegetated swales, filter strips, planter boxes, high flow biotreatment units, biofiltration facilities, and bioretention facilities with underdrains. Biofiltration can provide multiple benefits, including pollutant removal, peak flow control, and low amounts of volume reduction through infiltration and evapotranspiration.

(c) *Water Quality Compliance Master Plan for Urban Runoff*

The Water Quality Compliance Master Plan for Urban Runoff (Water Quality Compliance Master Plan) was developed by the Department of Public Works, Bureau of Sanitation, Watershed Protection Division, in collaboration with stakeholders, in response to a 2007 City Council motion for the development of a water quality master plan addressing pollution from urban runoff within the City. The Water Quality Compliance Master Plan was adopted in April 2009.

The Water Quality Compliance Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. The Water Quality Compliance Master Plan identifies the City's four watersheds; summarizes water quality conditions in the City's receiving waters as well as known sources of pollutants; summarizes regulatory requirements for water quality; describes BMPs required by the City for stormwater quality management; and discusses related plans for water quality that are implemented within the Los Angeles region, particularly TMDL Implementation Plans and Watershed Management Plans in Los Angeles.

(d) *Stormwater Program*

The Watershed Protection Division of Department of Public Works, Bureau of Sanitation is responsible for stormwater pollution control throughout the City in compliance with the Los Angeles County Municipal NPDES Permit. The Watershed Protection Division administers the City's Stormwater Program, which has two major components: Pollution Abatement and Flood Control. The

Watershed Protection Division publishes a two-part handbook that provides guidance to developers for compliance with the County's Municipal NPDES permit through the incorporation of water quality management into development planning. The Development Best Management Practices Handbook, Part A: Construction Activities (3rd edition, September 2004) reiterates the policies contained within the Construction General Permit, provides specific minimum BMPs for all construction activities, and requires the preparation of a SWPPP and the filing of an NOI to comply with the State NPDES Construction General Permit requirements with the LARWQCB. The Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities (4th edition, June 2011) (LID Handbook) provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program. The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City's plan review and permitting process.

The stormwater pollution controls contained in the LID Handbook are codified in the Municipal Code as Ordinance No. 173,494. City approval of SUSMP BMPs is required prior to the issuance of grading and building permits by the Department of Building and Safety, and the requirement to incorporate stormwater BMPs into the SUSMP is implemented through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plans, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals. The SUSMP provisions that are applicable to new residential and commercial developments include, but are not limited to, the following:

- Peak Stormwater Runoff Discharge Rate: Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion;
- Provide storm drain system Stenciling and Signage (only applicable if a catch basin is built on-site);
- Properly design outdoor material storage areas to provide secondary containment to prevent spills;
- Properly design trash storage areas to prevent off-site transport of trash;
- Provide proof of ongoing BMP Maintenance of any structural BMPs installed;
- Design Standards for Structural or Treatment control BMPs;

- Conserve natural and landscaped areas;
- Provide planter boxes and/or landscaped areas in yard/courtyard spaces;
- Post-construction treatment control BMPs are required to incorporate, at minimum, either a volumetric or flow based treatment control design or both, to mitigate (infiltrate, filter or treat) stormwater runoff.

In addition, project applicants subject to the SUSMP requirements must select source control and, in most cases, treatment control BMPs from the list approved by the RWQCB. The BMPs must control peak flow discharge to provide stream channel and over bank flood protection, based on flow design criteria selected by the local agency. Further, the source and treatment control BMPs must be sufficiently designed and constructed to collectively treat, infiltrate, or filter stormwater runoff discussed above under *Standard Urban Stormwater Mitigation Plan*.

The City's preferred SUSMP improvement is infiltration of stormwater on a site since it allows for groundwater recharge and reduces the volume of stormwater entering municipal drains. If site conditions are not suitable for infiltration, the City requires one of the following systems to be implemented, in order of City preference: bio-filtration/retention systems, stormwater capture and reuse, mechanical/hydrodynamic units, or a combination of these.

## **b) Existing Conditions**

As indicated in Figure II-2, *Aerial View of the Project Site and the Surrounding Uses*, in Chapter II, *Project Description*, of this Draft EIR, the approximately 3.6-acre Project Site is located in Downtown Los Angeles. The Project Site includes the City block bound by W. 1st Street to the north, W. 2nd Street to the south, S. Spring Street to the east, and S. Broadway to the west. Adjacent land uses across the bordering streets include: the City of Los Angeles First and Broadway Civic Center Park (under construction) to the north; the future Metro 2nd and Broadway Station to the south; LAPD Headquarters to the east; and the Federal Courts Building to the west. The Project Site consists of five rectangular-shaped parcels currently developed with five structurally distinct but internally connected commercial buildings with up to three subterranean levels. The entire Project Site is currently impervious surfaces.

### **(1) Hydrology (Drainage)**

The Project Site is located within Los Angeles River Watershed Reach 2 (from Carson to Figueroa Street) in the Los Angeles Central Basin. The Watershed encompasses an area of approximately 834 square miles and is bounded, at its headwaters, by the Santa Monica, Santa Susana, and San Gabriel mountains to the north and west. The southern portion of the Watershed captures runoff from urbanized areas surrounding downtown Los Angeles. The 55-mile long Los

Angeles River (River) originates in western San Fernando Valley and flows through the central portion of the City south to San Pedro Bay near Long Beach. Most portions of the River are channelized for flood protection, as are many of its tributaries including Compton Creek, Rio Hondo, Arroyo Seco, and Tujunga Wash. The River is largely fed by a complex underground network of storm drains and a surface network of tributaries, and ultimately discharging to the Pacific Ocean at the San Pedro Bay. Within the Project vicinity, the River is concrete lined and generally flows east and south. A map showing the boundaries of the Los Angeles River Watershed is included as Figure 1 in the Hydrology Report.

As indicated in **Figure IV.G-1, Existing Drainage Conditions**, two underground storm drains owned and operated by the City of Los Angeles (City) are located in the immediate Project vicinity: a 21-inch diameter storm drain along W. 1st Street; and a 14-inch diameter storm drain along W. 2nd Street. Both of these storm drains flow southeast and discharge to downstream storm drains which eventually discharge to the River located approximately 0.89 mile to the east.

As indicated in Figure IV.G-1, the Project Site is currently divided into two drainage areas. Drainage from Area A (the western half of the Project Site) sheet flows to the curb along the eastern side of Broadway Street which drains southward to a catch basin near the W. 2nd Street/Broadway Street intersection and then to the W. 2nd Street storm drain. Drainage from Area B (the eastern half of the Project Site) sheet flows to the curb along the west side of Spring Street which drains southward to two catch basins near the W. 2nd Street/Spring Street intersection and then to the W. 2nd Street storm drain. It appears that there is no existing storm drainage infrastructure on the Project Site.

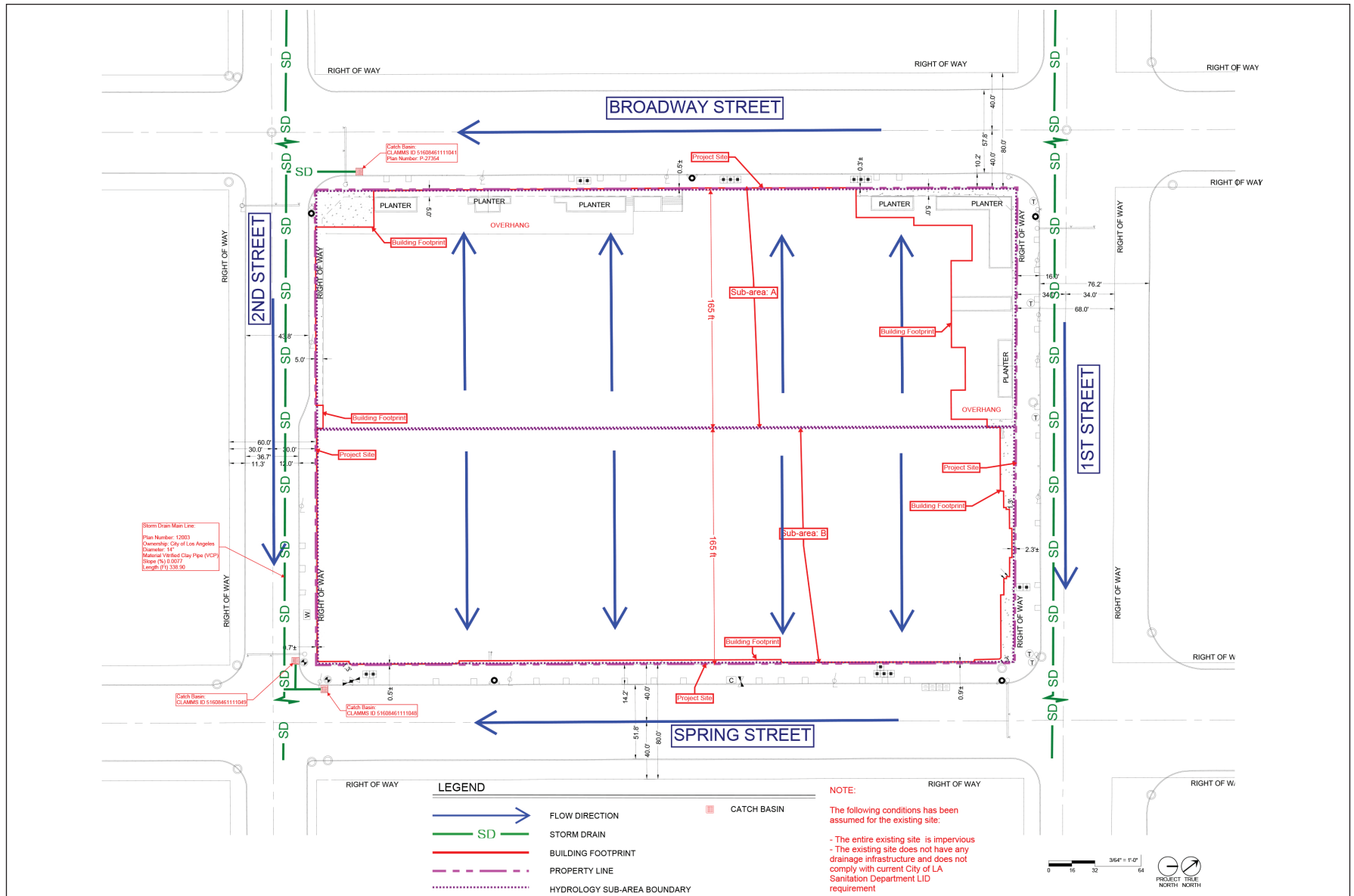
The existing on-site drainage conditions, including the size, percent imperviousness, and existing stormwater runoff quantities for the 50-year storm (Q50 flow rate) for each of the two on-site drainage areas, are summarized in **Table IV.G-1, Existing On-Site Drainage Conditions**. As indicated therein, the Project Site currently generates an estimated 11.6848 cubic feet per second (cfs) of stormwater runoff during the 50-year storm event.

**TABLE IV.G-1  
EXISTING ON-SITE DRAINAGE CONDITIONS**

<b>On-Site Drainage Areas</b>	<b>Area (ac)</b>	<b>Imperviousness (%)</b>	<b>Q50 Flow Rate (cfs)</b>
A (West portion)	1.8	100	5.8582
B (East portion)	1.8	100	5.8266
<b>Total</b>	<b>3.6</b>	<b>100</b>	<b>11.6848</b>

Acronyms: ac = acres, cfs = cubic feet per second

SOURCE: KPFF Consulting Engineers, Onni Times Square Project - Hydrology & Water Resources Technical Report, July 26, 2018.



SOURCE: KPFF Consulting Engineers, Onni Times Square Project - Hydrology & Water Resources Technical Report, July 26, 2018

Times Mirror Square  
**Figure IV.G-1**  
 Existing Drainage Conditions

## (2) Surface Water Quality

In general, urban stormwater runoff occurs following precipitation events, with the volume of runoff flowing into the drainage system depending on the intensity and duration of the rain event. Contaminants that may be found in stormwater from developed areas include sediments, trash, bacteria, metals, nutrients, organics and pesticides. The source of contaminants includes surface areas where precipitation falls, as well as the air through which it falls. Contaminants on surfaces such as roads, maintenance areas, parking lots, and buildings, which are usually contained in dry weather conditions, may be carried by rainfall runoff into drainage systems. The City of Los Angeles typically installs catch basins with screens to capture debris before entering the storm drain system. In addition, the City conducts routine street cleaning operations, as well as periodic cleaning and maintenance of catch basins, to reduce stormwater pollution within the City.

As stated above, the Project Site lies within Los Angeles River Watershed Reach 2 and drains indirectly to the River. Constituents of concern listed for this reach of the River under Section 303(d) of the California Clean Water Act include cadmium (sediment), copper (dissolved), lead, selenium, zinc, E. Coli, and trash.

Based on a site investigation and on the year of construction of the existing on-site buildings, it appears that the Project Site currently does not implement surface water quality Best Management Practices (BMPs) and does not include Low Impact Development (LID) improvements to reduce the concentration of urban pollutants in stormwater runoff from the Project Site.

## 3. Project Impacts

### a) Methodology

The analysis in this section addresses potential Project impacts on hydrology (drainage) and surface water quality. The analysis is based, in large part, on the Hydrology Report prepared by KPFF Consulting Engineers for the Project included as Appendix G of this Draft EIR. A summary of the analysis methodology for hydrology and surface water quality is provided below; for an expanded discussion, see the Hydrology Report.

#### (1) Hydrology (Drainage)

The analysis of hydrology (drainage) includes a calculation of pre-project and post-project runoff rates during a 50-year (Q50) storm event. Potential impacts to the storm drain system for this Project were analyzed by comparing the calculated pre-Project runoff rates to the calculated post-Project runoff rates to determine the Project's effect on drainage flows. The Project's proposed on-site system for treating stormwater is described and reviewed for consistency with applicable regulatory measures for reducing drainage impacts.

The Project Site is located within the City of Los Angeles, and drainage collection, treatment and conveyance are regulated by the City. Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual as its basis of design for storm drainage facilities. The LACDPW Hydrology Manual requires projects to have drainage facilities that meet the Urban Flood level of protection. The Urban Flood is runoff from a 25-year frequency design storm falling on a saturated watershed. A 25-year frequency design storm has a probability of 1/25 of being equaled or exceeded in any year. The 2006 City of Los Angeles CEQA Thresholds Guide (*Thresholds Guide*), however, establishes the 50-year frequency design storm event to analyze potential impacts on surface water hydrology as a result of development. To provide a more conservative analysis, this section analyzes the larger storm event threshold, i.e., the 50-year frequency design storm event.

The Modified Rational Method (MODRAT) was used to calculate storm water runoff as required by the Los Angeles County Department of Public Works' 2006 Hydrology Manual. MODRAT uses the design storm and time of concentration to calculate runoff at different times throughout the storm, and allows for consideration of attenuation through channel storage, retention basins, etc., to reduce peak flows.

LACDPW has developed a time of concentration calculator, Hydrocalc, to automate time of concentration calculations as well as the peak runoff rates and volumes using the MODRAT design criteria as outlined in the Hydrology Manual. Hydrocalc was used to calculate the storm water peak runoff flow rate for the Project conditions by evaluating an individual subarea independent of all adjacent subareas.

## (2) Water Quality

Water quality impacts were assessed by characterizing the types of pollutants and/or effects on water quality likely to be associated with construction and operation of the Project, Project design features to treat contaminants, and expected contaminant flows with Project implementation. Project consistency with relevant regulatory permits/requirements, including BMPs and applicable plans, is evaluated to demonstrate how compliance would reduce potential Project impacts.

Under Section 3.1.3 of the City's LID Manual, post-construction stormwater runoff from a new development must be, in order of desirability, infiltrated, captured and used, and/or treated through high efficiency on-site biofiltration/biorention systems for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75 inch storm event. In accordance with these requirements, the feasibility of the different potential BMPs outlined in the LID is evaluated in the analysis, and the required capacity of the identified preferred feasible BMP is calculated.

## **b) Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines (Appendix G), the Project would have a significant impact related to hydrology and water quality if it would:

- a) *Violate any water quality standards or waste discharge requirements;***
- b) *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);***
- c) *Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;***
- 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 that would result in flooding on- or off-site;***
- 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;***
- f) *Otherwise substantially degrade water quality;***
- g) *Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps or other flood hazard delineation maps;***
- h) *Place within a 100-year flood plain structures which would impede or redirect flood flows;***
- i) *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; or***
- j) *Inundation by seiche, tsunami, or mudflow.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the *Thresholds Guide*, as appropriate, to assist in answering the Appendix G Threshold questions.

The *Thresholds Guide* identifies the following criteria to evaluate hydrology and water quality:



*Surface Water Hydrology*

- Cause flooding during the projected 50-year developed storm event which would have the potential to harm people or damage property or sensitive biological resources;
- Substantially reduce or increase the amount of surface water in a water body; or
- 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.

*Surface Water Quality*

- Result in discharges that 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 NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

*Groundwater Level*

- Change potable water levels sufficiently to:
  - 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 to respond to emergencies and drought;
  - Reduce yields of adjacent wells or well fields (public or private); or
  - Adversely change the rate or direction of flow of groundwater; or
- Result in demonstrable and sustained reduction of groundwater recharge capacity.

*Groundwater Quality*

- Affect the rate or change the direction of movement of existing contaminants;
- Expand the area affected by contaminants;
- Result in an increased level of groundwater contamination (including that from direct percolation, injection or salt water intrusion); or
- Cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4, and Chapter 15 and in the Safe Drinking Water Act.

### **c) Project Design Features**

No Project Design Features are specifically proposed for hydrology and water quality.

### **d) Analysis of Project Impacts**

#### ***Threshold a) Would the Project violate any water quality standards or waste discharge requirements?***

##### **(1) Construction**

Construction activities, such as earth moving, maintenance/operation of construction equipment, potential dewatering, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site.

However, as previously discussed, construction contractors disturbing greater than one acre of soil would be required to obtain coverage under the NPDES General Permit (Order No. 2012-0006-DWQ). In accordance with the requirements of the permit, the Project Applicant would prepare and implement a site-specific SWPPP that meets the requirements of the General Permit and the LACDPW Hydrology Manual, and specifies BMPs to be used during construction. BMPs would include, but would not necessarily be limited to: erosion control, sediment control, non-stormwater management, and materials management BMPs, with erosion control and drainage devices provided to the satisfaction of the LADBS pursuant to Section 91.7013 of the Building Code. Refer to Exhibit 1 in the Hydrology Report (Appendix G of this Draft EIR) for typical SWPPP BMPs. In addition, the Project would be required to comply with City grading permit regulations, which include standard measures, plans (including a wet weather erosion control plan if construction occurs during the rainy season – October 15 through April 1), and inspections to reduce sedimentation and erosion. With implementation of these BMPs and compliance with these regulations, the Project would reduce or eliminate the discharge of pollutants in stormwater runoff from the construction site to the maximum extent practicable. Lastly, Project construction activities, and thus any associated surface water quality impacts, would be short-term and temporary.

The Project is expected to require dewatering during construction. Dewatering operations are practices that discharge non-stormwater, such as groundwater, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. During construction, temporary pumps and filtration would

be utilized in compliance with the NPDES permit. The temporary system would comply with all relevant NPDES requirements related to construction and discharges from dewatering operations. In order to be authorized to discharge under the General Permit, the developer would be required to submit an NOI to discharge groundwater generated from dewatering operations during construction to the LARWQCB. Compliance with all applicable federal, state, and local requirements would reduce the potential for Project construction to release contaminants into the groundwater that could affect existing contaminants, expand the area, or increase the level of groundwater contamination.

**Therefore, Project construction activities would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.**

## (2) Operation

The Project Site currently generates stormwater runoff from the on-site buildings and parking structure (both from the interior and the rooftop parking deck), loading areas, and surface walkways. This drainage is conveyed into the adjacent streets untreated, making its way to the local municipal storm drainage system. Like stormwater runoff from the existing on-site uses, stormwater runoff from the proposed on-site uses has the potential to introduce standard (e.g., non-industrial) urban pollutants into the municipal storm drain system such as nutrients, pesticides, organic compounds, sediments, oil and grease, suspended solids, metals, gasoline, pathogens, and trash and debris. These pollutants most often originate from motor vehicle use and the associated deposition of fuel, oil and rubber on the ground surface, trash collection areas, landscape maintenance activities, pesticide and herbicide use, and general human activity.

However, as previously described, the Project would be required to implement SUSMP and LID BMPs throughout the operational life of the Project to comply with the Upper Los Angeles Watershed EWMP, MS4 Permit, LID Ordinance, and other applicable plans and regulations to, among other things, help achieve the TMDLs for the Los Angeles River and San Pedro Bay. As part of these requirements, the Project would prepare a SUSMP which would outline the stormwater treatment measures or post-construction BMPs required to control pollutants of concern, such as the following standard source control and treatment control SUSMP BMPs:

- **Peak Stormwater Runoff Discharge Rate:** Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- **Provide storm drain system stenciling and signage to discourage illegal dumping.**

- Design material storage areas within enclosures or secondary containment structures (e.g., berms, dikes, curbs, etc.) to prevent leaks or spills of pollutants from entering the storm drain system.
- Properly design trash storage areas to prevent off-site transportation of trash.
- Provide evidence of ongoing BMP maintenance of any structural BMPs installed.
- Provide planter boxes for structural or treatment control BMPs.
- Design post-construction structural or treatment control BMPs to treat stormwater runoff. Stormwater treatment facilities and systems would be designed to meet the following requirements:
  - Volumetric Treatment Control BMPs would be designed to capture the volume of runoff from a 0.75-inch storm event or an 85th percentile storm, whichever is greater, prior to discharging to the public storm drain system.
  - Flow based Treatment Control BMPs would be designed to the same standards as the volume-based control BMPs. The flow of runoff produced from the storm event shall be equal to or at least 0.2 inch per hour.
  - Treatment devices shall be sized and designed to meet the above requirements.

Per the Project's Preliminary Geotechnical Report, groundwater seepage was encountered above the sedimentary bedrock of the Fernando Formation underlying the Project Site at depths ranging between 20 and 23 feet below the ground surface (bgs). Furthermore, the historic high groundwater level is approximately 25 feet bgs, and subterranean structures are proposed which would inhibit the infiltration of stormwater runoff. Therefore, the on-site infiltration of stormwater runoff from the Project Site was concluded in the Hydrology Report to be infeasible, and capture and use, or alternatively biofiltration/bioretenion if inadequate area is available for capture and use, is proposed to comply with City LID requirements.

Therefore, consistent with Section 3.1.3 of the City's LID Manual requirements to reduce (through infiltration, capture and use, and/or biofiltration/bioretenion) the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of roof/surface drains and cisterns and/or biofiltration/bioretenion system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. For capture and use, on-site roof/surface drains, an on-site underground cistern with a capacity of 82,301 gallons, and 12,240 sf of on-site landscaping or planter area divided equally between the eastern and western portion of the Project Site, would be provided to capture and reuse the stormwater runoff. If high

efficiency biofiltration/bioretenion is selected instead, the roof/surface drains and cisterns, and 10,275 sf of on-site biofiltration planter area, would be provided. The approximate location of the proposed underground cistern is shown in Figure IV.G-2. The stormwater would be pumped from the cistern to the landscape planters or biofiltration planter area, with any excess rainfall volume conveyed to the adjacent streets by means of curb drain outlets.

As described above, BMPs are not currently implemented at the Project Site for the treatment of stormwater runoff from the existing impervious surfaces. Therefore, implementation of the structural BMPs proposed as part of the Project, and of the non-structural BMPs required as part of the SUSMP and by City LID requirements, would result in a substantial improvement in the water quality of stormwater runoff from the Project Site.

As described in Section IV.D, *Geology and Soils*, and the Geotechnical Investigation Report prepared by Geocon West, Inc for the Project Site, the historic groundwater level in the vicinity of the Project site is approximately 20 to 25 feet below grade. Based on the subterranean nature of the proposed structure and the conditions encountered during site exploration of the adjacent properties, it is expected that groundwater would be encountered which would require either the subterranean portion of the structure to be designed for full hydrostatic pressure and buoyancy or a permanent dewatering system be implemented to relieve and mitigate the water pressure. If permanent dewatering is utilized, such dewatering would occur in compliance with applicable regulatory requirements and approvals related to dewatering operations.

**Based on the above, with implementation of statutorily required BMPs such as those described above and compliance with other applicable requirements (e.g., NPDES, MS4, SUSMP, LID Ordinance, etc.), operation of the Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.**

***Threshold 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)?***

As discussed in Section VI.F, *Impacts Found not to be Significant*, of this Draft EIR, and in the Initial Study (Appendix A), the Project would have a less than significant impact with regard to groundwater levels. There would be no depletion of groundwater supplies or levels since no groundwater interception or withdrawal is proposed as part of the Project. While there may be the need for dewatering, as

discussed Section IV.D, *Geology and Soils*, any such dewatering would be associated with perched groundwater and not the groundwater table. Thus, no lowering of the groundwater table would occur. In addition, the Project Site is impervious in its existing condition and does not currently support groundwater recharge. Subsurface investigation concluded that groundwater is not present in shallow areas below the Project Site and any infiltration of surface flow from the Project would not infiltrate, or otherwise effect, groundwater levels, recharge rates or direction of groundwater flow. Thus, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. **Impacts from depletion of groundwater or interference with groundwater recharge would be less than significant.**

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

Construction activities are the primary activities that could contribute to erosion or siltation when soils are exposed during development of the Project Site. Once the Project is operational, the Project Site would be impervious and erosion and siltation would not occur. Construction activities for the Project would include excavating of a large portion of the western half of the Project Site for the foundations and proposed subterranean levels of the proposed towers and podium structure, and some miscellaneous trenching on the Project Site and from the Project Site to the off-site utility infrastructure, with excavation of approximately 364,000 cubic yards (cy) of soil, all of which would be exported off-site, and maximum excavation depths of approximately 90 feet bgs. These construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutant loading in stormwater runoff.

However, as the construction site would be greater than one acre, the Project would be required to obtain coverage under the NPDES General Construction stormwater permit. In accordance with the requirements of this permit, the Project would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. BMPs would be designed to reduce runoff and pollutant levels in runoff during construction. The NPDES and SWPPP measures are designed to contain and treat, as necessary, stormwater or construction watering on the Project site so runoff does not impact off-site drainage facilities or receiving waters. Construction

activities are temporary and flow directions and runoff volumes during construction will be controlled pursuant to regulatory requirements. The Project Site does not contain a stream or river. In addition, the pattern of drainage would not be substantially altered in the post-project condition because drainage would still flow into the adjacent municipal storm drain system after limited on-site detention and filtration.

**Therefore, the Project would not permanently or substantially alter the Project Site drainage existing drainage patterns of the Project Site or area, including through alteration of the course of a stream or river, in a manner that which would result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.**

***Threshold 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 that would result in flooding on- or off-site?***

As discussed above, the pattern of drainage would not be substantially altered in the post-project condition because drainage would still flow into the adjacent municipal storm drain system after limited on-site detention and filtration. Similarly, the rate of surface runoff would not be substantially altered because the pre- and post-project condition of the Project Site is mostly impervious. Rather, the Project would slightly decrease the rate of surface runoff under post-project condition as some detention would be provided by the proposed biofiltration/bioretenion system (quantified under the next impact below). The Project Site is currently made up of existing buildings and paved areas with no pervious surface. The Project would develop two towers and a podium on the western half of the Project Site and would retain the three existing buildings on the eastern half of the Project Site; accordingly, the percentage of the Project Site with impervious surfaces, which is already 100 percent, would be reduced to 92 percent under the Project. **Therefore, the Project would not 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 that would result in flooding on- or off-site. Impacts would be less than significant.**

***Threshold 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?***

## (1) Construction

Project construction activities would include: demolition of the existing Executive Building and the parking structure on the western half of the Project Site (including up to three subterranean levels); excavation down to approximately 90 feet; development of the proposed podium, North and South Towers (including up to nine levels of subterranean parking), paseo, and other hardscape and softscape (including the proposed stormwater capture/use landscape areas or biofiltration/bioretenion planter areas); and renovation of the three existing buildings on the eastern half of the Project Site to remain. It is anticipated that up to approximately 364,000 cubic yards (cy) of soil would be excavated and exported from the Project Site to construct the Project. These activities would have the potential to temporarily alter existing drainage patterns and flows on the Project Site by exposing the underlying soils, modifying flow direction, and making the Project Site temporarily more permeable.

However, the temporary increase in permeable surfaces during Project construction would reduce rather than increase off-site runoff from the Project Site during a portion of the construction. Also, as the construction site would be greater than one acre, the Project would be required to obtain coverage under the NPDES General Construction stormwater permit. In accordance with the requirements of this permit, the Project would implement a SWPPP that specifies BMPs to be implemented during construction to manage runoff flows and avoid on- or off-site flooding. In addition, the Project would be required to comply with all applicable City grading permit regulations that require necessary measures, plans, and inspections to control runoff from the construction site and avoid on- and off-site flooding during the construction period. Lastly, construction activities and any associated hydrology (drainage) impacts would be temporary.

In addition, as discussed under Thresholds a), c) and f), the Project would comply with all applicable requirements (implementation of a SWPPP, adherence to City grading requirements, etc.) during construction which would limit polluted stormwater discharges and excessive erosion and siltation from the construction site during Project construction.

**Based on the above, the Project would not 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 during construction. Impacts would be less than significant.**



## (2) Operation

The proposed drainage conditions are identified in **Figure IV.G-2, *Proposed Drainage Conditions***. As indicated therein, the existing drainage pattern at the Project Site would be generally maintained under the Project. Stormwater runoff from the western portion of the Project Site (Drainage Area A) would continue to flow to the existing curb and catch basin along Broadway Street, and stormwater runoff from the eastern portion of the Project Site (Drainage Area B) would continue to flow to the existing curb and catch along Spring Street, with the catch basins continuing to discharge to the W. 2<sup>nd</sup> Street storm drain. No new off-site storm drainage infrastructure is proposed. Required on-site drainage infrastructure would be designed in accordance with City requirements, and would be subject to approval by LADPW, and would safely convey stormwater from the Project Site to the off-site storm drainage system without on- or off-site flooding.

As indicated in **Table IV.G-2, *Pre- and Post-Project 50-Year Frequency Peak Flow Rates***, on-site impervious surfaces under the Project would decrease from approximately 100 percent to approximately 92 percent of the Project Site associated with the installation of the proposed landscaping (including the landscaping associated with the proposed LID capture/reuse or biofiltration/bioretenion system). As further indicated in Table IV.G-2, the 50-year (Q50) peak flow rate of stormwater runoff from the Project Site would be expected to decrease slightly from an estimated 11.6848 cfs to an estimated 11.6468 cfs (a 0.64 cfs decrease) owing to the retention afforded by the proposed LID system. Therefore, the quantity of stormwater runoff from the Project Site requiring conveyance by the existing off-site storm drain system would decrease under the Project.

**TABLE IV.G-2  
PRE- AND POST-PROJECT 50-YEAR FREQUENCY PEAK FLOW RATES**

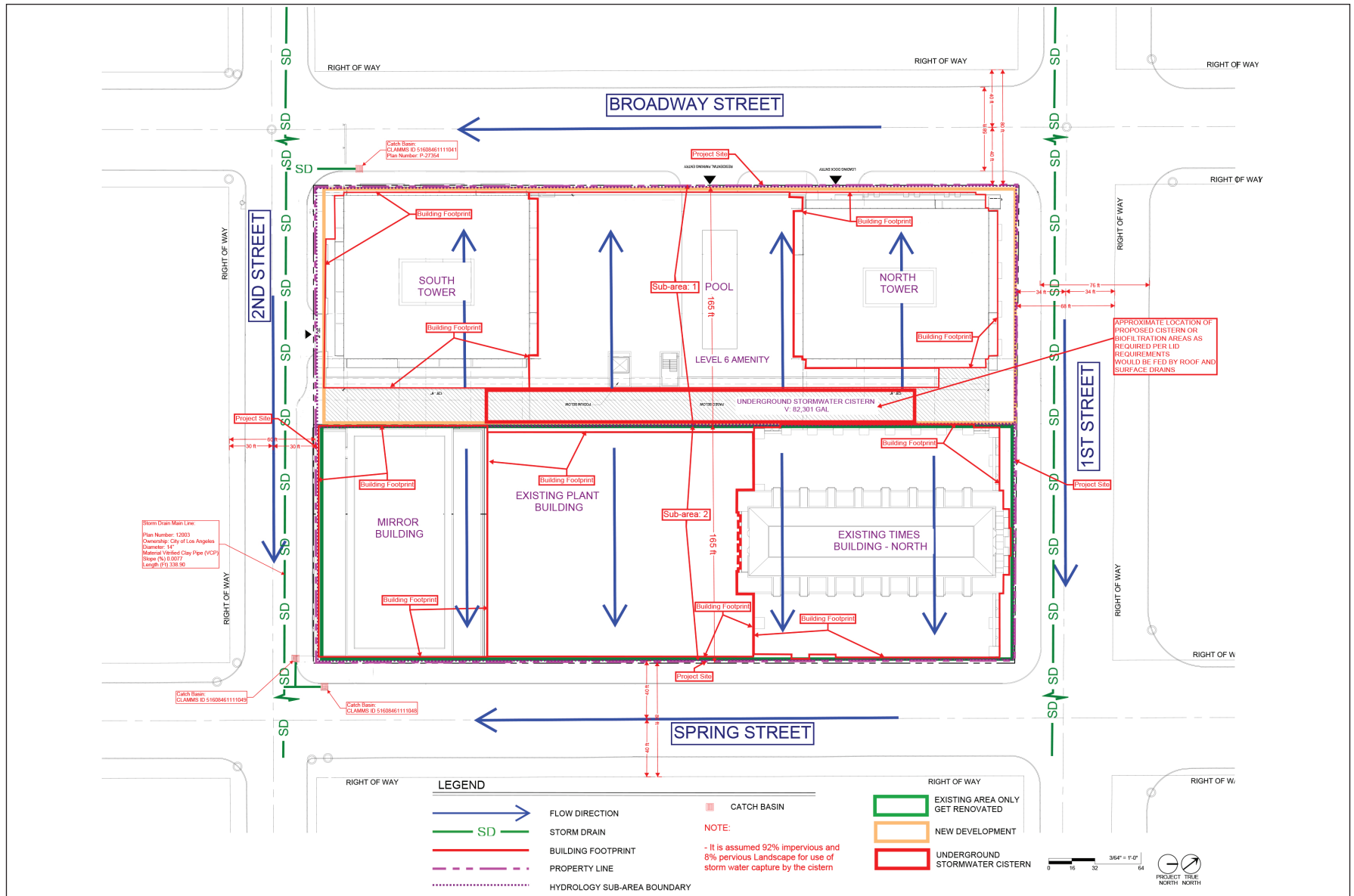
On-Site Drainage Area	Area (ac)	Existing Conditions		With Project Conditions		Incremental Increase (%)
		Imperviousness (%)	Q50 Flow Rate (cfs) <sup>a</sup>	Imperviousness (%) <sup>b</sup>	Q50 Flow Rate (cfs) <sup>a</sup>	
A (West portion)	1.8	100	5.8582	92	5.8392	(0.32)
B (East portion)	1.8	100	5.8266	92	5.8076	(0.32)
<b>Total</b>	<b>3.6</b>	<b>100</b>	<b>11.6848</b>	<b>92</b>	<b>11.6468</b>	<b>(0.64)</b>

Acronyms: ac = acres, cfs = cubic feet per second

<sup>a</sup> Peak volumetric flow rate measured in cubic feet per second.

<sup>b</sup> It is assumed the proposed 8 percent landscape or planter area has been divided equally between Sub-areas A and B.

SOURCE: KPFF Consulting Engineers, Onni Times Square Project - Hydrology & Water Resources Technical Report, July 26, 2018.



SOURCE: KPFF Consulting Engineers, Onni Times Square Project - Hydrology & Water Resources Technical Report, July 26, 2018

Times Mirror Square  
**Figure IV.G-2**  
Proposed Drainage Conditions

Lastly, no water bodies are located on or within the immediate vicinity of the Project Site, and as such, the Project would not substantially reduce or increase the amount of surface water in a local water body. The Project would result in a slight (0.64 cfs) decrease in the peak flow rate of stormwater runoff discharging to the Los Angeles River (the local receiving water). However, this decrease would be negligible when compared to the approximately 183,000 cfs capacity of the Los Angeles River, and would not substantially affect the surface water levels of the River.

Furthermore, as discussed under Thresholds a, c, and e, the Project would decrease rather than increase polluted stormwater discharges from the Project Site during Project operation. Furthermore, as discussed above under threshold a), operation of the Project would not introduce substantial additional sources of polluted runoff.

**Based on the above, the Project would not 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 during operation. Impacts would be less than significant.**

***Threshold f) Would the Project otherwise substantially degrade water quality?***

With regards to surface water quality, as discussed above, the Project would implement a site-specific SWPPP during construction that adheres to the California Stormwater Quality Association BMP Handbook. The SWPPP would specify BMPs to be used during construction and would include, but would not be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs. In addition, the Project would include the installation of biofiltration/bioretention system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event during Project operation, and would implement other stormwater quality BMPs as required by the City's LID Ordinance and other requirements. Finally, the Project does not propose any activities or land uses that would otherwise create water quality pollutants that are atypical of most urban existing uses and proposed developments.

With regards to groundwater quality, the Project Site is already fully developed. The Project would: (1) replace existing office and parking development on the western half of the site with residential, commercial and parking development; and (2) rehabilitate the existing buildings on the eastern half of the Project Site. During Project construction, the Project would comply with all applicable federal, state, and local requirements, which would reduce the potential for Project construction to release contaminants into groundwater that could affect existing contaminants, expand the area, or increase the level of groundwater contamination. Therefore,

Project construction would not result in the substantial increase in groundwater contamination.

Once the Project is operational, the new development and rehabilitation would not be expected to generate any more surface water pollutants that could infiltrate to the groundwater than under existing conditions. The Project would be required to implement stormwater quality BMPs based on the most current water quality regulations. Therefore, as discussed above, in order to comply with the LID Ordinance, the Project would use Stormwater Capture and Use. If Stormwater Capture and Use is later determined to not be feasible, the Project would then be required to implement High Efficiency Biofiltration/Bioretenion Systems. Furthermore, the Project would not include industrial uses, wells, or the storage of large amounts of hazardous materials, fuels, etc., that could potentially contaminate the groundwater. Per SUSMP requirements, the small amounts of hazardous materials, and/or fuels that would be stored on-site would be placed in enclosures or protected by secondary containment structures to avoid a potential contamination hazard. Lastly, as indicated previously and as discussed in Section IV.D, *Geology and Soils*, of this Draft EIR, the Project Site is underlain by soil layers and bedrock. The Project is not anticipated to result in releases or spills that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. The Project would also not involve drilling to or through a clean or contaminated aquifer. Therefore, Project operation would have a less than significant impact on groundwater quality.

**Therefore, the Project would not otherwise substantially degrade water quality, and the impact would be less than significant.**

***Threshold g) Would the Project place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps or other flood hazard delineation maps?***

As discussed in Section VI.F, Impacts Found not to be Significant, of this Draft EIR, and in the Initial Study (Appendix A), the Project Site is located in a relatively flat part of Downtown Los Angeles and is outside of any mapped inundation areas, sufficiently distant from any enclosed water body, and is not located within a 100-year floodplain. The Project would not result in the placement of housing or other structures within a 100-year floodplain. Therefore, the Project would not place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Maps or other flood hazard delineation maps. **Impacts would be less than significant and not mitigation measures would be required. No further analysis of this topic is required.**

***Threshold h) Would the Project place within a 100-year flood plain structures which would impede or redirect flood flows?***

As discussed in Section VI.F, Impacts Found not to be Significant, of this Draft EIR, and in the Initial Study (Appendix A), the Project Site is located in a relatively flat part of Downtown Los Angeles and is outside of any mapped inundation areas, sufficiently distant from any enclosed water body, and not located within a 100-year floodplain. **Therefore, the Project would not place within a 10-year flood plain, structures which would impede or redirect flood flows. Impacts would be less than significant and no mitigation measures would be required. No further analysis of this topic is required.**

***Threshold 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?***

As discussed in Section VI.F, Impacts Found not to be Significant, of this Draft EIR, and in the Initial Study (Appendix A), the Project Site is not located within a potential inundation area for the Los Angeles River and/or an upstream dam. **The 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. Impacts would be less than significant and no mitigation measures would be required. No further analysis of this topic is required.**

***Threshold j) Would the Project expose people or structures to Inundation by seiche, tsunami, or mudflow?***

As discussed in Section VI.F, Impacts Found not to be Significant, of this Draft EIR, and in the Initial Study (Appendix A), the Project Site is located in a relatively flat part of Downtown Los Angeles and is outside of any mapped inundation areas, sufficiently distant from any enclosed water body or tsunami hazard area, and not located within an inundation area. **Thus, the Project would not expose people or structures to inundation by seiche, tsunami, or mudflow. No impacts with regards to inundation by seiche, tsunami, or mudflow would occur, and no mitigation measures would be required. No further analysis of this topic is required.**

## **e) Cumulative Impacts**

As identified in Chapter III, *General Description of Environmental Setting*, of this Draft EIR, there are 169 related projects within the vicinity of the Project. The 169 related projects are listed in Table III-1 of Chapter III, *General Description of the Environmental Setting*, of this Draft EIR. As discussed in Chapter III, *Environmental Setting*, of this Draft EIR, the projected growth reflected by Related

Project Nos. 1 through 169 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that Related Project Nos. 1 through 168 are fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the 168 related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

The related projects could potentially increase the volume of stormwater runoff and contribute to pollutant loading in stormwater runoff, resulting in cumulative impacts to hydrology (drainage) and water quality. However, as with the Project, the related projects are located within the highly urbanized portion of Downtown Los Angeles and its environs, which includes mostly hard surface project sites. Accordingly, the potential to generate a notable amount of new impermeable surfaces is limited.

Also, similar to the Project, construction activities associated with the related projects would be subject to City grading permit requirements which, in part, requires the safe handling and conveyance of stormwater from construction sites to avoid on-and off-site flooding, and the drainage plans for each of the related projects would be subject to LADPW review and approval to ensure that adequate drainage infrastructure is provided.

In addition, pursuant to the City's LID Ordinance, the related projects would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events (or the 85th percentile storm event, whichever is greater) as defined in the City's SUSMP BMPs, through one or more of the City's preferred SUSMP improvements: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible. This would both reduce peak stormwater discharges from the development sites and result in the retention and/or treatment of stormwater discharges before entering the municipal storm drain system.

Furthermore, the related projects would be subject to State NPDES permit requirements for both construction and operation. Each project greater than one-acre in size would be required to develop a SWPPP and would be evaluated individually to determine appropriate BMPs and treatment measures to avoid impacts to surface water quality. Smaller projects would be minor infill projects with

drainage characteristics similar to existing conditions, with negligible impacts. In addition, LADPW reviews all construction projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available.

Thus, regulatory measures would avoid significant impacts on drainage/flooding conditions and the quality of water reaching the public drainage system, and based on the above, cumulative hydrology (drainage) and surface water quality impacts would be less than significant.

#### **f) Mitigation Measures**

The Project would result in less than significant impacts with respect to hydrology and water quality. Therefore, no mitigation measures are required.

#### **g) Level of Significance After Mitigation**

Project impacts were determined to be less than significant for hydrology and water quality and no mitigation measures would be required.

# **IV. Environmental Impact Analysis**

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## **H. Land Use and Planning**

### **1. Introduction**

Development on the Project Site is controlled and guided by policies and regulations set forth in local and regional plans as well as local zoning regulations. The provisions set forth in these plans and regulations have been adopted to encourage certain development, preclude certain uses, moderate certain building features such as floor area or height, and eliminate or reduce potential physical impacts on the environment from permitted development. This section analyzes the potential impacts of the Project with regard to consistency with applicable land use regulations.

Section IV.A, *Aesthetics*, of this Draft EIR addresses policies and regulations related to the visual environment; Section IV.B, *Air Quality*, addresses relevant air quality plans and policies; and Chapter VI, *Other CEQA Considerations*, addresses issues pertaining to growth inducement. Policies regarding traffic, parking requirements, and pedestrian access are addressed in Section IV.P, *Transportation and Traffic*.

### **2. Environmental Setting**

#### **a) Regulatory Framework**

##### **(1) Regional Plans**

##### **(a) *SCAG Regional Transportation Plan/ Sustainable Communities Strategy***

On April 7, 2016, Southern California Association of Governments (SCAG's) Regional Council adopted the 2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. Also, the 2016 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's 2016 RTP/SCS projections are discussed further in Section IV.J, Population, Housing, and Employment. The 2016 RTP/SCS includes nine goals that pertain to economic development, mobility, accessibility, travel safety, productivity of the transportation



system, protection of the environment and health through improved air quality, energy efficiency, and land use and growth patterns that complement the state and region's transportation investments, and security of the regional transportation system. Exhibit 5.1 of the 2016 RTP/SCS identifies the Project Site as a High Quality Transit Area (HQTA), an area proposed for the focus of jobs and housing.<sup>1</sup>

(b) *South Coast Air Quality Management District Air Quality Management Plan*

The Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD) presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CCAA), including a comprehensive list of pollution control measures aimed at reducing emissions. The SCAQMD, which was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act, is responsible for bringing air quality in the South Coast Air Basin (Basin) into conformity with federal and State air pollution standards. The SCAQMD is also responsible for monitoring ambient air pollution levels throughout the Basin and for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. Additional discussion of the AQMP, and Project consistency with the AQMP, is addressed in Section IV.B, Air Quality, of this Draft EIR.

(2) Local Plans and Zoning

(a) *City of Los Angeles General Plan*

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals." The City of Los Angeles General Plan (General Plan) sets forth goals, objectives, policies and programs to provide an official guide to the future development of the City, while integrating a range of state-mandated elements including Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. The City's General Plan also includes the Air Quality Element, which is described in Section IV.B, *Air Quality*. Other elements of the General Plan include the General Plan Framework, Health and Wellness Element (Plan for a Healthy Los Angeles), and the Central City Community Plan, which is one of the 35 community plans of the Land Use Element.

<sup>1</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, <http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed December 2018.

(b) *City of Los Angeles General Plan Framework Element*

The City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. The General Plan Framework provides guidelines for future updates of the City's community plans, and does not supersede the more detailed community and specific plans.

The General Plan Framework Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial districts. The Project Site is located within the Downtown Center, which is defined as an international center for finance and trade that serves the population of the five county metropolitan region. According to the General Plan Framework, Downtown is the largest government center in the region and the location for major cultural and entertainment facilities, hotels, professional offices, corporate headquarters, financial institutions, high-rise residential towers, regional transportation facilities and the Convention Center. The Downtown Center is generally characterized by a floor area ratio up to 13:1 and high rise buildings.<sup>2</sup>

Land Use Chapter Goal 3G is "A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community."<sup>3</sup> The Land Use Chapter further states that the General Plan Framework reflects the Strategic Plan's goals and maintains the Downtown Center as the primary economic, governmental, and social focal point of Los Angeles, while increasing its resident community.<sup>4</sup> In this role, the Downtown Center will continue to accommodate the highest development densities in the City and function as the principal transportation hub for the region. below. Objective 3.11, which supports this goal is to provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

The Housing Chapter of the General Plan Framework states that housing production has not kept pace with the demand for housing. According to the General Plan Framework, the City of Los Angeles has insufficient vacant

<sup>2</sup> City of Los Angeles General Plan Framework, Figure 3-1, Long Range Land Use Diagram, Metro, <https://planning.lacity.org/Cwd/Framwk/chapters/03/F31MtoMp.pdf>. Accessed December 2018.

<sup>3</sup> City of Los Angeles General Plan Framework, Chapter 3 – Land Use – Downtown Center, <http://cityplanning.lacity.org/cwd/framwk/chapters/03/03206.htm>. Accessed December 2018.

<sup>4</sup> The Strategic Plan is discussed in this section, Sub-item (i), below.

properties to accommodate the projected population growth and the supply of land zoned for residential development is the most constrained in the context of population growth forecasts. Therefore, new residential development will require the recycling and/or intensification of existing developed properties. As further indicated in the Housing Chapter, the intensification of both commercial and residential development which has occurred in the City has been at the expense of the integrity and character of existing residential neighborhoods. A balance is required between the need to produce new housing units for all income levels and the desire to conserve the livability and character of existing neighborhoods. Existing single-family neighborhoods are important components of the City's urban character, and residents have expressed a strong desire to preserve their stability. The housing goals indicate that the City must strive to meet housing needs of the population in a manner that contributes to stable, safe, and livable neighborhoods, reduces conditions of overcrowding, and improves access to jobs and neighborhood services.<sup>5</sup>

The Urban Form and Neighborhood Design Chapter of the General Plan Framework establishes the goal of creating a livable city for existing and future residents; a city that is attractive to future investment; and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and citywide scales. "Urban form" refers to the general pattern of building height and development intensity and the structural elements that define the City physically, such as natural features, transportation corridors, activity centers, and focal elements. "Neighborhood design" refers to the physical character of neighborhoods and communities within the City. The General Plan Framework does not directly address the design of individual neighborhoods or communities, but embodies generic neighborhood design and implementation programs that guide local planning efforts and lay a foundation for the updating of community plans.

The Open Space and Conservation Chapter of the General Plan Framework encourages the use of open space to enhance community and neighborhood character. The policies of this Chapter recognize that there are communities where open space and recreation resources are currently in short supply and, therefore, suggests that vacated railroad lines, drainage channels, planned transit routes and utility rights-of-way, or pedestrian-oriented streets and small parks, where feasible, might serve as important resources for serving the open space and recreation needs of residents. The City of Los Angeles is characterized as an urbanized area framed by open space. It is economically, socially, and ecologically imperative that Los Angeles takes advantage of all existing open space elements within the City to create an interconnected Citywide Greenways Network to attract new

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<sup>5</sup> City of Los Angeles General Plan Framework, pages 4-1 – 4-2.

investment, distribute open space resources to all residents in the City, and improve the quality and supply of Los Angeles' ecology.

The Economic Development Chapter of the General Plan Framework includes policies to facilitate business retention and job growth. To establish a basis for the interrelated goals of job creation, stimulation of citywide economic development, and the provision of development incentives, the following types of areas are the focus of this Chapter:

- Existing commercial centers and corridors
- Existing growing industrial/business sectors
- Existing large industrial sites suitable for reuse
- Emerging commercial and industrial areas, perhaps without current suitable sites
- Existing Enterprise Zones and Incentive Areas
- Adopted Center locations
- Proposed community focal points and transit centers
- Existing and projected transit facilities concentrations<sup>6</sup>

As shown on Figure 7-1 of the Economic Development Chapter, the Project Site is located within a Market-Linked Area. Market-linked areas can facilitate development with the removal of existing obstacles that would be unattractive from a market perspective. These areas have existing commercial centers and industrial concentrations that can capture large shares of the City's future growth. As further stated in the Economic Development Chapter, encouraging mixed-use commercial and residential developments through zoning, entitlement processes, and incentive programs will enhance market appeal.

The Transportation Chapter of the General Plan Framework includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. It acknowledges that the quality of life for every citizen is affected by the ability to access work opportunities and essential services, affecting the City's economy as well as the living environment of its citizens.<sup>7</sup> The Transportation Chapter stresses that transportation investment and policies will need to follow a strategic plan, including capitalizing on currently committed infrastructure and the adoption of land use policies to better utilize

<sup>6</sup> City of Los Angeles General Plan Framework, page 7-1.

<sup>7</sup> City of Los Angeles General Plan Framework, page 8-2.

committed infrastructure. The Transportation Chapter of the General Plan Framework is implemented through the General Plan's Mobility Plan 2035, amended by City Council on September 7, 2016, and which is a comprehensive update of the General Plan Transportation Element. The Mobility Plan 2035 is discussed below.

(c) *Mobility Plan 2035*

The Mobility Plan 2035, which was adopted by City Council on January 20, 2016 and amended by City Council on September 7, 2016, is a comprehensive update of the General Plan Transportation Element. Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates “complete streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets. In 2008, the California State Legislature adopted AB 1358, The Complete Streets Act, which requires local jurisdictions to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context.” Mobility Plan 2035 includes goals that are equal in weight and define the City’s high-level mobility priorities. The Mobility Plan’s five goals are:

- Safety First
- Access for All Angelenos
- World Class Infrastructure
- Collaboration, Communication and Informed Choices
- Clean Environments & Healthy Communities

The purpose of the Mobility Plan 2035 is to present a guide to the further development of a citywide transportation system for the efficient movement of people and goods. The Mobility Plan recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, through reduction of vehicle trips, and through focusing growth in proximity to public transit. In addition, the Plan sets forth street designations and related standards.<sup>8</sup> Section consistency of the Project with the goals and standards of the Mobility Plan 2035 is provided in Section IV.P, *Transportation and Traffic*, of this Draft EIR.

<sup>8</sup> City of Los Angeles, Mobility Plan 2035, page 17, <https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>. Accessed December 2018.

(d) *Conservation Element*

The General Plan Conservation Element has the purpose of identifying, preserving, protecting, and managing the City's broad range of natural resources. Conservation Element policies include agricultural lands; animal keeping, nurseries and crop gardens; archaeological and paleontological resources, conservation (no policies), cultural and historical resources; endangered species, equine areas; erosion; fisheries; forest resources; geologic hazard (no policies) natural habitats; hazardous materials; landform and scenic vistas, ocean protection; open space and parks; and fossil fuels. Sections of the Conservation Element pertinent to the Project include Section 3, Archaeological and Paleontological Resources; Section 5, Cultural and Historical Resources, and Section 8, Erosion. Applicable objectives and policies are listed below.

**Section 3. Archaeological and Paleontological**

**Objective:** Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.

*Policy:* Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification.

**Section 5. Cultural and Historical**

**Objective:** Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

*Policy:* Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.

**Section 8, Erosion, policies include the following:**

**Objective:** Protect the coastline and watershed from erosion and inappropriate sedimentation that may or has resulted from human actions.

*Policy 2:* continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.

Section 11, Geologic Hazards states the following: "The General Plan Safety Element addresses seismic, geologic, flood, fire and other natural hazards, including identified risk areas within fault zones, potential liquefaction and landslide areas and flood plains. The general plan Infrastructure Systems Element will address associated facilities and systems."<sup>9</sup>

<sup>9</sup> City of Los Angeles Department of City Planning, Conservation Element of the General Plan, March 10, 2001, page II-29.

Section 15, Land Form and Scenic Vistas Section, policies include the following:

**Objective:** Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.

*Policy:* Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.

(e) *Housing Element*

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting the housing needs that are identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City. The most recent Housing Element was adopted in December 2013 and addresses the housing needs for the time frame of 2013 – 2021.

(f) *Health and Wellness Element (Plan for a Healthy Los Angeles)*

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, provides high-level policy vision, along with measurable objectives and implementation programs to elevate health as a priority for the City's future growth and development.<sup>10</sup> The Plan includes the following seven goals:

1. Los Angeles, A Leader in Health and Equity
2. A City Built for Health
3. Bountiful Parks and Open Spaces
4. Food that Nourishes the Body, Soul, and Environment
5. An Environment Where Life Thrives
6. Lifelong Opportunities for Learning and Prosperity
7. Safe and Just Neighborhoods

<sup>10</sup> Plan for a Healthy Los Angeles, A Health and Wellness Element of the General Plan, March 2015, <http://planning.lacity.org/cwd/gnlpln/PlanforHealthyLA.pdf>. Accessed December 2018.

Although most of these goals apply at a regional- or Citywide-level, the Project's consistency with applicable goals in the Health and Wellness Element is presented in the impact analysis below in Subsection 3.d.e, Analysis of Project Impacts.

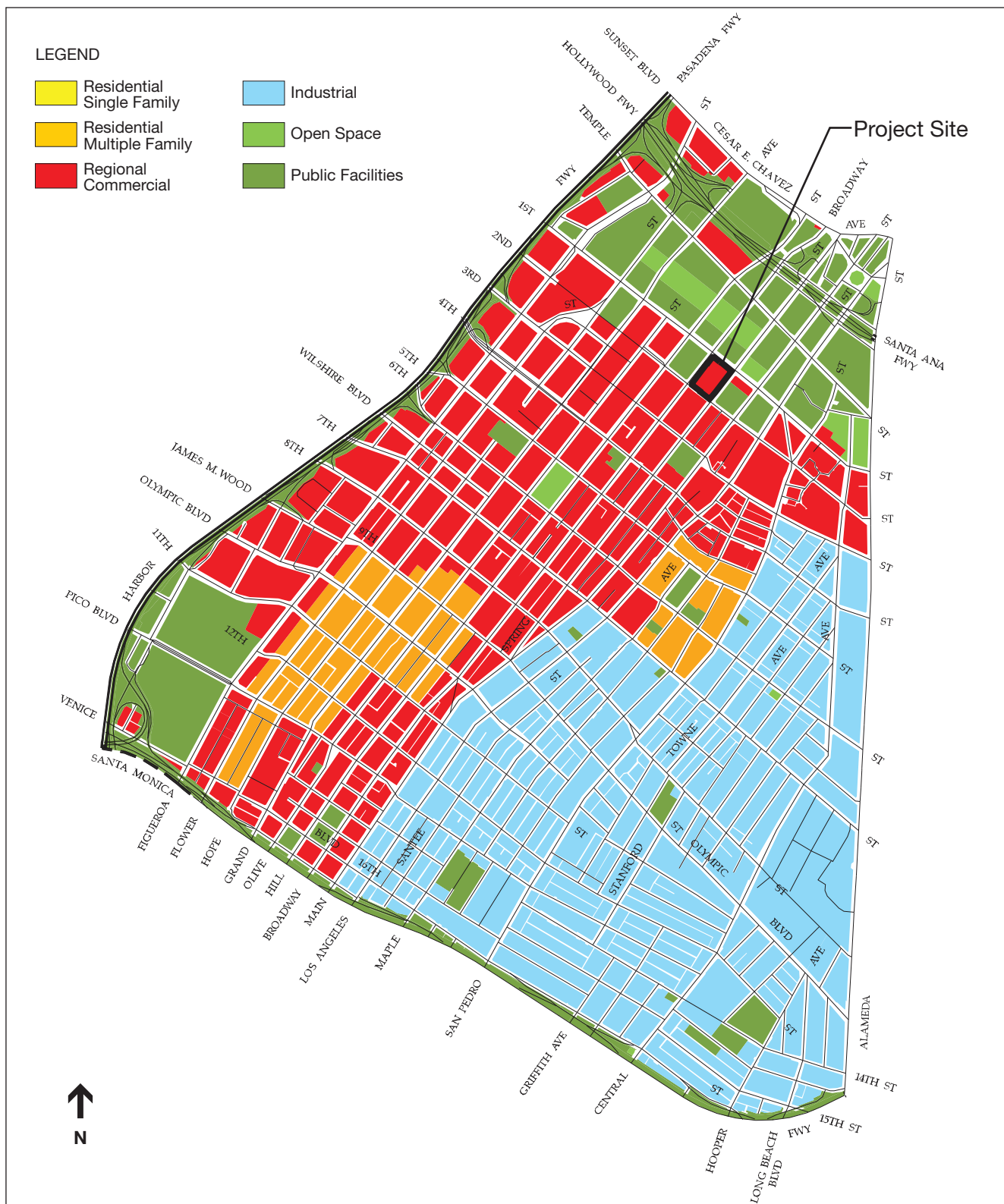
(g) *Central City Community Plan*

The Central City Community Plan (updated January 8, 2003) is the official guide to future development within the Community Plan area. The Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community. By serving to guide development, the Plan encourages progress and change within the community to meet anticipated needs and circumstances, promotes balanced growth, builds on economic strengths and opportunities while protecting the physical, economic, and social investments in the community to the extent reasonable and feasible. In the Community Plan's General Land Use Map, shown in **Figure IV.H-1, *Central City Land Use Designation***, the Project Site is designated as "Regional Commercial."

The Community Plan also shows the Project to be located within the "Center City/Historic Core," an area extending from 1st Street to approximately 11th Street between Los Angeles and Hill Streets. The Historic Core grew out of the expansion of the "pueblo" of Los Angeles in the 1800's and encompasses a large concentration of historic buildings.<sup>11</sup> The historic Core forms the spine of the Central City. As discussed in the Community Plan, the northern portion of the Historic Core contains a concentration of government-related uses and a concentration of some of the most architecturally significant buildings in Southern California including a number of nationally recognized historic theater buildings. The Broadway Theater District in Downtown Los Angeles, which stretches for six blocks from W. 3rd to S. 9th Streets along S. Broadway includes 12 movie theaters built between 1910 and 1931. This historic district is discussed in greater detail in Section IV.A, *Aesthetics*, and Section IV.C, *Cultural Resources*, of this Draft EIR. The physical relationship of the Project Site to the Community Plan's Neighborhoods and Districts is illustrated in **Figure IV.H-2, *Central City Community Plan Neighborhoods and Districts***, below.

<sup>11</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page 1-9, <https://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>. Accessed December 2018.

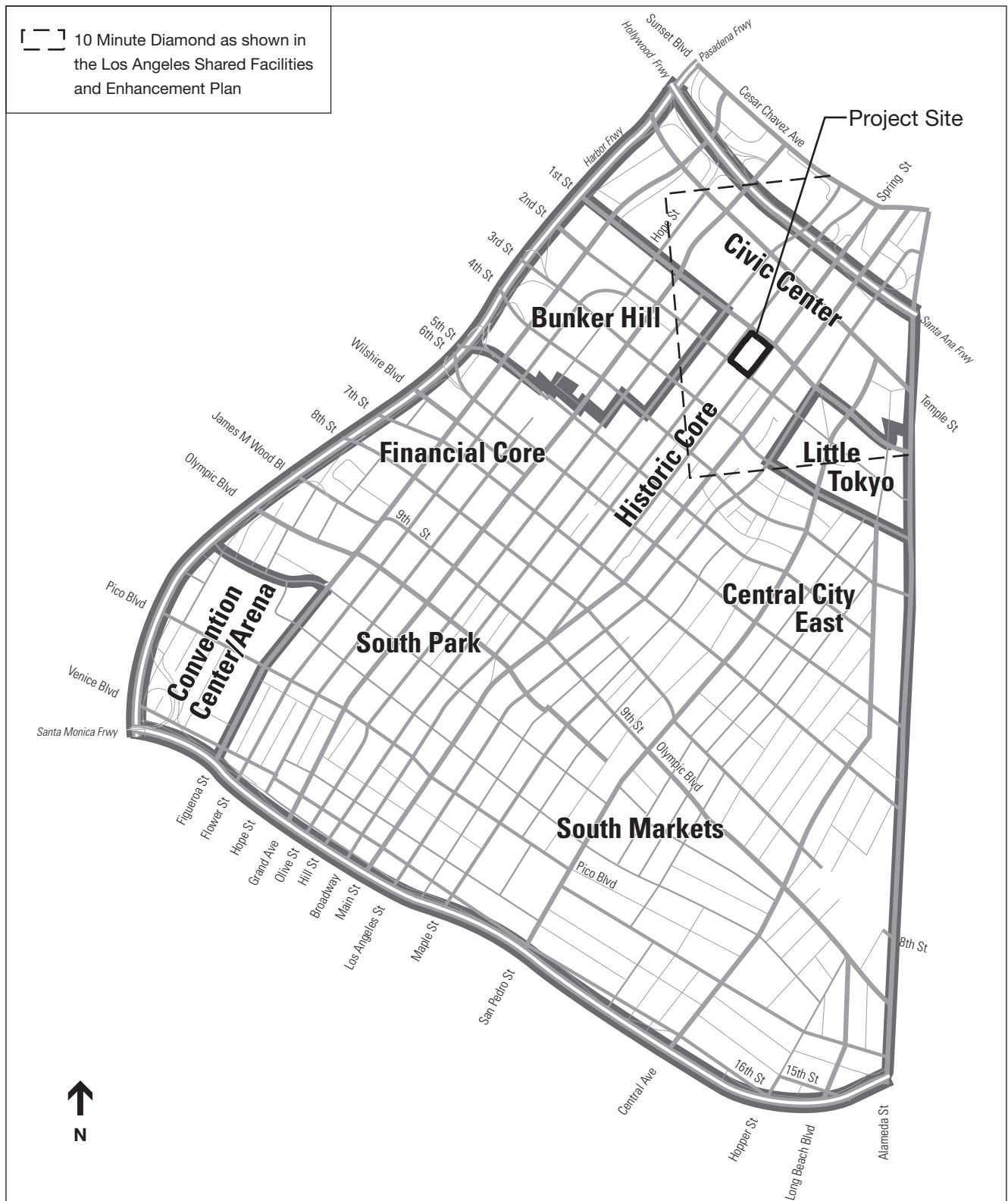




SOURCE: City of Los Angeles Department of City Planning, 2017

Times Mirror Square

**Figure IV.H-1**  
Central City Land Use Designations



SOURCE: City of Los Angeles Department of City Planning, 2017

Times Mirror Square  
**Figure IV.H-2**  
 Central City Neighborhoods and Districts

Figure IV.H-2 (based on Figure 1 of the Central City Community Plan) also shows the designated "Ten-Minute Diamond," which is defined by the distance an average pedestrian can walk in ten-minutes. The Ten-Minute Diamond also encompasses an area within the City in which visitors can easily access facilities and services. Because a ten-minute walk from a central location requires a zig-zag path due to the street grid of Downtown Los Angeles the path creates a diamond-shaped zone as shown in Figure IV.H-2.<sup>12</sup>

The Central City Community Plan Figure 2, Downtown Redevelopment Areas, shows the neighborhood surrounding the Project Site, in the area bordered by the Hollywood Freeway to the north, W. 2nd Street to the south, Los Angeles Street to the east and Hill Street to the west as designated "Amended Central Business District (CBD)." Policies related specifically to the CBD include Policy 11-2.5, which states: "Improve arterial connections to Downtown from the east, to provide for improved access to the CBD from the Santa Ana, Pomona, and Golden State Freeway corridors. Policy 11-7-8 states: "Develop a comprehensive parking policy for Downtown that is closely coordinated with other elements of the transportation strategy. It should constrain on-site supply in the CBD, and provide a balanced program of peripheral, intercept, and park-and-ride facilities in transit corridors. This policy should focus on increasing emphasis on intercepting automobile travel further and further from the CBD through peripheral and intercept parking strategies and through park-ride facilities in the communities where travel is originating."

Regarding residential land uses, the Community Plan states that the "continued economic and social viability of Central City depends on the contributions of a stable population and vibrant, cohesive neighborhoods. Therefore, a primary objective of the Central City Plan is to facilitate the expansion of housing choices in order to attract new and economically and ethnically diverse households."<sup>13</sup> The Community Plan also states: "Expanding the downtown residential community is viewed as a major component of efforts to revitalize Downtown."<sup>14</sup> "Ground-floor commercial uses are providing neighborhood-supporting retail, services and amenities for a growing residential community."<sup>15</sup>

Regarding commercial land use, the Community Plan states that Downtown Los Angeles is the most prominent and diverse business and corporate center on the Pacific Rim. The leading finance, insurance, real estate, and law firms in the region are located here and municipal, county, state, and federal government services are concentrated in and around the Civic Center. According to the Community

<sup>12</sup> City of Los Angeles Department of City Planning, Central City Community Plan, Figure 1, Downtown Neighborhoods and Districts.

<sup>13</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page III-1.

<sup>14</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page I-9.

<sup>15</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page I-9.

Plan, the area has a great capacity for further growth, and access by mass transit is unequaled in the region. The Community Plan states that traditional retail is declining due to limited patronage by office workers and a very small resident population. The Community Plan further states, “the lack of well marketed and mixed retail and commercial services make it difficult to attract potential residents, consumers, and tourists.”<sup>16</sup> Respectively, the Community Plan sets forth objectives to improve Central City’s competitiveness as a location for offices, business, retail, and industry (Objective 2-1), including maintaining a safe, clean, attractive, and lively environment (Policy 2-1.2). Objective 2-4 is to encourage a mix of uses that create an active 24-hour downtown environment for current residents and that would also foster increased tourism.

The Community Plan also sets forth standards and approval procedures for the transfer of floor area (TFAR) in the Central City Community Plan and Central Business District Redevelopment Project Area (LAMC Sec.14.5.1). The TFAR allows the transfer of the unused allowable floor area of a lot from a donor site to a receiver site.

The transfer of floor area between and among sites is considered an important tool for Downtown to direct growth to areas that can best accommodate increased density and from sites that contain special uses worth preserving or encouraging.<sup>17</sup> City Council has the authority to grant transfers of floor area in excess of 50,000 square feet. Donor sites include:

- Historic preservation buildings
- Residential developments
- Private open space available for public use.
- Public Facilities
- Public transportation sites
- Other projects or facilities that benefit the public

#### *(h) DTLA 2040*

DTLA 2040 is the ongoing update to two community plans, Central City and Central City North, currently in process by the Department of City Planning, as part of the Department’s New Community Plan Program.<sup>18</sup> In February 2017, the City hosted an EIR Scoping Meeting for the purpose of collecting comments from responsible agencies and stakeholders regarding the environmental topics that should be

<sup>16</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page III-4.

<sup>17</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page III-19.

<sup>18</sup> DTLA 2040, <https://www.dtl2040.org/>. Accessed December 2018.

analyzed in the DTLA 2040 EIR. The draft EIR is currently being prepared. The proposed DTLA 2040 includes the updates to the Downtown Community Plans (Central City & Central City North), adoption of the “Downtown Zoning Code,” which includes revisions of the LAMC, and the revisions to General Plan Elements, necessary to implement its objectives. DTLA 2040 proposes to describe a collective vision for Downtown’s future and would include policies, plans, and programs that frame the City’s long-term priorities. According to the DTLA 2040 website, Downtown Los Angeles is amidst a booming renaissance and one of the most rapidly changing places in Los Angeles. Downtown is home to a collection of economic opportunities and entrepreneurship, people, culture, and a patchwork of distinct neighborhoods that sits at the center of the regional transportation network. The ambition of the DTLA 2040 Plan is to create and implement a future vision for Downtown Los Angeles and the Plan will strive to support and sustain the ongoing revitalization of Downtown while thoughtfully accommodating projected future growth.<sup>19</sup>

The Project Site is located within the DTLA 2040’s designated “Transit Core.”<sup>20</sup> The “Transit Core” is defined as dense centers of activity built around regional transit hubs that provide easy access for pedestrians, transit users, and cyclists to a variety of experiences and activities. These places provide a high-energy urban experience, with towers activated by ground-floor retail that engages and invites pedestrians.<sup>21</sup>

The DTLA 2040 Core Principles include:

- Accommodate anticipated growth through 2040 in an inclusive, equitable, sustainable, and healthy manner while supporting and sustaining Downtown's ongoing revitalization
- Support and sustain Downtown's ongoing revitalization
- Reinforce Downtown's jobs orientation
- Grow and support the residential base
- Promote a transit, bicycle, and pedestrian friendly environment
- Strengthen neighborhood character
- Create linkages between districts

<sup>19</sup> DTLA 2040, <http://www.dtl2040.org/>.

<sup>20</sup> DTLA 4040, Concept Map, <https://ladcp.maps.arcgis.com/apps/MapJournal/index.html?appid=2a05d2914ad94727a6f6c7ef2d3fc5ed>. Accessed December 2018.

<sup>21</sup> DTLA 2040, Pan concept scoping meeting materials, [http://www.dtl2040.org/uploads/7/2/2/6/72260371/draft\\_concepts\\_from\\_the\\_downtown\\_community\\_plans\\_eir\\_scoping\\_meeting\\_-\\_general\\_plan\\_designation\\_binder.pdf](http://www.dtl2040.org/uploads/7/2/2/6/72260371/draft_concepts_from_the_downtown_community_plans_eir_scoping_meeting_-_general_plan_designation_binder.pdf). Accessed December 2018.

- Create a World-Class Streets and Public Realm

(i) *Downtown Design Guide*

The Downtown Design Guide document (Design Guide), adopted June 10, 2009, updated June is intended to provide guidance for creating a livable and more sustainable Downtown community. The Design Guide places an emphasis on walkability and the making of great streets, districts, and neighborhoods. More specifically, the Design Guide focuses on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit. The Design Guide notes that these key features provide high quality development at a human scale, when paired with the details of a project in the first 30-40 vertical feet. Specific topics that the Design Guide addresses include: Sustainable design; Sidewalks and setbacks; Ground floor treatment; Parking and access; Massing and street wall; On-site open space; Architectural detail; Streetscape improvements; Signage, Public art and; Civic and cultural life. Analysis of the Project's consistency with applicable design principles, standards, and guidelines in the Downtown Design Guide is provided in Appendix B of this Draft EIR.

(j) *Walkability Checklist*

The City of Los Angeles Walkability Checklist for Site Plan Review (Walkability Checklist) is a guide created by the City's Urban Design Studio that specifies urban design guidelines for projects required to undergo Site Plan Review.<sup>22</sup> The Walkability Checklist consists of a list of recommended design elements intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form. The Walkability Checklist is to be used by the City's planners, project applicants, and decision-makers for discretionary projects to assess the pedestrian orientation of a project. The suggested design guidelines are consistent with the General Plan and supplement applicable Community Plan requirements, but are not considered mandatory. The guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

(k) *LA Green Plan and ClimateLA*

*Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan)* was released by the City in May 2007. The *LA Green Plan* outlines goals and actions to reduce the generation of GHG emissions from public and private activities. The *LA Green Plan* is voluntary and identifies over 50 action

<sup>22</sup> City of Los Angeles Department of City Planning, Walkability Checklist, November 2008, <http://urbandesignla.com/resources/LAWalkabilityChecklist.php>. Accessed October 19, 2017.

items, grouped into focus areas (energy, water, transportation, land use, waste, and open space and greening) to reduce GHG emissions.

ClimateLA is the implementation program that provides detailed information about each action item discussed in the *LA Green Plan* framework. Action items focus on mechanisms for improving energy efficiency and reducing energy consumption. Climate LA also includes the following land use actions:

- Promote high-density housing close to major transportation stops
- Promote and implement transit-oriented development (TOD)
- Make available underutilized City land for housing and mixed-use development
- Make available underutilized City land for parks and open space
- Clean up brownfields sites for community economic revitalization projects and open space
- Make available underutilized City land within 1,500 feet of transit for housing and mixed-use development

Additional discussion of *LA Green Plan* and ClimateLA, including Project consistency is provided in Section IV.E, *Greenhouse Gas Emissions*, of this Draft EIR.

#### (l) *Citywide Design Guidelines*

The City's General Plan Framework Element and each of the City's 35 Community Plans promote architectural and design excellence. The Citywide Design Guidelines provide guidance for applying policies contained within the General Plan Framework and the City's 35 Community Plans. The Citywide Design Guidelines are particularly applicable to those areas within the City that do not currently have adopted design guidelines contained in a Community Plan Urban Design chapter, specific plan, or other community planning documents. They provide guidance for new Community Plan updates. Per the Citywide Design Guidelines, in instances where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design chapter, a specific plan, or a community-specific guideline such as the Downtown Design Guide, the community-specific requirements prevail.<sup>23</sup>

#### (m) *City of Los Angeles Municipal Code*

LAMC, Chapter 1, Planning and Zoning Code, defines the range of zoning classifications throughout the City, provides the specific permitted uses applicable to each zoning designation, and applies development regulations to each zoning

<sup>23</sup> City of Los Angeles Department of City Planning, Commercial Citywide Design Guidelines, Pedestrian-Oriented/Commercial and Mixed Use Projects, Checklist for Project Submittal, [https://planning.lacity.org/Forms\\_Procedures/4044.pdf](https://planning.lacity.org/Forms_Procedures/4044.pdf). Accessed December 2018.

designation. The LAMC zoning designations are cumulative under most zoning categories, so that lesser intensity uses are allowed in higher intensity zoning designation. For instance, single-family uses are permitted in multi-family zoning designations and multi-family uses are permitted in commercial zoning designations.

The Project Site is zoned C2-4D-SN and located in an area predominated by the same commercial zoning classifications to the south, southwest, and southeast. The C2 zone allows residential uses permitted in the R4 zone, as well as for a range of business offices, retail uses, and restaurants. The 4D Height District establishes a Floor Area Ratio (FAR) of 6.0:1, but does not specifically limit building heights. Land uses to the east, west, northwest, north, and northeast are predominantly zoned PF (Public Facilities), which is reflected in the existing civic buildings, including the federal courthouse to the west, the Los Angeles Police Department (LAPD) Headquarters Building to the east, City Hall to the northeast, and other government buildings and facilities in the surrounding Grand Park. **Figure IV.H-3, *Project Site and Surrounding Zoning***, illustrates the generalized zoning at the Project Site in surrounding blocks.

The SN designation associated with the Project's zoning designation indicates a Signage Supplemental Use, in this case the Historic Broadway Supplemental Sign Use District, which located between W. 1st Street and W. 12th Street. This designation regulates signage that cannot otherwise be provided for in the underlying C2 zone.

The Project Site is also designated as within the Central City TFAR area. The Downtown TFAR designation allows for the transfer of floor area rights from a donor site to increase FAR over the existing zoning designation.

#### *(n) Greater Downtown Housing Incentive Area*

The Project Site is located within the Greater Downtown Housing Incentive Area (ZI 2385), adopted in August 2007 (Ord. No. 179,076). The Greater Downtown Housing Incentive Map, which is attached to the Ordinance shows the area is bounded by the 101 Freeway on the north, the 110 Freeway and Figueroa Street on the west, Alameda and Grand Avenue on the east, and Washington Boulevard and Martin Luther King Boulevard on the south as comprising the Greater Downtown Housing Incentive Area.<sup>24</sup> The Ordinance modifies the LAMC within the boundaries of the Incentive Area to, among other provisions, eliminate all yard requirements; to re-define the Buildable Area as the Lot Area; and to eliminate percentages of private and public open space, although still requiring a total per unit open space.

<sup>24</sup> City of Los Angeles Department of Planning, Zoning Information No. 2385, <http://zimas.lacity.org/documents/zoneinfo/ZI2385.pdf>. Accessed December 2018.





SOURCE: Zimas, 2018

Times Mirror Square

**Figure IV.H-3**  
Project Site and Surrounding Zoning

(o) *Adaptive Reuse Ordinance*

The Project Site is located within a designated Adaptive Reuse Area,<sup>25</sup> which encompasses the majority of the Central City Community Plan Area. The Ordinance was originally approved in 1999 for downtown Los Angeles and was extended into other neighborhoods of the city in 2003. It provides for an expedited approval process and ensures that older and historic buildings are not subjected to the same zoning and code requirements that apply to new construction. The purpose of this Subdivision is to revitalize the Greater Downtown Los Angeles Area and implement the General Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to apartments, or live/work units or visitor-serving facilities. Section 12.22.A.26(c) defines an Adaptive Reuse Project as any change of use to dwelling units, guest rooms, or joint living and work quarters in all or any portion of any eligible building. According to the Ordinance, Adaptive Reuse would help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a live/work and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other.<sup>26</sup> The Adaptive Reuse Ordinance would not be applicable to the Project, since the existing historic buildings would not be reused for residential purposes.

(p) *Historic Broadway Supplemental Sign Use District*

The Project Site is located within the Historic Broadway Supplemental Sign Use District. The Supplemental Sign Use District, which applies to S. Broadway between W. 1st Street and W. 12th Street regulates signage that cannot otherwise be provided for in the underlying C2 zone. The Supplemental Sign Use District allows signage programs that complement and protect the character-defining features of Broadway's historic buildings, encourage new infill investment on Broadway on vacant and underutilized sites, support strong pedestrian activity, reduce blight along the corridor, encourage economic development, and encourage the revitalization of the Broadway Theater and Entertainment District.

<sup>25</sup> City of Los Angeles, Department of City Planning, <http://zimas.lacity.org/>. Accessed December 2018.

<sup>26</sup> City of Los Angeles, Zoning and Planning Code, Section 12.22.a.26(a), <http://ladbs.org/docs/default-source/publications/ordinances/adaptive-reuse-ordinance---l-a-downtown-incentive-areas.pdf?sfvrsn=7>. Accessed December 2018.

## **b) Existing Conditions**

### **(1) Project Site**

The Project Site is located in Downtown Los Angeles and bounded by W. 1st Street, S. Spring Street, W. 2nd Street, and S. Broadway. The Project Site is within the northern portion of the Central City Community Plan Center City/Historic Core district, which extends from W. 1st Street to W. 11th Street, between Los Angeles and Hill Streets. Downtown is characterized by a concentration of government-related uses, high- and mid-rise office buildings, residential buildings, hotels, retail uses, museums, and cultural districts, including the Arts and Markets districts. The Historic Core/Center City contains a concentration of historically and architecturally significant buildings, including the iconic City Hall, Walt Disney Concert Hall, and the historic Times, Plant and Mirror Buildings, which are components of the Project. The general vicinity and relationship of the Project Site to surrounding streets is illustrated in Figure II-1, Regional and Project Vicinity Map and Figure II-2, Aerial View of the Project Site and the Surrounding Uses, contained in Chapter II, *Project Description*, of this Draft EIR.

### **(2) Surrounding Uses**

#### **(a) Land Uses to the North**

Land uses to the north of W. 1st Street consist of the Los Angeles Civic Center, and Grand Park, a 16-acre park extending from City Hall to the south of N. Spring Street to the Dorothy Chandler Pavilion (Los Angeles Music Center) to the north of Grand Avenue. Immediately to the north of the Project Site is the future 1.96-acre First and Broadway Civic Center Park, a public park currently under development and anticipated for completion in 2019. Adjoining the south side of Grand Park along the E. 1st Street frontage are the seven-story Los Angeles County Law Library, the 10-story Los Angeles County Stanley Mosk Courthouse, and the 10-story Kenneth Hahn Hall of Administration. The 20-story Clara Shortridge Foltz Criminal Justice Center adjoins the north side of Grand Park directly north of the Project Site. The recently rehabilitated Los Angeles County Hall of Justice is located just to the north of the Criminal Justice Center. City Hall is located just to the northeast of the Project Site and the United States Courthouse is located just to the north of City Hall. The Hollywood Freeway (US-101) is located immediately north of the group of government buildings. Los Angeles Union Station, the region's major transit hub, is located just to the north of the US-101 Freeway.

#### **(b) Land Uses to the East**

The 10-story LAPD Headquarters Building, which replaced Parker Center as the LAPD headquarters in October 2009, occupies the block bounded by S. Spring Street, E. 1st Street, S. Main Street, and E. 2nd Street, immediately to the east of

the Project Site. The approximately 29-story Los Angeles City Hall is located diagonally across S. Spring Street and W. 1st Street from the Project Site. The LAPD Headquarters Building is oriented toward City Hall and is characterized by 75-foot setbacks on three sides. The LAPD Headquarters Building's deep setbacks accommodate a main plaza along E. 1st Street. In addition, the deep setback on the south of the Headquarters Building supports a one-acre park along E. 2nd Street. The park is landscaped open space edged with planters and benches. City Hall Park is located directly across E. 1st Street from the LAPD Headquarters Building's main plaza, at the south side of City Hall. City Hall Park is also aligned across N. Spring Street with the future First and Broadway Civic Center Park (under construction), just to the north of N. Spring Street.

Public parks and plazas are also associated with City Hall along N. Main and N. Los Angeles Streets, and include Los Angeles Civic Center Mall. Land uses to the east of the LAPD Headquarters building include the State of California Caltrans Building, occupying the block bounded by S. Main Street, E. 1st Street, S. Los Angeles Street, and E. 2nd Street. The approximately 21-story Double Tree Hotel is located to the south of the Caltrans Building, south of S. Los Angeles Street. At this point, Los Angeles Street forms the north edge of the City's Little Tokyo Community, which, along with the Arts District, is located farther to the east of the Project Site.

(c) *Land Uses to the South*

Low- and mid-rise office buildings, enclosed parking structures, and surface parking lots are the predominant land uses to the south of the Project Site.

The site directly to the south of W. 2nd Street, was selected for Metro's proposed 2nd and Broadway Subway Station, which is currently under construction. The 2nd and Broadway station is one of three subway stations making up the Regional Connector Transit Project. Construction for the Regional Connector Transit Project at the 2nd Street and Broadway Station is currently underway. Completion of the entire Regional Connector Transit Project is anticipated in May 2021. A current development proposal for the subway station site includes demolition of the existing parking structure for the construction of a 30-story mixed-use building. The building would integrate the subway station and provide ground level retail uses. Diagonally across W. 2nd Street and S. Spring Street from the Project Site (to the southeast) is a single-story office building, to the south of which is an approximately 6-level enclosed parking building. To the east of the single-story office building is an older, 10-story residential building with ground level retail uses, including a restaurant and shops along E. 2nd Street and S. Spring Street. Directly to the east of the 10-story building, across S. Main Street is the former Cathedral of St. Vibiana. The building and its associated plaza are now owned by the City and used for public events, and the property also houses the Little Tokyo Branch Public Library.

(d) *Land Uses to the West*

The 10-story Federal Courthouse, completed in October 2016, is located directly to the west of the Project Site in the block bounded by W. 1st Street, S. Broadway, W. 2nd Street, and S. Hill Street. The building rests on a podium structure, which provides a horizontal base relative to the rise along W. 1st Street. The podium structure and the rising topography of the site require broad staircases from S. Broadway and W. 1st Street to reach the building's entrance. The west frontage of the building is at grade with S. Hill Street. The building sits behind a deep setback from W. 2nd Street, which allows exposure of the building to natural sunlight. The Los Angeles County Law Library, which is adjacent to Grand Park, is located diagonally across W. 1st Street and S. Broadway from the Project Site. A modern, 10-story office building with ground floor retail uses is located diagonally across W. 2nd Street and S. Broadway from the Project Site. To the west of the Federal Courthouse, 2nd Street enters the 2nd Street tunnel, passing under Bunker Hill and emerging at S. Figueroa Street. The Bunker Hill District is located approximately one block west of the Project Site and is bounded by W. 1st Street on the north; S. Hill Street on the east, the Pasadena/Santa Monica Freeway (I-10) on the west; and W. 5th Street on the south. Bunker Hill includes a concentration of downtown high rise development, such as the Wells Fargo Center at One California Plaza and Two California Plaza, which stands at Bunker Hill's highest point.

### **3. Project Impacts**

#### **a) Methodology**

##### **(1) Plan Consistency**

The analysis of potential land use impacts considers consistency of the Project with adopted plans, regulations, and development guidelines, and in some instances advisory guidance, that regulate land use on the Project Site, based upon a review of the relevant regulatory planning documents identified above. The State CEQA Guidelines Section 15125(d) requires that an EIR discuss any project inconsistencies with applicable plans. For purposes of this analysis, the Project is considered consistent with regulatory plans if it meets the general intent of the plans and/or would not preclude the attainment of their primary goals. The criterion for determining a significant land use plan impact is based on the potential for the Project to substantively conflict with, or actively obstruct the implementation of, plans adopted for the purpose of avoiding or mitigating an environmental effect. Mere inconsistency with a plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment. Rather, to be consistent, the project must be substantially compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, meaning that a project must

be in agreement or harmony with the applicable land use plan to be consistent with that plan.

## **b) Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines the Project would have a significant impact related to Land Use if it would:

- a. Physically divide an established community.***
- b. Conflict with any 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.***
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions. The City of Los Angeles CEQA Thresholds Guide (Thresholds Guide) identifies the following criteria to evaluate land use impacts:

### *Land Use Consistency*

- Whether the proposal is inconsistent with the adopted land use/density designation in the existing Community Plan, Redevelopment Plans or Specific Plans for the site.
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

### *Land Use Compatibility*

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the project.

## **c) Project Design Features**

The Project would not implement any Project Design Features related to the land use analysis.

## d) Analysis of Project Impacts

### ***Threshold a) Would the Project physically divide an established community?***

As discussed in the Initial Study, contained in Appendix A and in Section VI.F, Effects Found Not to be Significant, of this Draft EIR, the Project would result in further infill within an already developed urban area, and would not impede or encroach into the public right-of-way or cause any changes to the City's circulation system that would divide an established community. In addition, the Project would facilitate pedestrian access through the provision of a mid-block paseo between W. 1st Street and W. 2nd Street. ***Thus, impacts related to physically dividing an established community would be less than significant and no mitigation measures are required. No further analysis of this topic is required.***

### ***Threshold b) Would the Project conflict with any 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?***

#### (1) Proposed Project Improvements and Necessary Approvals

As described in Chapter II, *Project Description*, the Project would rehabilitate and activate the designated historic Times, Plant, and Mirror Buildings to provide approximately 307,288 square feet of upgraded office floor area (including 93,432 square feet of new office space), as well as a 50,000-square-foot grocery store and 18,817-square-foot restaurant in the historic Plant Building. New office floor area is based on the restoration of office space that has been unoccupied for more than a decade. The rehabilitation is anticipated to increase utilization from the existing 60 percent occupancy to full occupancy. The Project would also provide 1,127 new residential units and up to 34,572 square feet of new restaurant uses in the new mixed-use component. The existing, 183,758 square-foot Executive Building and six-story parking structure, also located within the Project Site, would be demolished to allow for the development of two high-rise towers containing a total of 1,127 residential units. Approximately 34,572 square feet of restaurant uses would be provided at the ground level. The Project would also feature a 15,708-square-foot public Paseo bisecting the Project Site from north to south. The towers, designated the "North Tower" and "South Tower" would be 37 and 53-stories, respectively, and comprise approximately 1,135,803 square feet of floor area.

Project implementation would require several discretionary entitlements and related approvals that pertain to Project consistency with applicable land use policies and guidelines. As described in Chapter II, *Project Description*, these include the following:

1. Transfer of Floor Area Rights (TFAR) greater than 50,000 square feet of floor area for the transfer of 548,440 square feet of floor area from the Los Angeles Convention Center (Donor Site) to the Project Site (Receiver Site) (LAMC Sec. 14.5.6-B).
2. Vesting Conditional Use Permit to permit floor averaging within a unified development (LAMC Sec. 12.24-W,19).
3. Master Conditional Use Permit (MCUB) to permit the on-site and off-site sale and consumption of alcoholic beverages within the Project's commercial retail spaces (LAMC Sec. 12.24-W,1).
4. Vesting Tentative Tract Map for the merger and re-subdivision of the Project Site for condominium purposes (LAMC Sec. 17.15). The Applicant is requesting to provide parking per LAMC requirements in lieu of the parking requirements under the Advisory Agency's Parking Policy for Condominiums.

The Project Site is also located within the Downtown Adaptive Reuse Area designation, which encourages the adaptation of a historic or economically obsolete building for residential purposes through the provision of incentives and certain waivers.

## (2) Consistency with Regional Plans and Applicable Policies

### (a) *Southern California Association of Governments 2016 RTP/SCS*

The Southern California Association of Governments 2016 RTP/SCS incorporates several policies that are applicable to the Project. These SCAG policies are discussed below. **Table IV.H-1, *Consistency of the Project to Applicable Policies of the 2016–2040 Regional Transportation Plan/Sustainable Communities Plan***, below, provides a detailed analysis of the proposed Project's consistency with applicable RTP policies in a side-by-side comparison. As shown in Table IV.H-1, the Project would be consistent with applicable policies of the 2016 RTP/SCS.



**TABLE IV.H-1**  
**CONSISTENCY OF THE PROJECT TO APPLICABLE POLICIES OF THE 2016–2040**  
**REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES PLAN**

Policy	Analysis of Project Consistency
Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent.</b> The location of the proposed development Project is approximately 750 feet from Metro's Los Angeles Civic Center/Grand Park Station, which serves the Red and Purple Lines, adjacent to Metro's 2nd Street and Broadway Station (under construction), which is part of Metro's Regional Connector Project, near a range of existing local and regional bus lines, and in proximity to the regional freeway system, all of which would maximize mobility and the accessibility to the Project Site.
Ensure travel safety and reliability for all people and goods in the region.	<b>Consistent.</b> The Project is designed to minimize pedestrian/vehicle conflicts associated with vehicles entering and exiting the Project by providing separate vehicle and pedestrian access points. Project residents would have pedestrian access to a large range of goods and services within the immediate area, as well as employment opportunities, which would reduce demand on the area's travel system. Project residents would have a range of options available to meet their transportation needs.
Preserve and ensure a sustainable regional transportation system.	<b>Consistent.</b> The proximity of the Project to alternative transportation modes, including regional rail and bus line services, would support the region's transportation investment and the sustainability of the regional transportation system.
Maximize the productivity of our transportation system.	<b>Consistent.</b> The Project would locate a high-density residential development in an area served by Metro's Red Line and Purple Lines, as well as Metro's Regional Connector Project and a range of existing local and regional bus lines. The proximity of residential, office, and retail uses to transit systems would maximize the productivity of the transportation system and, as such, would be consistent with this policy.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	<b>Consistent.</b> The Project would implement Project Design Features to reduce air quality impacts. In addition, the Project would comply with the Los Angeles Green Building Code and 2016 CALGreen Code (see Sections IV.B, Air Quality, and IV.E, Greenhouse Gas Emissions, of this Draft EIR).  The Project's residential development would be within walking distance to the City's governmental center (Civic Center); restaurants; retail uses; parks, and destinations centers such as the Los Angeles Music Center, the Broadway Theater and Entertainment District, Little Tokyo, Chinatown, Olvera Street, Arts

Policy	Analysis of Project Consistency
Actively encourage and create incentives for energy efficiency, where possible.	<p>District communities, the Financial District. The Project would include 1,240 bicycle parking spaces for the residential uses and 34 bicycle parking spaces for the commercial uses. The Project would also feature a 15,708-square-foot pedestrian Paseo bisecting the Project Site from north to south</p> <p><b>Consistent.</b> As noted above, the Project would support a land use pattern that provides increased opportunity for use of alternative modes of transportation which would contribute to reductions in vehicle miles traveled with resulting benefits to energy efficiency.</p> <p>The new development associated with the Project would be designed and operated to comply with applicable requirements of the Los Angeles Green Building Code and the 2016 CALGreen Code and would achieve the equivalent of USGBC's LEED Silver Certification level for new buildings. The Project would incorporate green building techniques and other sustainability features, including the use of glass/window areas for ventilation and daylight accessibility, use of recyclable materials for flooring and demising partitions in limited amounts, green walls in some areas, low albedo (high reflectivity) color paving to reduce heat island effect, conduit for solar panels installed on roof deck areas pursuant to code requirements, and landscaping of courtyards and roof decks. Other building features would include installation of energy-efficient lighting, heating, ventilation, and HVAC systems that utilize ozone-friendly refrigerants; use of materials and finishes that emit low quantities of VOCs; use of high efficiency fixtures and appliances; water conservation features; and dedicated on-site recycling area.</p>
Encourage land use and growth patterns that facilitate transit and active transportation (RTP, page 64).	<p><b>Consistent.</b> The Project would intensify development in an area served by Metro rail lines and numerous regional bus lines. Furthermore, the Project would provide a high density residential and mixed-use project in an area with pedestrian access to a range of commercial and entertainment services as well as high employment opportunities. Also, the Project would include up to 1,240 bicycle parking spaces for the residential uses and 34 bicycle parking spaces for the commercial uses.</p>
SOURCE: ESA, 2018.	

### (3) Consistency with Local Plans and Applicable Policies

#### (a) *City of Los Angeles General Plan Framework Element*

**Table IV.H-2, *Comparison of the Project to Applicable Policies of the General Plan Framework Element***, evaluates the consistency of the proposed Project with objectives of the General Plan Framework Element. As shown in Table IV.H-2, the Project would be substantially consistent with the whole of the Framework's applicable land use, housing, urban form and neighborhood design, open space, economic development, and objectives and policies. Primarily, the Project would contribute greater density and mix of uses to the designated Downtown Center and would be consistent with the City's intent to encourage mixed-use in the City's urban core and to serve a broader range of users. The Project would provide high-density housing, restaurants, a grocery store, and upgraded offices in the rehabilitated Times, Mirror, and Plant Buildings that would be consistent with existing land uses in the Downtown urban setting. It would also contribute to the public domain and enhancement of urban lifestyles with the 15,708-square-foot Paseo, broader sidewalks, and landscaping. The Project's improvements would be compatible with adjacent more recent development, such as the LAPD Headquarters site, in which public space has been incorporated into the development. The Project Site is located in Transit Priority Area<sup>27</sup> and would also be consistent with the City's intent to increased density in areas well-served by public transit. The new residential population would have access to commercial uses on site as well as employment opportunities and, retail, services, and entertainment uses within walking distance or via bus and rail service and, thus, would facilitate the use of alternative modes of transportation. The array of services, employment opportunities, public transit, and retail uses in the Downtown Center, to which the Project would contribute new residential units, offices, grocery store and restaurants would contribute to the City's economy and would improve the quality of life for existing and future residents of the area.

<sup>27</sup> A Transit Priority Area or TPA is defined as a ½ mile area around a major transit stop (as defined in Public Resources Code 21064.3, a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods).

**TABLE IV.H-2**  
**COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE GENERAL PLAN**  
**FRAMEWORK ELEMENT**

Recommendation	Analysis of Project Consistency
<b>Land Use Chapter</b>	
<p><b>Goal 3A:</b> A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.</p>	<p><b>Consistent.</b> The Project would rehabilitate the Times, Mirror and Plant Buildings, develop a new grocery store in an area with a shortage of retail grocery uses, and add restaurants and residential units that would revitalize the Central City Community, without encroaching on any existing residential neighborhoods. The Project would be located in a Transit Priority Area served by Metro's Los Angeles Civic Center/Grand Park Station with access to the Red Line and Purple Line subways. The Project Site is also located adjacent to Metro's 2<sup>nd</sup> Street and Broadway Station (under construction) as well as two of Metro's Rapid Bus and other bus lines. The proximity to transit would provide the opportunity for alternative modes of transportation and would reduce demand for new infrastructure and for natural resources.</p>
<p><b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p>	<p><b>Consistent.</b> The Project would rehabilitate and continue the use of the designated historic Times, Plant, and Mirror Buildings to provide approximately 307,288 square feet of upgraded office floor area (including 93,432 square feet of new office space), as well as a 50,000-square-foot grocery store and 18,817-square-foot restaurant in the historic Plant Building. New floor area is based on the restoration of office space that has been unoccupied for more than a decade. The rehabilitation is anticipated to increase utilization from the existing 60 percent occupancy to full occupancy. The Project would also provide 1,127 new residential units and approximately 34,572 square feet of new restaurant uses in the new mixed-use component. The range and diversity of proposed land uses would support the needs of the City's existing and future residents, businesses, and visitors.</p>
<p><b>Objective 3.2:</b> To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.</p>	<p><b>Consistent.</b> The Project would contribute to the concentration of mixed-use development within the Downtown Center and in an area served by several metro rail and bus lines. The new residential population would have access to commercial uses on site as well as employment opportunities, retail, services, and</p>

Recommendation	Analysis of Project Consistency
<p><b>Objective 3.3:</b> Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p>entertainment uses within walking distance or via bus and rail service that would facilitate a reduction in vehicle trips and vehicle miles traveled.</p> <p><b>Consistent.</b> The Project would provide 1,127 new residential units and would be compatible with the Community Plan's high concentration of infrastructure, transit, and services.</p>
<p><b>Objective 3.4:</b> Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.</p>	<p><b>Consistent.</b> The Project would provide new mixed-use development, grocery store, restaurants, and rehabilitated office uses within the Downtown Center and in an area served by several metro rail and bus lines. By locating the Project's residential within the Downtown Center, the Project would provide housing opportunities outside of existing neighborhoods, thereby conserving those neighborhoods.</p>
<p><b>Objective 3.7:</b> Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.</p>	<p><b>Consistent.</b> The Project would accommodate residential growth within the City's Downtown Center, and area well-served by existing public infrastructure. Thus, the Project would avoid any encroachment into existing residential neighborhoods. The array of services, employment opportunities, public transit, and retail uses in this urban center, to which the Project would contribute new residential units as well as grocery and restaurant uses, would improve the quality of life for existing and future residents of the area.</p>
<p><b>Objective 3.8:</b> Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.</p> <p><b>Policy 3.8.4:</b> Enhance pedestrian activity by the design and siting of structures in accordance Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.</p>	<p><b>Consistent.</b> The Project would be located within the north portion of the Community Plan's established Historic Core neighborhood. The Historic Core neighborhood forms the spine of Central City by linking Downtown's mix of business, finance, cultural and sports/entertainment activities to the west to the Civic Center and "Markets" districts to the east. The northern portion of the Historic Core is characterized by a concentration of government related uses. According to the Community Plan (page I-9), expanding the downtown residential community is viewed as a major component of efforts to revitalize Downtown, and, as such many vacant buildings are being converted to residential uses. By introducing high-density residential uses to the Historic Core, the Project would continue the trend to revitalize the Downtown with residential</p>

Recommendation	Analysis of Project Consistency
<p><b>Objective 3.10:</b> Reinforce existing and encourage the development of new regional centers that accommodate a broad range of users that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.</p> <p><b>3.10.4:</b> Provide for the development of public streetscape improvements, where appropriate.</p>	<p>uses. The Project would further provide for the revitalization of the historic Times, Mirror, and Plant offices for full occupancy (307,288 square feet of floor area) and additional re-use of the Plant Building for a ground level restaurant (18,817 square feet) and grocery store (50,000 square feet). The high-density residential and street-level grocery store and restaurants would promote neighborhood activity and the Downtown as a desirable place to work and visit. Pedestrian activity would be enhanced by the Paseo, additional street trees, and street oriented restaurants, and direct ground-level access to the grocery store and restaurants from the pedestrian Paseo, and widened sidewalks. The W. 1st Street sidewalk would be widened to 36 feet from the existing 19 feet; the S. Broadway sidewalk would be widened to 15 feet, 2 inches from the existing 10 feet, 2 inches; and the W. 2nd Street sidewalk would be widened to various widths ranging from 11 feet and 21 feet from the existing 7 feet.</p> <p><b>Consistent.</b> The Project would contribute greater density and mix of uses to the designated Downtown Center and would be consistent with the City's intent to encourage mixed-use in the City's urban core and to serve a broader range of users. The Project would also provide high-density housing, restaurants, a grocery store, and upgraded offices in the rehabilitated Times, Mirror, and Plant Buildings that would be consistent with existing land uses in the Downtown urban setting. It would also contribute to the public domain and enhancement of urban lifestyles with the 15,708-square-foot Paseo, broader sidewalks, and 19 additional street trees, as well as preserving existing street trees. The Paseo would be landscaped with 25 trees, planter boxes, and seating. The Project's improvements would also be compatible with adjacent more recent development, such as the LAPD Headquarters site, in which public space has been incorporated into the development. The Project Site is located in transit priority area and would also be consistent with the City's intent to increased density in proximity to transit stations to provide regional access. The Project would provide seating and other streetscape within the Paseo and the Paseo's W. 1<sup>st</sup> Street and W. 2nd Street entrances.</p>

Recommendation	Analysis of Project Consistency
<p><b>Objective 3.15:</b> Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.</p>	<p><b>Consistent.</b> The Project would provide a new mixed-use development that includes high-density residential, restaurants, and rehabilitated and new office space in an area served by the Los Angeles Civic Center/Grand Park Metro Station (approximately 750 feet to the northwest) and would be directly across 2nd Street from Metro's under-construction 2nd Street and Broadway Rail Station. The concentration of development in this area would protect low-density neighborhoods outside the Downtown Center from re-development pressure.</p>
<p><b>Objective 3.16:</b> Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.</p>	<p><b>Consistent.</b> The Project would include 1,127 new residential units, as well as provide ground-level restaurants along W. 1st Street and S. Broadway. The street front would include grocery store access on N. Spring Street, and retail (grocery store and restaurants) fronting and accessible from the open-to-the sky, 15,708-square-foot Paseo leading from W. 1st Street to W. 2nd Street. The Project would provide wider sidewalks. The W. 1st Street sidewalk would be widened to 36 feet from the existing 19 feet; the S. Broadway sidewalk would be widened to 15 feet, 2 inches from the existing 10 feet, 2 inches; and the W. 2nd Street sidewalk would be widened to various widths ranging from 11 feet and 21 feet from the existing 7 feet. Improvements also include landscaping, street trees, street furniture, lighting and signage. With the introduction of more people to the area, as well as an active, commercial street front, the Project would enhance pedestrian activity.</p>
<p><b>Goal 3N:</b> Mixed-use, multi-family residential and commercial areas that enhance the quality of life for the City's existing and future residents and businesses.</p>	<p><b>Consistent.</b> The Project would provide commercial and high-density multi-family residential uses that would enhance the quality of life in an area of the City with a high concentration of commercial offices with new shopping amenities such as the proposed grocery store.</p>

### Housing Chapter

<p><b>Goal 4A:</b> An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.</p>	<p><b>Consistent.</b> The Project would provide a new mixed-use development that includes a range of multi-family residential unit types and retail uses in an area served by the Los Angeles Civic Center/Grand Park Metro Station (approximately 750 feet to the northwest) and would be directly across 2nd Street from</p>
<p><b>Objective 4.2:</b> Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas</p>	

Recommendation	Analysis of Project Consistency
with adequate transitions and buffers between higher density development and surrounding lower density residential neighborhoods.	Metro's under-construction 2nd Street and Broadway Rail Station. The Project would be located within the Downtown Center and would provide housing opportunities outside existing neighborhoods, thereby preserving those neighborhoods.
<b>Urban Form and Neighborhood Design</b>	
<b>Objective 5.2:</b> Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.	<b>Consistent.</b> The Project would be located in a Community Plan-designated Regional Center that is served by transit and which already functions as a center for the region. The Project would be located in an existing Transit Priority Area served by Metro's Los Angeles Civic Center/Grand Park Station, which have access to the Red Line and Purple Line subways. The Project Site is also located adjacent to Metro's 2nd Street and Broadway Station (under construction) as well as two of Metro's Rapid Bus and other bus lines. The proximity to transit provides the opportunity for alternative modes of transportation, while accommodating population increase with less demand for new infrastructure.
<b>Objective 5.5:</b> Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	<b>Consistent.</b> The Project would improve the public realm through additional street trees, wider sidewalks, lighting, and a 15,708-square-foot Paseo leading from W. 1st Street to W. 2nd Street. The W. 1st Street sidewalk would be widened to 36 feet from the existing 19 feet; the S. Broadway sidewalk would be widened to 15 feet, 2 inches from the existing 10 feet, 2 inches; and the W. 2nd Street sidewalk would be widened to various widths ranging from 11 feet and 21 feet from the existing 7 feet. The Paseo would provide landscaping, seating, and other pedestrian amenities.
<b>Objective 5.8:</b> Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	<b>Consistent.</b> The Project would be located in a Community Plan-designated Regional Center. The Project would provide retail, restaurant, and grocery uses that would be accessible from the sidewalk or Paseo. The Project would add 19 new street trees and 25 new trees in the Paseo. The increase in trees, special paving in the Paseo, seating, and other features would create an aesthetically pleasing environment that would attract and enliven pedestrian activity and enhance the area as a focus of activity and investment for the community.



Recommendation	Analysis of Project Consistency
<p><b>Objective 5.9:</b> Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.</p>	<p><b>Consistent.</b> Pedestrian areas, including the Paseo, would be well lit for security. Outdoor areas would be exposed to windows, which would allow for natural surveillance and exterior spaces would be well lit with proper signage to direct the flow of people and decrease opportunities for crime. The Project would incorporate a 24-hour/seven-day security program to ensure the safety of its residents and visitors. Existing light fixtures, which are consistent with fixtures used throughout the Civic Center, are located along all four street frontages. Under the Project, these fixtures would continue to be used and maintained or increased if required by the Bureau of Street Lighting.</p>
<p><b>Open Space and Conservation Chapter</b></p>	
<p><b>Objective 6.4</b> Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.</p>	<p><b>Consistent.</b> The Project would provide common open space and recreational amenities to Project residents including a residential terrace (28,777 square feet) and a Paseo, which provides 15,708 square feet of public open space. The open-to-the-sky landscaped Paseo, leading from W. 1st Street to W. 2nd Street, would bisect the block between the new towers and the rehabilitated Times, Plant, and Mirror Buildings, would maximize the use of the Site to create an open space resource at the neighborhood scale. The Paseo would also provide a connection through the block to the existing Grand Park and under-construction 1st and Broadway Civic Center Park, thus enhancing long-range views and connections to the City's open space. The Project would also add 19 new street trees to 29 existing street trees, and provide other landscaping and street furniture along the public sidewalks and Paseo.</p>
<p><b>Policy 6.4.8:</b> Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.</p>	
<p><b>Policy 6.4.8.a:</b> Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.)</p>	

Recommendation	Analysis of Project Consistency
<b>Economic Development</b>	
<p><b>Goal 7A:</b> A vibrant economically revitalized City.</p>	<p><b>Consistent.</b> The Project would rehabilitate the Times, Mirror and Plant Buildings, provide 1,127 new residential units, develop a new grocery store and add restaurants and residential units that would help to revitalize the Central City Community.</p>
<p><b>Objective 7.2:</b> Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.</p>	<p><b>Consistent.</b> The mixed-use Project would incorporate retail uses, such as a grocery store, that would help meet the needs of local residents. It would also rehabilitate the Times and Mirror Buildings and modernize office uses that would support the City's economic growth, while incorporating sustainable building features and reducing dependence on the automobile through its location in a transit-rich district, located in proximity to transit corridors and stations. As such, the Project would contribute to the City's balance of land uses, while maintaining maximum, feasible environmental quality. The Project's 50,000-square-foot grocery store would not encroach on existing residential neighborhoods and would serve shopping needs of the Project and the growing Downtown residential population.</p>
<p><b>Policy 7.2.2:</b> Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods</p>	
<p><b>Policy 7.2.3:</b> Encourage new commercial development in proximity to rail and bus transit corridors and stations.</p>	
<p><b>Policy 7.2.5:</b> Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</p>	
<p><b>Goal 7D:</b> A City able to attract and maintain new land uses and businesses.</p>	<p><b>Consistent.</b> The Project would rehabilitate the Times, Mirror, and Plant Buildings to attract new businesses, while including a ground-floor restaurant (18,817 square feet) and 50,000-square-foot grocery store in the rehabilitated buildings. The grocery store would represent a new land use in the area that would serve the shopping needs of Downtown residents. In addition, the grocery store would help address changing shopping needs in the area, including providing shopping options for future Project residents and other Downtown residents and workers.</p>
<p><b>Objective 7.6:</b> Maintain a viable retail base in the City to address changing resident and business shopping needs.</p>	
<p><b>Policy 7.6.3</b> Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.</p>	
<p><b>Goal 7G:</b> A range of housing opportunities in the City.</p>	<p><b>Consistent.</b> The Project would locate 1,127 residential units, including 90 studio units, 546 one-bedroom units, 484 two-bedroom or one-bedroom-with-den units, 4 three-bedroom units, and 3 penthouse units within an area well-served by transit and by a range of services. The residential units would vary in size to meet the needs of a range of household</p>
<p><b>Objective 7.9:</b> Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate further population growth and to enable a reasonable</p>	

Recommendation	Analysis of Project Consistency
<p>portion of the City's work force to both live and work in the City.</p> <p><b>Policy 7.9.2:</b> Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.)</p>	<p>types. The Project Site has access to employment opportunities, services, and restaurants/retail uses within walking distance of the Project Site, as well as proximity to transit for access to the City at large. The location of high-density residential uses within a high-jobs area would support the objective in which further population growth would be accommodated, and in which a reasonable portion of the population can live and work in the City. The Project would be consistent with Policy 7.9.2 in that it would concentrate high-density development within a Transit Priority Area adjacent to Metro's 2nd/Broadway Station, Rapid Bus lines, and in proximity to and the Purple/Red Line Civic Center/Grand Park Station, which would optimize Metro's capital expenditures on these facilities.</p>

SOURCE: ESA, 2018.

#### (b) *Mobility Plan 2035*

The Project is compared to applicable policies of the Mobility Plan 2035 in **Table IV.H-3, *Comparison of the Project to Applicable Policies of the Mobility Plan 2035***. Policies of the Mobility Plan 2035 are intended to meet the requirements of the Complete Streets Act, which requires local jurisdictions to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the urban context. As shown in Table IV.H-3, the Project would be consistent with policies to provide for pedestrians through wider sidewalks, consistency with ADA requirements, mid-block access through the Paseo, limited driveways, pedestrian lighting, street scape and landscaping, and a more active, transparent street front. In addition, as required under the Mobility Plan 2035, the Project would reduce per capita VTM by locating high density housing in proximity to multiple transit options and within walking distance of high jobs concentrations (Civic Center and Financial District), entertainment (Los Angeles Music Center and Grand Park), shopping, restaurants, goods and services. The Project would also support reduced emissions through the provision of 20 percent of required parking as vehicle charging stations. Because the Project would be substantially consistent with the objectives of the Mobility Plan 2035, impacts with respect to this plan would be less than significant.

**TABLE IV.H-3**  
**COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE MOBILITY PLAN 2035**

Policy	Project Consistency Analysis
1.1 Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	<p><b>Consistent.</b> Mobility Element Chapter 1, Objective 1 is to achieve Vision Zero to reduce roadway fatalities to zero by 2035. In the Project area, S. Spring Street, S. Broadway, W. 1st Street and W. 2nd Street are designated among the City's High Injury Network (HIN) streets.<sup>28</sup> The first policy of Chapter 1 of the Mobility Element is to ensure the City streets will be safe for all by planning for the most vulnerable users. Under the Mobility Plan, roadways should operate in a manner that considers the presence of people who walk and bike, children, the elderly, and the mobility-impaired. The Mobility Element's multi-modal street program is intended to implement this objective and policy. Consistent with this policy, the Project would provide only two entrance/exits to the proposed subterranean and podium parking structure serving the Project Site. These include one driveway on Broadway and one on W. 2nd Street. No driveways would be provided along W. 1st Street or S. Spring Street, each of which serve as Metro Rapid Bus routes as well as local bus routes. In addition, S. Spring Street contains a dedicated southbound bike lane. By not allowing driveways along these street frontages, the Project would reduce conflicts between automobiles accessing or leaving the Project Site and buses, commuters, cyclists, and pedestrians. The Project would also widen sidewalks along W. 1st Street to 36 feet from the existing 19 feet; along S. Broadway to 15 feet, 2 inches from the existing 10 feet, 2 inches; and along W. 2nd Street to various widths ranging from 11 feet and 21 feet from the existing 7 feet. These wider sidewalks would improve pedestrian comfort and safety. In addition, the Project's Paseo would provide for off-street public access through the center of the block between W. 1st Street and Metro's Regional Connector 2nd Street/ Broadway Station. The Paseo would facilitate north-south pedestrian access, in addition to S. Spring Street, as well as provide interior access to the Project's grocery store, which would also be accessed from S. Spring Street. The Paseo, curbs, and sidewalks would be ADA accessible. The predominant street light pattern would be continued and supplemented as required by the Bureau of Street Lighting. The Project's wider sidewalks, limited curb cuts and Paseo would support the Mobility Plan's objective to prioritize safety of the most vulnerable roadway users.</p>
1.6 Design detour facilities to provide safe passage for all modes of travel during time of construction.	<p><b>Consistent.</b> The Project's PDF-TRAF-1 would require the preparation of a detailed Construction Management Plan, which would include any sidewalk or parking lane closure information and detour plan. The Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding</p>

<sup>28</sup> City of Los Angeles, Vision Zero, High Injury Network. Map, [http://geohub.lacity.org/datasets/4ba1b8fa8d8946348b29261045298a88\\_0](http://geohub.lacity.org/datasets/4ba1b8fa8d8946348b29261045298a88_0). Accessed December 2018.

Policy	Project Consistency Analysis
	<p>construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project will be held as a part of the Construction Management Plan. With closure of parking lane and/or sidewalks, a worksite traffic control plan(s), subject to approval by the City of Los Angeles, would be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures. Safety precautions for pedestrians and bicyclists would be provided through such measures as alternative routing and protection barriers, as required. The Construction Management Plan requires coordination with affected transit providers to temporarily relocate bus stops as necessary and also requires participation in regular coordination meetings with local stakeholders, including Metro and LADOT regarding construction activities in the area, including such issues as temporary lane closures and potential concurrent construction activities associated with the Metro's 2nd and Broadway Station.</p>
<p>2.3 Recognize walking as a component of every trip, to ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p><b>Consistent.</b> The Project would provide wider sidewalks, denser canopy street trees along all street frontages, as well as a mid-block, landscaped Paseo and well-lit restaurant street fronts along W. 1st Street and Broadway. These features would enhance pedestrian access and experience between the Regional Connector 2nd Street/Broadway Station and Metro's Civic Center/Grand Park Station (Red Line and Purple Line).</p>
<p>3.1 Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicle modes – including goods movement - as integral components of the City's transportation system.</p>	<p><b>Consistent.</b> The Project is located in a Transit Priority Area served by surrounding Metro subway lines, Rapid Bus, and local bus lines as well as the adjacent, dedicated Spring Street bike lane. The Project would provide bicycle parking and adjacent access to the bike lane, as well as pedestrian access to surrounding transit lines, thus supporting all modes of travel.</p>
<p>3.2 Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p><b>Consistent.</b> The Project's curbs and sidewalks, Paseo, building entrances, businesses, restaurants, elevators, open space terraces and recreational facilities would be designed to comply with the American with Disabilities Act and any additional City requirements.</p>
<p>3.3 Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p><b>Consistent.</b> The Project would provide high-density residential uses and rehabilitated office floor area within a dense urban center that is within walking distance of transit and a high number and array of employment opportunities (e.g., the Civic Center and Financial District), entertainment (e.g., the Los Angeles Music Center), shops (e.g., Little Tokyo), restaurants, public parks, goods and other neighborhood services.</p>

Policy	Project Consistency Analysis
3.7 Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	<b>Consistent.</b> The Project is located within a regional center with immediate access to Metro's Purple and Red Line subways and Union Station. These facilities would provide transit access to major centers, such as the Los Angeles Sports and Entertainment District, Hollywood, the Wilshire District, Universal Studios, Santa Monica, LAX, Long Beach and other regional destinations.
3.8 Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	<b>Consistent.</b> The Project would provide approximately 1,240 bicycle parking spaces for on-site residents, as well as bicycle parking for commercial uses per the LAMC. Bicycle parking would be secure within the Podium or subterranean parking structure.
4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	<b>Consistent.</b> Under MM-TRAF-1, the Project Applicant would implement a comprehensive TDM Program to promote non-auto travel and reduce single-occupant vehicle trips by a minimum of ten percent. A draft of the TDM Program would be prepared by a registered traffic engineer and submitted to LADOT for review prior to the issuance of the first building permit for the Project. The TDM Program must be approved by LADOT prior to the issuance of the first Certificate of Occupancy.
4.13 Balance on-street and off-street parking supply with other transportation and other land use objectives.	<b>Consistent.</b> The Project would meet all of its LAMC parking requirements (1,744 vehicle spaces) in the 9-level subterranean parking structure and 5-level parking podium. Some metered on-street parking with AM and PM peak hour restrictions is currently provided on both sides of W. 1st Street adjacent to the Project Site. Although on-street parking adjacent to the Project Site would be temporarily removed during construction, the Project would not permanently impact existing on-street parking or count these spaces toward its LAMC parking requirements.
5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.	<b>Consistent.</b> The Project locates high density residential uses, restaurants, and upgraded and better utilized office floor area within a TPA. The proximity of the Project Site to transit and bicycle routes, as well as great employment opportunity (Civic Center and Financial District), entertainment (Los Angeles Music Center, Grand Park), shopping, goods and services within walking distance would encourage pedestrian activity and use of transit and would support the reduction of VMT per capita.
5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	<b>Consistent.</b> The Project would encourage carpooling and the use of electric vehicles by Project residents and visitors. A minimum of eight percent on on-site parking for would be set aside for carpool and/or alternative-fueled vehicles. The Project would also provide pre-wiring or installation of conduit and panel capacity for electric vehicle charging stations up to a maximum of 20 percent of onsite parking spaces (approximately 348 spaces).
5.5 Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-way.	<b>Consistent.</b> During operation, the Project would comply with the City's LID Manual requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. The Project would include the installation of roof/surface drains and cisterns and/or biofiltration/bioretenion system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. Therefore, with

Policy	Project Consistency Analysis
	implementation of the structural BMPs proposed as part of the Project, and of the non-structural BMPs required as part of the SUSMP and under City LID requirements, the Project would reduce uncaptured stormwater runoff in the public right of way.
SOURCE: ESA. 2018.	

(c) *Conservation Element*

The Project is compared to applicable policies of the General Plan Conservation Element in **Table IV.H-4, Comparison of the Project to Applicable Policies of the Conservation Element**, below. As shown in Table IV.H-4, the Project would be consistent with the Conservation Element's archaeological and paleontological resources and erosion control objectives and policies. However, the Project would be only partially consistent with Historical Resources policies (Conservation Element, Section 5). The Times, Plant, and Mirror Buildings are individually eligible for the National Register, California Register, and HCM. The Executive Building is also individually eligible for listing as a historic resource. The Project would require the demolition of the Executive Building and the parking structure, which together with the Times, Plant, and Mirror Buildings contribute to the Times Mirror Square Historic District. The Project would rehabilitate the Times, Mirror, and Plant Buildings in accordance the Secretary of Interior's Standards for Rehabilitation, and, under MM-CUL-2 and MM-CUL-4, protect these buildings from damage during construction of the Project's mixed-use component. However, the demolition of the Executive Building and parking structure would significantly impact the contribution of the Executive Building and Parking Structure to the Times Mirror Square Historic District. The entire block of Times Mirror Square was nominated as a Historic-Cultural Monument by interested parties. OHR's staff report to the Cultural Heritage Commission concluded that the Times, Plant, and Mirror Buildings were architecturally significant, but concluded that the Executive Building and the parking structure designed by William Pereira were not architecturally significant. On September 20, 2018, the Cultural Heritage Commission recommended the designation of the entire block and found that the Executive Building and parking structure were significant for the association with Pereira. After a full hearing on November 27, 2018 on the nomination, the City Council's Planning and Land Use Management Committee recommended that the designation exclude the Executive Building and parking structure. On December 5, 2018, the City Council concurred with this recommendation. As a result, only the Times, Plant, and Mirror Buildings are now designated as a Historic-Cultural Monument. Nonetheless, the entire Times Mirror Square is already considered a historic resource in this Draft EIR. As a matter of conservative analysis, notwithstanding the City Council's action, the Executive Building and parking structure are considered to be historic resources for purposes of this Draft EIR.

As such, the Project would be only partially consistent with Section 5 with respect to protecting historic resources. However, because the Project would be substantially consistent with applicable policies of the Conservation Element, and would preserve the three individually-listed buildings, impacts with respect to consistency with the Conservation Element would be less than significant.

**TABLE IV.H-4  
COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE  
CONSERVATION ELEMENT**

<b>Policy</b>	<b>Project Consistency Analysis</b>
<b>Section 3. Archaeological and Paleontological Resources:</b>	
Objective: Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.	<b>Consistent.</b> The Project would implement mitigation measures (MM-CUL-5 through MM-CUL-11) that require the retention of a qualified archaeologist and paleontologist, construction worker sensitivity training, closure of construction activities if resources are observed, and future action, including recovery or retention in place. These measure would ensure the protection of archaeological and paleontological resources.
Policy: Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification.	<b>Consistent:</b> Construction activities, including demolition would be observed by a qualified archaeologist and qualified paleontologist and necessary actions would be taken to protect any discovered archaeological and paleontological resources.
<b>Section 5. Cultural and Historical Resources:</b>	
Objective: Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.	<b>Partially Consistent.</b> The Times, Mirror and Plant Buildings would be rehabilitated in accordance with Secretary of Interior's Standards for Rehabilitation (MM-CUL-2 and MM-CUL-4), which would upgrade the historical character of these buildings and protect them from damage from adjacent construction activities. However, demolition of the Executive Building and parking structure would materially impair these structures that contribute to the Times Mirror Square historic district. MM-CUL-1 and MM-CUL-3 would reduce the historical resources impact, but not to a less-than-significant level. Because the Project would result in a significant historical resources impact related to the demolition of the Executive Building and Parking Structure while rehabilitating the other buildings, it would only be partially consistent with this objective.



Policy: Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.

**Partially Consistent.** The Project would rehabilitate the Times, Mirror, and Plant Buildings and, as such, contribute to their historic integrity and continued use. However, the Project would require the demolition of the Executive Building and parking structure. The Executive Building is individually eligible as an historic resource and both the Executive Building and the parking structure contribute to the Times Mirror Square Historic District. Therefore, the Project would not protect these structures that have historic importance.

## Section 8. Erosion

Objective: Protect the coastline and watershed from erosion and inappropriate sedimentation that may or has resulted from human actions.

**Consistent.** The Project would implement a site-specific SWPPP during construction that adheres to the California Stormwater Quality Association BMP Handbook. In addition, the Project would include the installation of biofiltration/bioretention system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event during Project operation. Implementation of these measures would reduce surface runoff and movement of sediments during the Project's construction and operation phase and, thus, prevent inappropriate sedimentation.

Policy 2: continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.

**Consistent.** The implementation of a SWPPP during construction would reduce erosion associated with construction activities. In addition, implementation of biofiltration/bioretention during operation would reduce surface runoff. As such, these measures would prevent erosion at the Project Site and within the Los Angeles River watershed and drainage area.

SOURCE: ESA, 2018.

### (d) *Housing Element*

As presented in **Table IV.H-5**, Comparison of the Project to the Applicable Goals, Objectives, and Policies of the Housing Element, the Project would include 1,127 residential units and, thus, contribute to addressing the City's need for new housing. However, the Project would not include affordable units or meet the City's need for housing for all income levels. The Project would, however, provide various unit sizes to meet the needs of a range household types, and would promote safe, livable, and sustainable neighborhoods by providing publicly accessible open space, increase pedestrian activity during evenings and weekends, and would comply with the Los Angeles Green Building Code and 2016 CALGreen Code, while promoting the use of alternative modes of transportation. The Project,

therefore, would be substantially consistent with the whole of applicable goals, objectives, and policies of the Housing Element.

**TABLE IV.H-5  
COMPARISON OF THE PROJECT TO THE APPLICABLE GOALS, OBJECTIVES, AND  
POLICIES OF THE HOUSING ELEMENT**

Applicable Policy/Goal	Project Consistency Analysis
<p><b>Goal 1:</b> An adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.</p>	<p><b>Partially Consistent.</b> The Housing Element identifies a need for 82,002 new housing units Citywide. The Project would support the City's goal in increasing overall housing stock by developing 1,127 new housing units that would serve Downtown's growing population. Although the Project's proposed residential units would contribute to fulfillment of this housing need, it is not anticipated that the Project would include affordable units or meet the City's need for housing for all income levels. However, the Project would include 90 studio units, 546 one-bedroom units, 484 two-bedroom or one-bedroom-with-den units, 4 three-bedroom units, and 3 penthouse units. The residential units would vary in size to meet the needs of a range of household types.</p>
<p><b>Objective 1.1:</b> Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.</p> <p><b>Policy 1.1.4:</b> Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.</p>	<p><b>Consistent.</b> The Project would provide 1,127 new residential units that would contribute to the City's overall housing supply and help to meet the City's current and projected housing needs. The Project is also located within the Downtown Center and Community Plan-designated regional center, and would be consistent with policies to expand residential development within these designated areas.</p>
<p><b>Objective 1.2:</b> Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.</p>	<p><b>Consistent.</b> The Project would facilitate new construction of multi-family units that would contribute to a range of housing types and would help address the demand for housing in the Central City area. It would also provide a grocery store to further serve the area's growing residential population and address the needs of Downtown households. In addition, the Project Site contains no existing residential uses and, as such, would not cause the removal of residential uses of any housing type.</p>
<p><b>Objective 1.3:</b> Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.</p>	<p><b>Consistent.</b> The Project Site, which is located within the General Plan Framework Element's designated Downtown Center and Community Plan-designated regional center, as well as a transit priority area (per ZIMAS), would</p>

Applicable Policy/Goal	Project Consistency Analysis
<p><b>Policy 1.3.5:</b> Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.</p>	<p>contribute to the concentration of mixed-use development in an area well served by transit. The use of the commercially-zoned Project Site for high-density mixed-use would support the policy for sufficient land use and density to accommodate adequate supply of housing.</p>
<p><b>Goal 2:</b> Safe, Livable, and Sustainable Neighborhoods</p> <p>Objective 2.1: Promote safety and health within neighborhoods.</p> <p><b>Policy 2.1.2:</b> Establish development standards and other measures that promote and implement positive health outcomes.</p>	<p><b>Consistent.</b> The Project would provide high-density residential uses within walking distance to transit, employment opportunities, parks, restaurants, and the City's arts centers, including the Los Angeles Music Center, the Broadway Theater and Entertainment District, and other cultural centers. The new residential uses, Paseo, and street-front commercial uses would activate the neighborhood during evenings and weekends and, thus, improve safety. In addition, the location of housing near parks and other destinations would promote the health of the neighborhood.</p> <p>The Project's private open space, including the 28,777-square-foot garden plaza, 56,349 square feet of private balconies, and the 25,618-square-foot gym/fitness area would provide health benefits to the Project's residents. In addition, the Project's public open space, including the 15,708-square-foot, open-to-the-sky Paseo with landscaping and 25 new trees; broader public sidewalks, and 19 new street trees (in addition to retention of 29 existing street trees) would encourage walking and promote positive health outcomes for the public.</p>
<p><b>Objective 2.2:</b> Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</p> <p><b>Policy 2.2.1:</b> Provide incentives to encourage integration of housing with other compatible land uses.</p> <p><b>Policy 2.2.2:</b> Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element.</p>	<p><b>Consistent.</b> The Project would provide mixed-use, high-density housing in proximity to jobs, amenities (such as Grand Park), services and transit. The Project's 1,127 residential units would be integrated into the overall Project, which also includes the retention and rehabilitation of the Times, Mirror, and Plant Buildings, a 50,000-square-foot grocery store, restaurants, and an open space Paseo. The Project's residential units would be located within a Transit Priority Area and near Metro's Los Angeles Civic Center/Grand Park Station, which serves the Red Line and Purple Line subways and via Union Station provide regional access. The Project would also be located adjacent to Metro's 2nd Street and Broadway Station (under construction) as well as two of Metro's Rapid Bus and other bus lines. The Project Site is located within the Downtown</p>

Applicable Policy/Goal	Project Consistency Analysis
<p><b>Objective 2.3:</b> Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.</p>	<p>Regional Center, as designated by the General Plan Framework Element.</p> <p><b>Consistent.</b> The Project would be designed and operated to incorporate sustainability features that would reduce demand on water and energy resources. The Project would comply with applicable requirements of the Los Angeles Green Building Code and the 2016 CALGreen Code (Title 24). The building would achieve the equivalent of USGBC's LEED Silver Certification level for new buildings. Sustainability features would include the use of glass/window areas for ventilation and daylight accessibility, use of recyclable materials for flooring, green walls in some areas, low albedo (high reflectivity) color paving to reduce heat island effect, and landscaping of courtyards and roof decks, which would reduce HVAC demand. To further reduce energy and water demand, the Project would incorporate high efficiency fixtures and appliances; water conservation features; and a dedicated on-site recycling area, which would reduce energy used in the production/mining of plastics and metals, as well as reducing demand for solid waste disposal space.</p>
<p><b>Objective 2.4:</b> Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.</p> <p><b>Policy 2.4.1:</b> Promote preservation of neighborhood character in balance with facilitating new development.</p> <p><b>Policy 2.4.2:</b> Develop and implement design standards that promote quality residential development.</p> <p><b>Policy 2.4.3:</b> Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces.</p>	<p><b>Consistent.</b> The Project would promote the livability of the Central City neighborhood with quality design consistent with the high-rise character of Downtown. It would rehabilitate the historic Times, Mirror, and Plant Buildings AND, thus, preserve the historic components of the neighborhood's character. The Project would promote sustainable design standards in the Paseo's 15,708 square feet of public open space, which would include 25 trees, landscaping, and benches for sitting. The Project Site's public sidewalks would be widened and the Project would add 19 new street trees as well as retaining the 29 existing street trees. The Project Site is also near Grand Park and the under-construction Civic Center Park that would provide on-site residents additional open space opportunities.</p>
SOURCE: ESA, 2017.	

(e) *Health and Wellness Element (Plan for a Healthy Los Angeles)*

The Plan for a Healthy Los Angeles, the Health and Wellness Element of the City's General Plan, provides high-level policy vision, along with measurable objectives and implementation programs to elevate health as a priority for the City's future growth and development. The Project would be consistent with the objectives of the Health and Wellness Element in that it would create local employment, expand housing opportunities to a range of users, and would not displace existing housing or populations. The new development associated with the Project would ensure healthy building design and construction through consistency with LEED Silver Certification standards for new buildings and compliance with the 2016 CALGreen Code, Los Angeles Green Building Code, and Los Angeles Building Code. Design features that would contribute to energy efficiencies include the use of glass/window areas for ventilation and daylight accessibility, use of recyclable materials for flooring and movable partitions in limited amounts, green walls in some areas, low albedo (high reflectivity) color paving to reduce heat island effect, conduit for solar panels installed on roof deck areas pursuant to code requirements, and landscaping of courtyards and roof decks. Other building features would include such items as installation of energy-efficient lighting, heating, ventilation, and HVAC systems that utilize ozone-friendly refrigerants; use of materials and finishes that emit low quantities of VOCs; use of high efficiency fixtures and appliances; water conservation features; and dedicated on-site recycling area. The Project's proximity to rail stations and bus lines and shuttles would encourage the use of alternative modes of transportation and, thus, support community health. The Project would also incorporate a landscaped, open-to-the-sky Paseo that runs through the block between W. 2nd Street and W. 1st Street. This component would meet objectives of the Health and Wellness Element to promote healthy living and working conditions with pedestrian-oriented circulation and attractive open areas. With implementation of LEED Silver Certificate standards, the State Green Building Code, the Los Angeles Green Building Code and outdoor features, such as the Paseo, the Project would be consistent with the whole of applicable objectives of the Health and Wellness Element.

(f) *Central City Community Plan*

**Table IV.H-6, *Comparison of the Project to Applicable Policies of the Central City Community Plan***, evaluates the consistency of the Project with applicable objectives of the Central City Community Plan. As discussed in Table IV.H-6, the Project would rehabilitate and continue the use of the designated historic Times, Plant, and Mirror Buildings to provide approximately 307,288 square feet of upgraded office floor area (including 93,432 square feet of new office space), as well as a 50,000-square-foot grocery store and 18,817-square-foot restaurant in the historic Plant Building. New floor area is based on the restoration of office space that has been unoccupied for more than a decade. The rehabilitation is

anticipated to increase utilization from the existing 60 percent occupancy to full occupancy.

The Project would also provide 1,127 residential units, 34,572 square feet of restaurant uses, and 15,708-square-foot, block-long Paseo; as well as providing wider sidewalks, landscape, street trees, street furniture, lighting and signage in the Downtown, in proximity to transit. The proposed use and the amenities would be consistent with the residential; commercial; open space; art, culture and architectural history; and transportation objectives of the Central City Community Plan. In addition, the Project would be consistent with the Central City Community Plan's designated commercial land use for the Site. As the Project Site is located within the designated Downtown TFAR area, the Project would be consistent with Community Plan Map Footnote 3, which denotes a maximum FAR of 6.0:1 except with TFAR up to 13:1 for the Site's existing "4D" zoning designation, which would allow the Project's proposed 9.42 FAR and would be consistent with the Central City Community Plan. Therefore, the Project would be substantially consistent with the whole of applicable policies of the Central City Community Plan.

**TABLE IV.H-6**  
**COMPARISON OF THE PROJECT TO APPLICABLE POLICIES OF THE CENTRAL CITY**  
**COMMUNITY PLAN**

Plan Objectives	Analysis of Project Consistency
<b>Residential</b>	
<b>Objective 1-2.</b> To increase the range of housing choices to Downtown employees and residents.	<b>Consistent.</b> The Project would provide 1,127 residential units, including 90 studio units, 546 one-bedroom units, 484 two-bedroom or one-bedroom-with-den units, 4 three-bedroom units, and 3 penthouse units, which would increase the range of housing choices to Downtown residents and employees.
<b>Objective 1-3.</b> To foster residential development which can accommodate a full range of incomes.	<b>Partially Consistent.</b> The Project would include studio units, one-bedroom units, two-bedroom or one-bedroom-with-den units, and three-bedroom units. The residential units would vary in size and basic rental or purchase price to meet the needs of diverse income levels. However, the Project would not include covenanted affordable housing units.
<b>Objective 1-4.</b> To facilitate the conversion of historic buildings in the Historic Core to housing, office, art, and cultural uses in order to attract new residents.	<b>Consistent.</b> The Project would rehabilitate the historic Times, Plant, and Mirror Buildings. The original east and west elevations of the Times Building would be restored to their original configuration. Original massing and the stepped-down form from the clock tower would be reinstated. Original lobbies of the Mirror and Times Buildings would be restored, while the

Plan Objectives	Analysis of Project Consistency
	<p>ground level of the Plant Building would be redeveloped as a 50,000-square-foot grocery store. New office uses would be provided in the upper stories of the Plant Building and the rooftop converted to a landscaped terrace for employees. Original loading docks along Spring Street would be reopened to accommodate the grocery store. A 15,708-square-foot, open-to-the-sky Paseo with landscaping, trees (25) and special pavement would bisect the block and provide direct access to the grocery store and restaurants. The three rehabilitated historical buildings and Paseo amenity would contribute to the City's Historic Core and to the vitality of the City in a manner that would attract new residents to the area.</p>
<b>Commercial</b>	
<p><b>Objective 2-1:</b> To improve Central City's competitiveness as a location for offices, businesses, retail, and industry.</p>	<p><b>Consistent.</b> The Project would rehabilitate and continue the use of the designated historic Times, Plant, and Mirror Buildings. Under the Project, the rehabilitated Times, Mirror, and Plant buildings would contain approximately 307,288 square feet of commercial office uses, an approximately 50,000-square-foot grocery store, and a 18,817-square-foot restaurant. Of the total office space, 93,432 square feet would be new (office space that hasn't been used in more than a decade). A 15,708-square-foot, open-to-the-sky Paseo with landscaping, trees, seating, and special pavement would bisect the block and provide direct access to approximately 34,572 square feet of restaurant uses in the mixed-use Podium. The range and diversity of commercial uses would support Central City's competitiveness as a location for offices, businesses, retail, and industry.</p>
<p><b>Objective 2-2:</b> To retain the existing retail base in Central City.</p>	<p><b>Consistent.</b> The Project would incorporate a 50,000-square-foot grocery store as a re-use of the Plant Building. The grocery store would contribute to the Central City's retail base and would build on the Downtown's existing labor force and businesses. In addition, the grocery store would help to accommodate the Project's and Downtown's residential population.</p>
<p><b>Policy 2-2.1:</b> Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.</p>	
<p><b>Objective 2-3:</b> To promote land uses in Central City that will address the needs of all the visitors to Downtown for businesses, conventions, trade shows, and tourism.</p>	<p><b>Consistent.</b> The Project would rehabilitate the historic Times, Plant, and Mirror Buildings, restoring the Times Building's original P.W.A Moderne style. The building's Globe Lobby features 10-foot-high murals painted in 1934 by</p>

Plan Objectives	Analysis of Project Consistency
<p><b>Objective 2-4:</b> To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.</p>	<p>Hugo Ballin, who also painted the Griffith Observatory rotunda. The Times Building is also noted for the prominent clocks on its north- and south-facing towers. The rehabilitation of the Times, Mirror, and Plant Buildings would contribute to visitor interest in the Central City. The Project's Paseo and street- and Paseo-front grocery store and restaurants, and high-rise architecture would also generate visitor interest and the grocery store and restaurants would accommodate visitor needs.</p> <p><b>Consistent.</b> The Project would rehabilitate and activate the historic Times, Mirror, and Plant Buildings to provide approximately 307,288 square feet of rehabilitated office floor area, a 50,000-square-foot grocery store and 18,817-square-foot restaurant. In addition, the Project would provide 1,127 residential units and up to 34,572 square feet of new restaurants in the mixed-use component. The mix of residential and commercial uses would contribute to a 24-hour environment for downtown residents. The rehabilitated historic Times, Mirror, and Plant Buildings would also foster tourism for those interested in the City's historical and architecturally notable structures.</p>
Open Space and Recreation	
<p><b>Objective 4-1:</b> To encourage the expansion and additions of open spaces as opportunities arise.</p>	<p><b>Consistent.</b> The Project would provide a 15,708-square-foot Paseo available to the public. The open-to-the-sky Paseo would bisect the block between W. 1st Street and W. 2nd Street and would provide a visual connection through the block to Grand Park and the under-construction City park directly to the north. The Project would also provide a private, common-use residential terrace on the roof of the podium, balconies, and recreational amenities for on-site residents. In addition, 18,400 square feet of the rooftop of the Plant Building would be converted to a garden patio for on-site offices workers.</p>
<p><b>Objective 4-4:</b> To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs. <b>(Policy 4-4.1:</b> Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation</p>	<p><b>Consistent.</b> The Project would provide public open space including an open, block-long Paseo lined with retail uses and pedestrian amenities, such as seating and landscaping. The Paseo would contribute to the pedestrian environment of the Downtown area and the quality of life for the area's residents, visitors, and workers (see also Objective 4-1 response).</p>



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**Plan Objectives**

and circulation systems and in the quality of life for its residents, workers, and visitors.)

**Analysis of Project Consistency**

In addition, as shown in Figure II-20, Ground Level Overall Landscape Plan, in Chapter II of this EIR, the 29 existing Sycamore trees along W. 1st Street, S. Broadway, and S. Spring Street would remain in place. In addition, the Project would add four new Sycamore trees and seven After Dark Peppermint trees on 1st Street. In addition, the Project would add six California Sycamores along S. Broadway to fill in the existing trees on S. Broadway and create a continuous line of California Sycamores along the street edge. The Project would also add three additional California Sycamores along S. Spring Street and four California Sycamores along W. 2nd Street. The Project would plant two trees, Sweet Shade (*Hymenosporum flavum*), at the corner of S. Broadway and W. 2nd Street. The Sweet Shade tree is generally smaller than the California Sycamore but produces clusters of fragrant yellow flowers. Groups of Sweet Shade trees, a total of approximately twenty-five in all, would be planted along the pedestrian Paseo, which bisects the Project Site passing from W. 1st Street to W. 2nd Street.

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**Police Protection**

**Objective 5-1:** To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.

**Policy 5-1.1:** Consult with the Police Department as part of the review of significant development projects and General Plan amendments affecting land use to determine the impact on law enforcement service demands.

**Consistent:** The Project would include design features to enhance safety around the Project Site, including private onsite security, a closed circuit television system, and a 24-hour/seven-day security program for the Paseo. These security features could reduce the level of potential criminal activity in the immediate vicinity. Although the Project would increase demand for police protection services, it would not exceed an adequate officer-per-resident ratio and would not require the construction of new, or expansion of existing, police facilities (see Section IV.K, of this EIR).

**Objective 5-2:** To inform developers, design professionals, and the public of the possible reduction of criminal opportunities when crime prevention principles are developed during the initial planning stages of a development.

**Policy 5-2.1:** Promote the safety and security of personal property through proper design and effective use of the built environment which can lead to a reduction in the incidence and fear of crime, reduction in calls for police service, and to an increase in the quality of life.

**Consistent.** Under PDF-POL-2, Project diagrams would be provided to the LAPD for review, prior to the issuance of a building permit. The diagram shall include access routes, gate access codes, and additional information, as required, to facilitate potential LAPD responses.

Plan Objectives	Analysis of Project Consistency
<b>Fire Protection</b>	
<p><b>Objective 6-1:</b> To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses of Central City.</p> <p><b>Policy 6.1.1:</b> Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.</p>	<p><b>Consistent.</b> Based on the distances of the Project Site from the area's LAFD stations, and equipment and staffing levels at respective stations, as well as incorporated fire safety features, fire facilities would be adequate to serve the Project (see Section IV.K, of this EIR). Development plans would be submitted to the LAFD Fire Development Services for fire access, fire safety features, and other Fire Code compliance features prior to the issuance of a building permit.</p>
<b>Arts, Culture, and Architectural History</b>	
<p><b>Objective 10-1:</b> To ensure that the arts, culture, and architecturally significant buildings remain central to the further development of downtown and that it remains clearly discernable and accessible to all citizens in and visitors to Los Angeles.</p> <p><b>Objective 10-2:</b> To maintain and reuse one of the largest and most distinguished sets of under used historic buildings in the United States.</p> <p><b>Policy 10-2.6:</b> Encourage the reuse of historic buildings as live/work offices, housing, retail, and educational facilities.</p>	<p><b>Partially Consistent.</b> The Project would rehabilitate the individually designated historic Times, Mirror, and Plant Buildings, so that these architecturally significant buildings would remain central to the further development of Downtown and that they remain clearly discernable and accessible to the City's citizens and visitors. Although the Times, Mirror, and Plant Buildings would be rehabilitated, the more modern Executive Building and Parking Structure would be demolished. The Executive Building is considered individually eligible as an historic resources and, with the Parking Structure, contribute to the Times Mirror Square Historic District. The Project would rehabilitate the Times, Mirror, and Plant Buildings in accordance the Secretary of Interior's Standards for Rehabilitation, and, under MM-CUL-2 and MM-CUL-4, protect these buildings from damage during construction of the Project's mixed-use component. However, the demolition of the Executive Building and parking structure would significantly impact the contribution of the Executive Building and Parking Structure to the Times Mirror Square Historic District. Consistent with Policy 10-2.6, the Times, Mirror, and Plant buildings (which are currently utilized to approximately 60 percent of their floor area capacity), would be adaptively reused. The Times and Mirror Buildings would be reused in accordance with their existing office uses, including 285,088 square feet of commercial office floor area. The Plant Building would provide a 50,000-square-foot grocery store and 18,817-square-foot, ground floor restaurant.</p>

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**Plan Objectives**
**Analysis of Project Consistency**


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**Transportation and Circulation**


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**Objective 11-4** To take advantage of the district's easy access to two mass transit rail lines, the freeway system, and major boulevards that connect Downtown to the region.

**Consistent.** The Project would be located in a Transit Priority Area served by Metro's Los Angeles Civic Center/Grand Park Station; Metro's 2nd Street and Broadway Station; the nearby Harbor, Hollywood, and Santa Monica Freeways; and major downtown boulevards, such as W. 1st Street and Broadway. The Los Angeles Civic Center Station serves the Purple Line and Red Line subways, which have access to Union Station and the region. The Project would take advantage of these existing transportation facilities, and their regional connectivity, by providing new residential units and commercial uses in close proximity to Downtown's existing major boulevards, highways, and rail lines.

**Objective 11-6:** To accommodate pedestrian open space and usage in Central City.

**Policy 11-16.** Preserve and enhance Central City's primary pedestrian-oriented streets and sidewalks and create a framework for the provision of additional pedestrian friendly streets and sidewalks which complement the unique qualities and character of the communities in Central City.

**Consistent.** The Project would provide an open-to-the-sky public Paseo bisecting the block between W. 1st Street and W. 2nd Street. The Paseo will be lined with retail uses and provide street scape amenities, such as planter boxes and seating. This open space, along with the Project's 50,000-square-foot grocery store, wider sidewalks, landscape, street trees, street furniture, lighting and signage and the introduction of residential uses that would increase and accommodate full-time pedestrian activity and use in the Central City. The improvements would upgrade and enhance the pedestrian-oriented streets adjoining the Project Site.

**Objective 11-7** To provide sufficient parking to satisfy short-term retail/business users and visitors but still find ways to encourage long-term office commuters to use alternate modes of access.

**Consistent.** Consistent with LAMC requirements, the Project would provide a total of 531 parking spaces for commercial uses, vehicle parking spaces including 50 vehicle parking spaces for the grocery store, 35 vehicle parking spaces for retail uses in the new building and 41 spaces for restaurant uses. The Project would also provide 34 short-and long-term bicycle spaces for commercial uses. However, the Project Site would encourage alternative modes of access for on-site office commuters since it is located within a transit-rich area in an area served by the Los Angeles Civic Center/Grand Park Metro Station (approximately 750 feet to the northwest) and adjacent to Metro's 2nd and Broadway Rail Station (under construction). The Project Site is also located within a jobs-rich area in which

Plan Objectives	Analysis of Project Consistency
	workers would have pedestrian access to the Project's grocery/retail uses. The Project would also provide immediate access to office and retail uses by on-site residential occupants.
SOURCE: ESA, 2018.	

(g) *DTLA 2040*

DTLA 2040 is the ongoing update of the Central City and Central City North Community Plans. DTLA 2040 proposes to describe a collective vision for Downtown's future and would include policies, plans and programs that frame the City's long-term priorities. The Project Site is located within the DTLA 2040's designated "Transit Core."<sup>29</sup> The "Transit Core" is defined as dense centers of activity built around regional transit hubs that provide easy access for pedestrians, transit users, and cyclists to a variety of experiences and activities. These places provide a high-energy urban experience, with towers activated by ground-floor retail that engages and invites pedestrians.<sup>30</sup> As the Project would locate a mixed-use development, including 1,127 residential units, up to 34,572 square feet of restaurant uses in the mixed-use Podium, 285,088 square feet of rehabilitated office floor area in the Times, Mirror, Plant Buildings, and a new 50,000-square-foot grocery store and a 18,817-square-foot ground level restaurant in the Plant Building in proximity to Metro's Los Angeles Civic Center/Grand Park Station (serving the Red and Purple Lines), and Metro's under-construction 2nd Street and Broadway Station (serving Metro's Regional Connector Project), as well as in proximity to a local and regional bus system, it is reasonably anticipated that the Project would be generally consistent with DTLA 2040's "Transit Core" concept. However, as the current DTLA 2040 is an early concept draft and is subject to change, a finding of consistency with this non-adopted plan is not necessary and would be speculative.

(h) *Walkability Checklist*

The Project's consistency with applicable objectives and goals of the City's Walkability Checklist is evaluated in **Table IV.H-8, Comparison of the Project to the Objectives and Goals of the Walkability Checklist**, below. As discussed in Table IV.H-8, the Project would be substantially consistent with the sidewalk, cross-walk,

<sup>29</sup> DTLA 2040, Proposed General Plan Designations, <https://ladcp.maps.arcgis.com/apps/MapJournal/index.html?appid=2a05d2914ad94727a6f6c7ef2d3fc5ed>. Accessed December 2018.

<sup>30</sup> DTLA 2040, Plan Concept Scoping Materials, [http://www.dtl2040.org/uploads/7/2/2/6/722260371/draft\\_concepts\\_from\\_the\\_downtown\\_community\\_plans\\_eir\\_scoping\\_meeting\\_-\\_general\\_plan\\_designation\\_binder.pdf](http://www.dtl2040.org/uploads/7/2/2/6/722260371/draft_concepts_from_the_downtown_community_plans_eir_scoping_meeting_-_general_plan_designation_binder.pdf). Accessed December 2018.

parking, utilities, building orientation, landscaping, building façade, and signage and lighting policies of the Walkability Checklist.

**TABLE IV.H-8**  
**COMPARISON OF THE PROJECT TO THE OBJECTIVES OF THE WALKABILITY CHECKLIST**

Objective	Analysis of Project Consistency
<p><b>Chapter 1. Sidewalks:</b> Support ease of pedestrian movement and enrich the quality of the public realm by providing appropriate connections and street furnishings in the public right of way:</p> <ul style="list-style-type: none"> <li>– Delineate the pedestrian corridor;</li> <li>– Provide for pedestrian safety and comfort;</li> <li>– Encourage pedestrian travel;</li> <li>– Create active environments by supporting a variety of pedestrian activities;</li> <li>– Create, preserve, and enhance neighborhood identity and “placemaking”; and</li> <li>– Comply with governmental regulations for all improvements in the public right of way</li> </ul>	<p><b>Consistent.</b> The Project would support ease of pedestrian movement and encourage pedestrian travel through wider public sidewalks, landscaping, street trees, street furniture, lighting and signage, and an open-to-the-sky, block-long public paseo with benches, landscape planters, and trees. Pedestrian activity would be encouraged by street level retail uses and a grocery store directly accessible from the Paseo and adjacent streets. Pedestrian activity would also be encouraged by the proximity of these uses to transit, including Metro’s 2nd Street/Broadway (under construction) and Civic Center/Grand Park Metro Stations.</p>
<p><b>Chapter 2. Crosswalks/Street Crossings:</b> Pedestrian safety is the primary concern in designing and managing street crossings. Crossings that are safe, easy to use and well-marked support active, pedestrian-friendly environments and link both sides of the street physically and visually:</p> <ul style="list-style-type: none"> <li>– Appropriately locate street crossings in response to the anticipated traffic flow and convenience of the pedestrian;</li> <li>– Provide for pedestrian safety and comfort;</li> <li>– Increase the level of caution of pedestrians and motorists;</li> <li>– Create a link between the two sides of the street or mark a block’s mid-point or end-point; and</li> <li>– Ensure crosswalks are in compliance with Departments of</li> </ul>	<p><b>Consistent.</b> Three abutting intersections, including W. 1st Street at S. Spring Street, W. 2nd Street at S. Broadway and W. 2nd Street at S. Spring Street have crosswalk markings. These consist of 2-foot wide stripes painted perpendicular to the direction of vehicle traffic and are now the LADOT standard for all crosswalk markings. Safety studies have concluded that these markings significantly improve the visibility of crosswalks and are more effective in prompting drivers to consistently yield the right-of-way to pedestrians.<sup>31</sup> Pedestrian crossings at the signalized intersection of W. 1st Street at Broadway are painted, 20-foot-wide crossing lanes with special pavement to demark the crosswalk. Although not necessary under existing conditions, the Project may be required to implement Continental crosswalk markings or other crosswalk changes with any street or sidewalk improvements. The Project Site is also directly across W. 2nd Street from Metro’s 2nd and Broadway Station. The block (curb to curb) is approximately 400 feet in length so that no pedestrian needing to cross W. 2nd Street would have more than 200 feet to the nearest Continental crosswalk. As such, a mid-block</p>

<sup>31</sup> City of Los Angeles Department of Transportation, Great Street for Los Angeles, [http://ladot.lacity.org/sites/g/files/wph266/f/LACITYP\\_029076.pdf](http://ladot.lacity.org/sites/g/files/wph266/f/LACITYP_029076.pdf). Accessed December 2018.

Objective	Analysis of Project Consistency
<p>Transportation and Public Works regulations.</p>	<p>crosswalk between the Project Site and the south side of W. 2nd Street is not likely to be required. However, the Project would install any crosswalk changes deemed necessary by the LADOT.</p>
<p><b>Chapter 3. On Street Parking:</b> On-street parking is often desired in residential and commercial areas for its convenient access to street front entrances. Residents, shoppers, and businesses are amenable to limited slowing of traffic as a trade-off for the economic benefits of on-street parking:</p> <ul style="list-style-type: none"> <li>– Maximize on-street parking</li> <li>– Directly serve adjacent street front entrances with on-street parking.</li> <li>– Create a buffer between pedestrians and the roadway.</li> <li>– Comply with applicable governmental regulations for all parking in the public right of way.</li> </ul>	<p><b>Consistent.</b> Existing, metered, on-street parking is provided along W. 1st Street and S. Broadway, both of which are two-way streets. The Project would not require the removal of existing on-street parking and would retain the same driveway pattern, consisting of entrance and exit driveways for the residential and commercial uses on S. Broadway and W. 2nd Street, similar to existing conditions. However, the Project's retail businesses would be oriented to pedestrian traffic, and street conditions in the Downtown would not be amenable to the slowing of traffic. The Project's parking demand would be met by spaces located within the enclosed structure, and no additional on-street parking would be required.</p>
<p><b>Chapter 4. Utilities:</b> The disruption of views and visual pollution created by utility lines and equipment should be minimized:</p> <ul style="list-style-type: none"> <li>– Locate utilities in areas that preserve the character of the street and neighborhood;</li> <li>– Minimize the impact of utilities on the visual environment;</li> <li>– Minimize the impact of utilities on the pedestrian path of travel; and</li> <li>– Ensure the location of utilities in the public right of way complies with governmental and utility regulations.</li> </ul>	<p><b>Consistent.</b> All on-site utility lines and equipment would be located underground or screened from public view.</p>

Objective	Analysis of Project Consistency
<p><b>Chapter 5. Building Orientation:</b> Use the relationship between building and street to improve neighborhood character and the pedestrian environment:</p> <ul style="list-style-type: none"> <li>– Enliven the public realm by siting buildings, so they interact with the sidewalk and the street;</li> <li>– Contribute to a sense of human scale; and</li> <li>– Support ease of accessibility to buildings.</li> </ul>	<p><b>Consistent.</b> The Project's design is intended to create physical, social, and visual connections to the surrounding neighborhood through the incorporation of variations in building massing, articulation, and surface treatments. The podium would provide ground-level retail uses directly accessible from the sidewalk, and the open-to-the-sky Paseo would visually separate the historic Times, Plant, and Mirror Buildings from the new development, thus, reducing the Project's sense of mass as experienced from W. 1st Street. The new towers would be stepped back from the face of the podium to improve human scale. The lobby entrances, grocery store, and restaurants would be oriented toward, and directly accessible from the sidewalk and/or street-level Paseo. The immediate pedestrian access from the sidewalk or Paseo would create ease of access as recommended under this objective.</p>
<p><b>Chapter 6. Off-Street Parking and Driveways:</b> The safety of the pedestrian is primary in an environment that must accommodate pedestrians and vehicles:</p> <ul style="list-style-type: none"> <li>– Ensure that clear and convenient access for pedestrians is not minimized by vehicular needs;</li> <li>– Eliminate auto-pedestrian conflicts;</li> <li>– Increase awareness between pedestrians and motorists; and</li> <li>– Maintain the character of a pedestrian friendly street.</li> </ul>	<p><b>Consistent.</b> The Project would provide parking in the podium parking structure. The entrance and exit to the residential and retail parking, as well as parking for the office buildings, would be via driveways located on S. Broadway and W. 2nd Street (two driveways serving the four street frontages). The two driveway locations for the block would minimize pedestrian/vehicle conflicts and maintain a pedestrian-friendly street. Pedestrian entrances would be via the respective frontage sidewalks and would not require access through the driveways, thus further reducing pedestrian/vehicle conflict.</p>
<p><b>Chapter 7. On-Site Landscaping:</b> Contribute to the environment, add beauty, increase pedestrian comfort, add visual relief to the street, and extend the sense of the public right-of-way:</p> <ul style="list-style-type: none"> <li>– Add visual interest;</li> <li>– Differentiate the public pedestrian zone from the private zone;</li> <li>– Enhance pedestrian comfort; and</li> <li>– Create a neighborhood identity and contribute to "placemaking."</li> </ul>	<p><b>Consistent.</b> The Project would retain 29 existing California Sycamores, and would add an additional 4 California Sycamores along W. 1st Street to create a double row near the corner of W. 1st Street and S. Broadway. In addition, the Project would add six California Sycamores along S. Broadway to fill in the existing trees on S. Broadway and create a continuous line of California Sycamores along the street edge. The Project would also add three additional California Sycamores along S. Spring Street and four California Sycamores along W. 2nd Street. The Project include two Sweet Shade trees at the corner of S. Broadway and W. 2nd Street. Groups of Sweet Shade trees would be planted along the pedestrian Paseo. The on-site landscaping would add visual relief to the street and enhance pedestrian comfort.</p>

Objective	Analysis of Project Consistency
<p><b>Chapter 8. Building Façade:</b> Use the design of visible building facades to create/reinforce neighborhood identity and a richer pedestrian environment:</p> <ul style="list-style-type: none"> <li>– Incorporate features on the building facade that add visual interest to the environment;</li> <li>– Create compatibility between buildings, street, and neighborhood through architectural elements that add scale and character;</li> <li>– Provide views beyond the street wall to enhance the public's visual environment; and</li> <li>– Use building elements to enhance comfort and security of pedestrians.</li> </ul>	<p><b>Consistent.</b> The podium ground level interfacing the street front would be lined with retail and restaurant uses accessible from the sidewalk and the public Paseo. The Project's landscaping and street level retail façade would provide views beyond the street wall. The step back of the towers from the roof level of the podium, in addition to the varied heights and profiles of the towers would create scale and character to the Project. In addition, gardens provided on the roof level of the Podium and the Plant Building would be visible from the surrounding area and add visual interest. The Project would incorporate a 24-hour/seven-day security program to ensure the safety of its residents and visitors. Outdoor areas would be exposed to windows and allow for natural surveillance and interior and exterior spaces would be well lit with proper signage to direct the flow of people and enhance comfort and security for pedestrians.</p>
<p><b>Chapter 9: Building Signage and Lighting:</b> Strengthen the pedestrian experience, neighborhood identity and visual coherence with the use of building signage and lighting:</p> <ul style="list-style-type: none"> <li>– Create visual cues for pedestrians;</li> <li>– Complement the character of nearby buildings and the street;</li> <li>– Add human scale to the environment; and</li> <li>– Enhance pedestrian safety and comfort.</li> </ul>	<p><b>Consistent.</b> New signage would be used for identification of ground level retail and restaurant businesses, building identification, and way finding. No off-site advertising signage is proposed. Street level commercial and restaurant signage would be similar to other signage along the street frontages in the area and, with regard to Broadway, would be consistent with the Historic Broadway Supplemental Sign Use District. The proposed buildings would include accent lighting to complement the building architecture. All lighting would be designed and located to be compatible with the architecture and landscaping of the Project, and would be directed on-site and shielded as appropriate to avoid light spill over onto adjacent properties. Pedestrian areas, including the Paseo, would be well lit for security. Existing light standards along all four street frontages, which are consistent with fixtures used throughout the Civic Center, would be retained. Lighting and signage would be developed in compliance with applicable LAMC requirements.</p>

SOURCE: ESA, 2017.

(i) *Historic Broadway Supplemental Use Sign District*

The Supplemental Sign Use District allows signage programs that complement and protect the character-defining features of Broadway's historic buildings, encourage new infill investment on Broadway on vacant and underutilized sites, support strong pedestrian activity, reduce blight along the corridor, encourage economic development, and encourage the revitalization of the Broadway Theater and Entertainment District. As shown in **Table IV.H.9, Comparison of the Project to the Objectives of the Historic Broadway Supplemental Use Sign District**, the



Project would be substantially consistent with the objectives of the Supplemental Use Sign District in that it would restore and preserve the historic Times, Mirror, and Plant Buildings. The Project's new signage would be used for identification of ground level retail and restaurant businesses, building identification, and way finding. No off-site advertising signage is proposed. Street level commercial and restaurant signage would be similar to other signage along the street frontages in the area and, with regard to Broadway, would comply with applicable provisions of the Historic Broadway Supplemental Sign Use District. The Project Site does not contain other historical buildings that are part of the Supplemental Use Sign District. Further, the Project Site is separated from the Broadway Theater and Entertainment District by the under-construction 2nd Street/Broadway Metro station and a proposed 30-story mixed-use Project and, as such, would not impede the Sign District's objectives to restore Broadway's historic buildings or entertainment uses, which are located to the south of W. 3rd Street. The Project's residential uses, Paseo, and retail uses would support revitalizing the area with an active evening and weekend pedestrian environment. The introduction of new residents to the area and increased pedestrian activity could also generate greater local interest in the historical Theater District and, as such, may contribute to the potential activation or preservation of older theaters and historical buildings. Therefore, the Project would be substantially consistent with the whole of objectives of the Historic Broadway Supplemental Use District.

**TABLE IV.H-9**  
**COMPARISON OF THE PROJECT TO THE OBJECTIVES OF THE HISTORIC BROADWAY**  
**SUPPLEMENTAL USE SIGN DISTRICT**

Policy	Analysis of Project Consistency
A. Establish a sign district that supports and enhances historic preservation, economic development, and revitalization of the Broadway Theater and Entertainment District and directly adjacent blocks, and that reduces blight along the corridor.	<b>Consistent.</b> The Project would restore and preserve the historic Times, Mirror, and Plant Buildings. The Project Site does not contain historical theaters. The Project Site is separated from historical buildings in the Broadway Theater and Entertainment District, which are located to the south of W. 3rd Street. <sup>32</sup> Intervening development between the Project Site and Broadway's historic buildings include the under-construction 2nd and Broadway Metro station and a proposed 30-story mixed use Project to the south of W. 2nd Street. As such, the Project Site is not directly adjacent to historic buildings within the Theater and Entertainment District. Other adjacent uses to the Project Site are the newly constructed LAPD Headquarters and Federal Courthouse Buildings, located to the east and west, respectively. Neither the Project Site nor

<sup>32</sup> The Theater and Entertainment District extends to W. 2nd Street, immediately adjacent and south of the Project Site.

Policy	Analysis of Project Consistency
<p>B. Allow a variety of appropriate and economically viable signage that will contribute to the historic nature of the Broadway district in a way that:</p> <ol style="list-style-type: none"> <li>1. Complements and protects the character-defining features of the historic buildings;</li> <li>2. Incentivizes rehabilitation, activation and reactivation of buildings, and the revitalization and historic preservation of the Broadway Theater and Entertainment District and adjacent blocks;</li> <li>3. Encourages new infill investment on Broadway through new construction on vacant and underutilized locations;</li> <li>4. Supports and encourages pedestrian activity;</li> <li>5. Reflects the historic character of the District's signage and where appropriate, incorporates new types of signage and technology;</li> <li>6. Coordinates with the architectural elements of the buildings on which signage is located and enhances the overall characteristics of the District; and</li> <li>7. Incentivizes the completion of the improvements contemplated in the Broadway Streetscape Master Plan and the installation of façade lighting treatments in accordance with the Broadway Community Design Overlay District.</li> </ol>	<p>these uses exhibit blight conditions. The Project's residential uses, however, would revitalize the area with an active evening and weekend pedestrian environment, Paseo, retails, and other uses.</p> <p><b>B. 1. Consistent.</b> The Project would rehabilitate the Times, Mirror, and Plant Buildings and, thus, maintain the character-defining aspects of these historic buildings. The Project Site would be substantially separated from the nearest historic buildings within the adjacent Broadway Theater and Entertainment District by the under-construction Metro 2nd and Broadway Station and a proposed 30-story mixed use complex, to be located above the station.</p> <p><b>2. Consistent.</b> The Project would rehabilitate and activate the historic Times, Mirror, and Plant Buildings, including the provision of approximately 379,520 square feet of rehabilitated office floor area (including 94,432 square feet of new office space), and a 50,000-square-foot grocery store and 18,817-square-foot restaurant in the historic Plant Building. The Project would require demolition of an on-site modern office building and parking structure, which would be replaced by residential condominium towers and ground-level retail restaurant uses. These uses would provide new infill development adjacent to the Broadway Theater and Entertainment District.</p> <p><b>3. Not Applicable.</b> The Project Site is not vacant or underutilized.</p> <p><b>4. Consistent.</b> On-site uses, including retail and restaurant uses, the 15,708-square foot public Paseo, and grocery store would encourage pedestrian activity in the area. The Project would also support and encourage pedestrian activity through the introduction of on-site residents, who would generate daytime and nighttime activity during weekdays and weekends.</p> <p><b>5. Consistent.</b> The Project would maintain historic signage on the Times and Mirror Buildings. Signage associated with ground-level retail and restaurant uses along the Paseo and Broadway sidewalk would comply with the provisions of the Supplemental Use Sign District and would be in keeping with on-site uses and the historic character of the section of Broadway between W. 1st and W. 2nd Streets.</p>

Policy	Analysis of Project Consistency
C. Limit visual clutter and blight by regulating the type, size, location, design, and operation of signs.	<p><b>6. Consistent.</b> In addition to the preservation of historic building signs on the Times and Mirror Buildings, new signage would be used for identification of ground level restaurant and grocery store, building identification, and way finding. No off-site advertising signage is proposed. Street level commercial and restaurant signage would be similar to other signage along the street frontages in the area.</p> <p><b>7. Consistent.</b> The Project would provide improvements along Broadway, including denser street trees, wider sidewalks, street oriented retail and restaurant uses, use of façade lighting, and street lighting in accordance with the City's street lighting program for the area. However, the Broadway Streetscape Master Plan applies to the area to the south of W. 2nd Street and is not applicable to the Project Site.</p>
D. Minimize potential traffic hazards and protect public safety.	<p><b>Consistent.</b> New signage would be used for identification of ground level retail and restaurant businesses, building identification, and way finding. No off-site advertising signage is proposed. Street level commercial and restaurant signage would be similar to other signage along the street frontages in the area and, with regard to Broadway, would comply with applicable provisions of the Historic Broadway Supplemental Sign Use District.</p> <p><b>Consistent.</b> The Project would not increase access points to the Project Site compared to existing conditions. As under existing conditions, vehicle access would be via a single driveway on Broadway and a single driveway on W. 2nd Street. These single access points would reduce pedestrian/vehicle conflicts and protect public safety.</p>
E. Utilize off-site advertising rights to incentivize investment in the rehabilitation and reactivation of existing buildings and construction of new buildings on vacant and underutilized sites.	<p><b>Not Applicable.</b> No off-site advertising is proposed as part of the Project.</p>
F. Reinforce the authenticity of Broadway as one of California's oldest and most unique historic districts.	<p><b>Not Applicable.</b> The Project Site is not occupied by any historic theaters, nor is the site directly adjacent to historic theaters within the Broadway Theater and Entertainment District. However, the introduction of new residents to the area would activate the surrounding area during the evening hours and weekends and could generate greater local interest in the historical Theater District, which</p>

Policy	Analysis of Project Consistency
	may contribute to the potential activation and use of older theaters and support their authenticity.
SOURCE: ESA, 2018.	

(j) *City of Los Angeles Municipal Code*

LAMC Section 12.14.A (Permitted Uses in the C2 Zone) requires that permitted uses include any uses permitted in the “C2” Commercial Zone, as well as restaurants or ground floor restaurants with outdoor seating areas. The Project would be consistent with this requirement in that the Project’s multi-family residential and commercial uses, including restaurants and outdoor seating areas, would be consistent with the existing C2 zoning designation per the LAMC.

Section 12.21.1 (Height of Buildings or Structures) allows for no Height Limits within the C2 Zone. The Project Site’s “4D,” designation allows up to 13:1 FAR. This is constrained, however, by the Community Plan Footnote 3, which allows 6:1 FAR, or up to 13:1 FAR with TFAR, and by the “D” development limitation. In itself, the “D” zoning designation is intended to restrict heights, floor area ratio, percent of lot coverage, or building setbacks to those prescribed under the Community Plan. The Project would be consistent with this policy because Code Section 12.21.1 imposes no height limitations in the C2 zone. With approval of the proposed TFAR, the Project would be consistent with the height district designation. The Project’s total residential units would represent one dwelling unit per 142.48 square feet of lot area, in exceedance of the City’s highest density R5 zone (1 unit per 200 square feet of lot area), which is a requirement of the C2 zone. However, the Project is located within the Greater Downtown Housing Incentive Area, which provides for exemptions from several Municipal Code sections, including density requirements. Within the boundaries of the Greater Downtown Housing Incentive Area, the maximum unit per lot area is unlimited (within the applicable FAR).

No yard requirements apply except as required by the Community Plan’s Urban Design Policies (Central City Community Plan, Chapter V), currently represented in the Downtown Design Guide. Under the Downtown Design Guide, retail streets in the Project area (Civic Center South) from back of the required sidewalk, no setback is required adjacent to ground-floor retail, although a project may be set back within the specified range of 0-5 feet.<sup>33</sup>

Under Section 12.21.G.2 (Usable Open Space for Six or More Residential Units), new construction shall have 100 square feet of usable open space for each unit having less than three habitable rooms; 125 square feet of usable open space for

<sup>33</sup> City of Los Angeles, Downtown Design Guide, Table 3-1.

each unit having three habitable rooms; and 175 square feet of usable open space for each unit having more than three habitable rooms. Common open space shall constitute at least 50 percent of the usable open space. Recreation rooms shall not qualify for more than 25 percent of the total required usable open space. Private open space shall contain a minimum of 50 square feet and have no horizontal dimension less than six feet or vertical clearance less than eight feet. The Project's residential component consists of 90 studio units and 546 one-bedroom units, requiring 100 square feet of open space per unit (63,600 square feet of open space); 484 two-bedroom or one-bedroom-with-den units, requiring 125 square feet of open space per unit (60,500 square feet of open space); 4 three-bedroom units and 3 penthouse units, requiring 175 square feet of usable open space per unit (1,225 square feet of usable open space) for a total of requirement of 125,325 square feet of usable open space. The Project proposes 73,128 square feet of common open space, and 56,349 square feet of private balcony space for a total of approximately 129,477 square feet of open space. Provided open space would, thus, meet and exceed the requirements of Section 12.21.G.2.

In addition, the Project's approximately 73,128 square feet of common open space would be approximately 58 percent of total provided required open space, thus, meeting exceeding the minimum the Code requirement of 50 percent (62,662 square feet) of required open space.

The Project would provide 129,477 square feet of open space, thus, exceeding the open space requirement of 125,325 square feet. Sixth floor amenities would total 25,618 square feet, which is less than 25 percent (31,331 square feet) of the 125,325 square feet of total required open space. Private open space (balconies) would have a minimum dimension of 50 square feet, with no horizontal dimension less than 6 feet and no vertical dimension less than 8 feet and would, therefore, be consistent with Section 12.21.G.2.

LAMC Section 12.21.G.2(a)(3) (Landscaped Common Open Space) requires a minimum of 25 percent of the common open space area to be planted with ground cover, shrubs or trees pursuant to specified tree planting requirements. The Project would landscape the 28,777-square-foot residential terrace and much of the 15,708-square-foot Paseo so that total landscaping would exceed 18,282 square feet (25 percent of the 73,128 square feet of common open space).

LAMC Section 12.22.A.18(a) (Developments Combining Residential and Commercial Uses) allows any use permitted in the R5 Zone on any lot in the CR, C1, C1.5, C2, C4 or C5 Zones provided that such lot is located within the Central City Community Plan Area or within an area designated on an adopted community plan as "Regional Center" or "Regional Commercial". Any combination of R5 uses and the uses permitted in the underlying commercial zone shall also be permitted on such lot. The Project would be consistent with this provision in that its Project's

zoning and location in the Central City Community Plan allows the Project's proposed mixed commercial and high-density residential uses.

LAMC Section 12.22.A.18(c)(2) (ii) (Yards) provides that no yard requirements shall apply to the portions of such buildings which are used exclusively for residential uses and which abut a street, private street or alley, if the first floor of such buildings at ground level is used for commercial uses or access to the residential portions of such buildings. This would apply to the Project Site and, respectively the Project would implement this provision in that it would not incorporate any yard setbacks.

LAMC Section 16.05 (Site Plan Review) provides that a Site Plan Review is required for the addition of 50,000 square feet or more of non-residential floor area, or the addition of 50 or more dwelling units, or a net increase of 1,000 or more average daily trips. Because the Project would exceed these limits, a Site Plan Review is a proposed entitlement as discussed in Chapter II, *Project Description*, of this EIR.

LAMC Article 4.5, Transfer of Floor Area Rights in the Central City Community Plan, allows for the transfer of floor area. The Project would total approximately 1,511,908 square feet of floor area within approximately 160,578 square feet of lot area. This total includes the existing buildings to remain. This would result in a floor area ratio (FAR) of 9.42:1. The Project Site is designated as Regional Commercial in the Central City Community Plan Land Use Map and, under Footnote 3 of the map, is allowed an FAR of 6.0:1 "except with Transfer of Floor Area (TFAR) up to 10:1 or 13:1, respectively."<sup>34</sup> Because the Project Site is located within the Central City TFAR area, the transfer of floor area rights from a donor site to increase FAR over the existing zoning designation is allowed. The Project is seeking 548,440 square feet of TFAR. Because the maximum permitted FAR on the Project Site would be 9.42:1, it would not exceed the Community Plan's FAR limits of 10:1 or 13:1.

Based on the above, the Project would be consistent with applicable regulations and provisions of the LAMC.

#### (k) Conclusion

**Based on the analysis of Project consistency with applicable policies of SCAG's 2016 RTP/SCS, the City of Los Angeles General Plan Framework Element, Mobility Plan 2035, Conservation Element, Housing Element, Health and Wellness Element, Central City Community Plan, DTLA 2040, Walkability Checklist, Broadway Supplemental Use Sign District, and LAMC, the Project would be substantially consistent with the whole of applicable**

<sup>34</sup> City of Los Angeles Department of City Planning, Central City Community Plan, General Plan Land Use Map (as of July 7, 2009) Footnote 3.

**City and regional land use plans and policies adopted for the purpose of avoiding or mitigating a significant environmental effect.**

***Threshold c) Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?***

As discussed in the Initial Study, contained in Appendix A of this Draft EIR, and in Section VI.F, Effects Found Not to be Significant, of this Draft EIR, the Project Site is located in an urbanized area. Although the channelized Los Angeles River is located less than one mile east of the Project Site, the Site is devoid of vegetation and natural habitat, and thus does not support sensitive natural communities. The Project Site is not located in or adjacent to a Significant Ecological Area nor within a habitat conservation plan or natural community conservation plan. ***As discussed in the Initial Study, the Project would not conflict with the provisions of any adopted applicable conservation plan. No impact would occur and no mitigation measures are required. No further analysis of this topic in this EIR section is required.***

## **e) Cumulative Impacts**

Chapter III, General Description of Environmental Setting, of this Draft EIR provides a list of 170 projects that are planned or are under construction in the Project study area. The Central City Community Plan is listed by the Department of City Planning as part of the ongoing New Community Plan Program, the purpose of which is to ensure that community plans effectively guide growth and development in the City's neighborhoods. The update would integrate land use, infrastructure and transportation improvement; direct growth to centers while preserving established residential neighborhoods; create healthier, more livable neighborhoods and economically vital business districts that can provide more job and housing opportunities for city residents; and facilitate improved design of new and renovated structures and public spaces.<sup>35</sup> The related projects represent infill development within the built-out downtown Los Angeles area and surrounding communities. Of the 170 related projects, 106 are located in the Central City Community Plan area and 29 related projects are, as with the Project, located in the City Center/Historic Core District of the Central City Community Plan. The Center City/Historic Core is an approximately 44-square-block area located between 1st Street and approximately 11th Street, between S. Hill Street and S. Los Angeles Street.

According to the Central City Community Plan, the Historic Core forms the spine of Central City.<sup>36</sup> To the west the Central City/Historic Core adjoins Bunker Hill and the Financial Districts that contain downtown's mix of business, finance, and

<sup>35</sup> City of Los Angeles Department of City Planning, Policy Planning, Community Plan Updates, <http://planning.lacity.org/>. Accessed January 31, 2018.

<sup>36</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page I-9.

cultural activities. To the east, the Central City/Historic Core links to the “Markets” districts that represent the large and vital array of manufacturing, distribution, wholesale, industry-related retail, social service activities.<sup>37</sup> The Civic Center and Little Tokyo Districts adjoin the City Center/Historic Core to the north, and South Park, which is highly residential and contains the Convention Center and Sports and Entertainment District adjoin the City Center/Historic Core to the south.

According to the Community Plan, the Historic Core has evolved into three distinct subareas: a) the northern portion with its concentration of government related uses, b) the middle portion encompassing largely vacant, historic theaters and a dynamic retail shopping district along Broadway, and c) the southern portion which is emerging as an extension of the Fashion District and the South Park residential neighborhood. The Community Plan states that expanding the downtown residential community is viewed as a major component of efforts to revitalize Downtown. According to the Community Plan, many vacant and underused commercial and office buildings in the Historic Core, especially in the Old Bank District, are being converted to residential uses.<sup>38</sup>

The nearest related projects (14) to the Project Site are located in the north sector of the City Center/Historic Core between 1st Street and 6th Street. As shown in the list below, the nearest related projects are primarily residential uses with ground floor retail or restaurant uses. However, two related projects, the Metro Regional Connector 2nd and Broadway Station and the Main and Spring Bike Lane Project (Related Projects 168 and 169), respectively, are transportation-related. First and Broadway Civic Center Park at W. 1st Street and N. Spring Street is also under construction in the Project Area. However, as with the transportation-related related projects, First and Broadway Civic Center Park does not represent an occupied land use. It would, however, contribute to Downtown’s pedestrian environment.

- Related Project No. 2 at 225 S Los Angeles Street: 300 residential units and 3,400 square feet of retail uses;
- Related Project No. 22 at 534 S. Main Street: 160 apartments, 18,000 square feet retail, and 7,000 square feet restaurant uses,
- Related Project No. 25 at 201 S. Broadway: 27,675 square feet mixed use
- Related Project No. 27 at 400 S. Broadway: 450 apartments, 6,904 square feet retail, and 5,000- square-foot bar

<sup>37</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page I-9.

<sup>38</sup> City of Los Angeles Department of City Planning, Central City Community Plan, page I-9.



- Related Project No. 49 at 340 S. Hill Street: 428 apartments, 2,894 square feet retail
- Related Project No. 61 at 300 S. Main Street: 471 apartments, 5,190 square feet retail, and 27,780 square feet restaurant uses
- Related Project No. 89 at 433 S. Main Street: 161 condominiums, 6,900 mixed use
- Related Project No. 110 at 222 W. 2nd Street: 107 apartments, 53,404 square feet offices, and 7,200 square feet retail uses
- Related Project No. 111 at 333 W. 5th Street: 100 condominiums, 200-room hotel, and 27,500 square feet restaurant uses
- Related Project No. 152 at 354 S. Spring Street: 212 apartments
- Related Project No. 153 at 361 S. Spring Street: 315-room hotel
- Related Project No. 168 at W. 2nd Street and Broadway: Metro's 2nd and Broadway Regional Connector Project (rail station)
- Related Project No. 169: Main and Spring Streets Bike Path Project
- Related Project No. 170: First and Broadway Civic Center Park

Because the north sector of the Center City/Historic Core has been historically dominated by office buildings, the 14 related projects in combination with the Project would begin to change the character of this area to be more mixed use, in which restaurant and retail uses would be available during the evenings and weekends, and pedestrians would be present on the surrounding streets for longer periods of time during all days of the week. Related projects No. 168 and 169 would contribute additional transportation options and pedestrian and bicycle activity to this area. The increase in transportation options and residents in an area well-served by transit, combined with ground-level retail and restaurant uses, would cumulatively enliven the City Center/Historic Core's street front and further support the neighborhood's transit services. This transition would be generally consistent with the objectives of the Community Plan and to generate greater housing opportunities in the City Center/Historic Core and to concentrate new development in areas served by transit.

As shown in Figure III-1, the densest congregation of new related projects in the City Center/Historic Core is located to the south of 6th Street or within the Central City Community Plan's South Park District to the south of 11th Street.

Approximately 62 related projects would be located outside the Central City Community Plan area, with development occurring in the Central City North

Community Plan area, between the Los Angeles River and Alameda Street. Approximately 20 related projects would be located within the Westlake Community Plan to the west of the Santa Monica Freeway, east of Union Avenue. As with the related projects within the City Center/Historic Core, the majority of related projects are residential in character.

The related projects, in combination with the Project, would also be consistent with the objectives of the 2016-2040 RTP/SCS, the purpose of which is to reduce vehicle miles through the concentration of new development in areas served by alternative transportation modes and within areas of existing infrastructure and services.

As with the Project, the related projects would be required to comply with relevant land use policies and regulations through review by City regulatory agencies, and would be subject to CEQA review. Therefore, the Project and the related projects would not have cumulatively significant land use impacts. In addition, as discussed above, as the Project would not be in substantial conflict with either the General Plan or Community Plan, or the whole of relevant environmental policies in other applicable plans, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use plans and relevant environmental policies. Therefore, cumulative impacts with regard to land use consistency would be would be less than significant and would not be cumulatively considerable.

#### **f) Mitigation Measures**

The Project would result in less than significant impacts with respect to land use policy and planning. Therefore, no mitigation measures would be required.

#### **g) Level of Significance After Mitigation**

Project impacts were determined to be less than significant for land use and no mitigation measures would be required.

## **IV. Environmental Impact Analysis**

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### **I. Noise**

#### **1. Introduction**

This section analyzes potential noise and vibration impacts that could result from the Project. The analysis describes the existing noise environment in the Project area, estimates future noise and vibration levels at surrounding land uses resulting from construction and operation of the Project, evaluates the potential for significant impacts, and provides mitigation measures to address any significant impacts. An evaluation of the Project's contribution to potential cumulative noise impacts is also provided. Noise worksheets and technical data used in this analysis are provided in Appendix I, *Times Mirror Square Project Noise and Vibration Technical Report*, of this Draft EIR.

#### **2. Environmental Setting**

##### **a) Noise and Vibration Basics**

###### **(1) Noise Principals and Descriptors**

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). Acoustics is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound.<sup>1</sup>

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the theoretical threshold of human hearing and

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<sup>1</sup> M David Egan, *Architectural Acoustics*, Chapter 1, March, 1988.

120 to 140 dB corresponding to the threshold of pain. Pressure waves traveling through air exert a force registered by the human ear as sound.<sup>2</sup>

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude. When all the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequency spanning 20 to 20,000 Hz. The typical human ear is not equally sensitive to this frequency range. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.<sup>3</sup> Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure IV.I-1, Decibel Scale and Common Noise Sources**.

#### (a) *Noise Exposure and Community Noise*

An individual's noise exposure is a measure of noise over a period of time; a noise level is a measure of noise at a given instant in time, as presented in Figure IV.I-1. However, noise levels rarely persist at that level over a long period of time. Rather, community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with many of the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.<sup>4</sup>

These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise

<sup>2</sup> M David Egan, Architectural Acoustics, Chapter 1.

<sup>3</sup> M David Egan, Architectural Acoustics, Chapter 1.

<sup>4</sup> California Department of Transportation, Technical Noise Supplement (TeNS), Section 2.2.2.1, September 2013.

descriptors are used to characterize environmental noise levels over time, which are applicable to the Project.<sup>5</sup>

**L<sub>eq</sub>:** The equivalent sound level over a specified period of time, typically, 1 hour (L<sub>eq</sub>). The L<sub>eq</sub> may also be referred to as the average sound level.

**L<sub>max</sub>:** The maximum, instantaneous noise level experienced during a given period of time.

**L<sub>min</sub>:** The minimum, instantaneous noise level experienced during a given period of time.

**L<sub>x</sub>:** The noise level exceeded a percentage of a specified time period. For instance, L<sub>50</sub> and L<sub>90</sub> represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

**L<sub>dn</sub>:** The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dB to measured noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account nighttime noise sensitivity. The L<sub>dn</sub> is also termed the day-night average noise level (DNL).

**CNEL:** The Community Noise Equivalent Level (CNEL) is the average A-weighted noise level during a 24-hour day that includes an addition of 5 dB to measured noise levels between the hours of 7:00 a.m. to 10:00 p.m. and an addition of 10 dB to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

#### *(b) Effects of Noise on People*

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

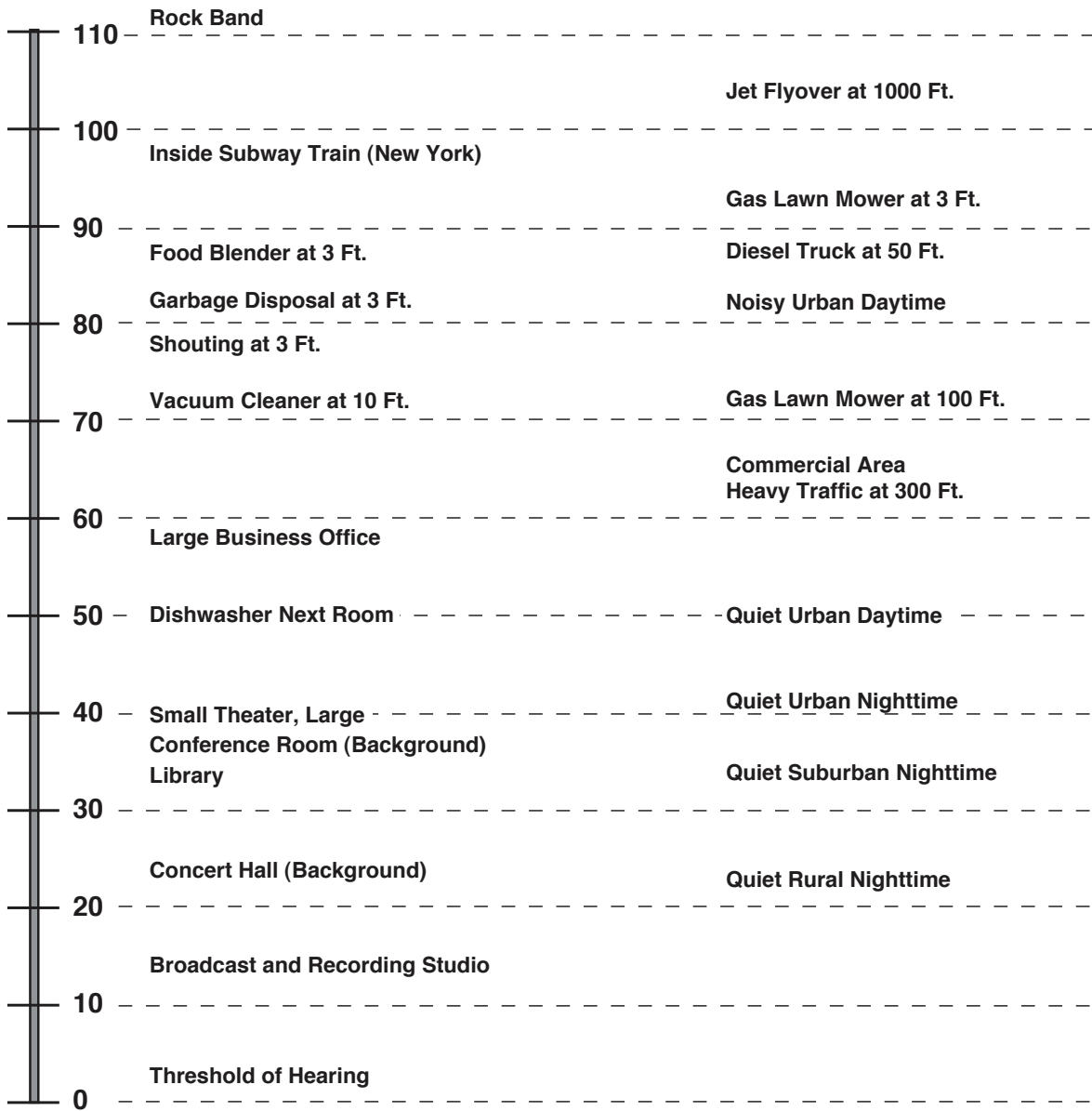
- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startle response); and
- Physical effects (e.g., hearing loss).

<sup>5</sup> California Department of Transportation, TeNS, Section 2.2.2.2.

**NOISE  
LEVEL  
(dBA, Leq)**

**COMMON INDOOR  
NOISE LEVELS**

**COMMON OUTDOOR  
NOISE LEVELS**



SOURCE: Caltrans

Times Mirror Square

**IV.I-1**

**Decibel Scale and Common Noise Sources**



Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Activities most affected by noise include rest, relaxation, recreation, study, and communications.<sup>6</sup>

With regard to the subjective effects, the responses of individuals to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:<sup>7</sup>

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived;
- Outside of the laboratory, a 3 dBA change in ambient noise levels is considered to be a barely perceivable difference;
- A change in ambient noise levels of 5 dBA is considered to be a readily perceivable difference; and
- A change in ambient noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships occur in part because of the logarithmic nature of sound and the decibel scale. The human ear perceives sound in a non-linear fashion; therefore, the dBA scale was developed. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels

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<sup>6</sup> California Department of Transportation, TeNS, Section 2.2.4.2.

<sup>7</sup> California Department of Transportation, TeNS, Section 2.2.1.

of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and ten sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.<sup>8</sup>

### (c) *Noise Attenuation*

When noise propagates over a distance, the noise level reduces with distance depending on the type of noise source and the propagation path. Noise from a localized source (i.e., point source) propagates uniformly outward in a spherical pattern, referred to as “spherical spreading.” Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (i.e., reduce) at a rate between 6 dBA for acoustically “hard” sites and 7.5 dBA for “soft” sites for each doubling of distance from the reference measurement, as their energy is continuously spread out over a spherical surface (e.g., for hard surfaces, 80 dBA at 50 feet attenuates to 74 at 100 feet, 68 dBA at 200 feet, etc.). Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the reduction in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees, which in addition to geometric spreading, provides an excess ground attenuation value of 1.5 dBA (per doubling distance).<sup>9</sup>

Roadways and highways consist of several localized noise sources on a defined path, and hence are treated as “line” sources, which approximate the effect of several point sources. Noise from a line source propagates over a cylindrical surface, often referred to as “cylindrical spreading.”<sup>10</sup> Line sources (e.g., traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.<sup>11</sup> Therefore, noise due to a line source attenuates less with distance than that of a point source with increased distance.

Additionally, receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels at long distances (e.g., more than 500 feet). Other factors such as air temperature, humidity, and turbulence can also have significant effects on noise levels.<sup>12</sup>

<sup>8</sup> California Department of Transportation, TeNS, Section 2.2.1.1.

<sup>9</sup> California Department of Transportation, TeNS, Section 2.1.4.2.

<sup>10</sup> California Department of Transportation, TeNS, Section 2.1.4.1

<sup>11</sup> California Department of Transportation, TeNS, Section 2.1.4.1.

<sup>12</sup> California Department of Transportation, TeNS, Section 2.1.4.3.



## (2) Foundations of Vibration

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Because energy is lost during the transfer of energy from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment*, groundborne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.<sup>13</sup> In contrast to airborne noise, groundborne vibration is not a common environmental problem, as it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, heavy trucks traveling on rough roads, and construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment.<sup>14</sup>

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec), and is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. PPV is typically a factor of 1.7 to 6 times greater than RMS vibration velocity.<sup>15</sup> The decibel notation VdB acts to compress the range of numbers required to describe vibration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include buildings where vibration would interfere with operations within the building or cause damage (especially older masonry structures), locations where people sleep, and locations with vibration sensitive equipment.<sup>16</sup>

The effects of groundborne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling

<sup>13</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Section 7, 2018.

<sup>14</sup> California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, page 1, September 2013.

<sup>15</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Section 5.1, 2018.

<sup>16</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, Section 6.1, 6.2, and 6.3, 2018.

sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration levels exceed the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings.

## b) Regulatory Framework

### (1) Federal

Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (USEPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, USEPA issued guidance levels for the protection of public health and welfare in residential land use areas<sup>17</sup> of an outdoor  $L_{dn}$  of 55 dBA and an indoor  $L_{dn}$  of 45 dBA. These guidance levels are not considered as standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the proposed Project.

Under the Occupational Safety and Health Act of 1970 (29 U.S.C. §1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring the noise to which workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.

#### (a) Federal Vibration Guidelines

FTA has adopted vibration criteria that are used to evaluate potential structural damage to buildings by building category from construction activities. The vibration damage criteria adopted by FTA are shown in **Table IV.I-1, Construction Vibration Damage Criteria**.

<sup>17</sup> United States Environmental Protection Agency, EPA Identifies Noise Levels Affecting Health and Welfare, April 1974.

**TABLE IV.I-1  
CONSTRUCTION VIBRATION DAMAGE CRITERIA**

<b>Building Category</b>	<b>PPV (in/sec)</b>
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
SOURCE: FTA, Transit Noise and Vibration Impact Assessment. 2018.	

FTA has also adopted vibration criteria associated with the potential for human annoyance from groundborne vibration for the following three land-use categories: Category 1 – High Sensitivity, Category 2 – Residential, and Category 3 – Institutional. FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment but still have the potential for activity interference. The vibration criteria associated with human annoyance for these three land-use categories are shown in **Table IV.I-2, *Groundborne Vibration Impact Criteria for General Assessment***. No vibration criteria have been adopted or recommended by FTA for commercial and office uses.

**TABLE IV.I-2  
GROUNDBORNE VIBRATION IMPACT CRITERIA FOR GENERAL ASSESSMENT**

<b>Land Use Category</b>	<b>Frequent Events<sup>a</sup></b>	<b>Occasional Events<sup>b</sup></b>	<b>Infrequent Events<sup>c</sup></b>
<b>Category 1:</b> Buildings where vibration would interfere with interior operations.	65 VdB <sup>d</sup>	65 VdB <sup>d</sup>	65 VdB <sup>d</sup>
<b>Category 2:</b> Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
<b>Category 3:</b> Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

<sup>a</sup> "Frequent Events" is defined as more than 70 vibration events of the same source per day.

<sup>b</sup> "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

<sup>c</sup> "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.

<sup>d</sup> This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

SOURCE: FTA, Transit Noise and Vibration Impact Assessment. 2018.

## (2) State

### (a) *California Noise Standards*

The State of California does not have statewide standards for environmental noise, but the Governor's Office of Planning and Research (OPR) has established general plan guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in **Figure IV.I-2, *Guideline for Noise Compatible Land Use***.<sup>18</sup> The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise compatibility by different land uses types is categorized into four general levels: "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." For instance, a noise environment ranging from 50 dBA CNEL to 65 dBA CNEL is considered to be "normally acceptable" for multi-family residential uses, while a noise environment of 75 dBA CNEL or above for multi-family residential uses is considered to be "clearly unacceptable." In addition, California Government Code Section 65302(f) requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

The State of California has also established noise insulation standards for new multi-family residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

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<sup>18</sup> State of California, General Plan Guidelines, Governor's Office of Planning and Research, 2003.

Land Use Category	Noise Exposure ( $L_{dn}$ or CNEL, dBA)					
	55	60	65	70	75	80
Residential – Low Density Single-Family, Duplex, Mobile Home						
Residential – Multiple Family						
Transient Lodging – Motel, Hotel						
School, Library, Church, Hospital, Nursing Home						
Auditorium, Concert Hall, Amphitheater						
Sports Arena, Outdoor Spectator Sports						
Playground, Neighborhood Park						
Golf Course, Riding Stable, Water Recreation, Cemetery						
Office Building, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

**NORMALLY ACCEPTABLE:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

**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 included in the design.

**NORMALLY UNACCEPTABLE:** New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.

**CLEARLY UNACCEPTABLE:** New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

### (3) Local

#### (a) Noise Element

The Noise Element of the City's General Plan establishes CNEL guidelines for land use compatibility as shown in Table IV.I-3 and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element of the City's General Plan is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels. The following policies and objectives from the Noise Element of the General Plan are applicable to the Project.<sup>19</sup>

**Objective 2** (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

**Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

**Objective 3** (Land Use Development): Reduce or eliminate noise impact associated with proposed development of land and changes in land use.

**Policy 3.1:** Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

#### (b) *Los Angeles Municipal Code*

The City also has regulations to control unnecessary, excessive, and annoying noise, as set forth in Chapter XI of the Los Angeles Municipal Code (LAMC). The City's Noise Regulation establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones and provides procedures and criteria for the measurement of the sound level of noise sources. These procedures recognize and account for differences in the perceived level of different types of noise and/or noise sources.

Section 111.01 and Section 111.03 of the LAMC define the ambient noise as the actual measured ambient noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes  $L_{eq}$ .

Section 111.02 of the LAMC provides procedures and criteria for the measurement of the sound level of "offending" noise sources. In accordance with the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation. To account for people's increased tolerance for short-duration noise events, the Noise Regulation provides

<sup>19</sup> Noise Element of the General Plan, adopted February 3, 1999.

a 5 dBA allowance for noise occurring more than five but less than fifteen minutes in any one-hour period and an additional 5 dBA allowance (total of 10 dBA) for noise occurring five minutes or less in any one-hour period.<sup>20</sup> Section 112.01 of the LAMC prohibits noise from any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area or that exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than 5 dBA.

Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

Section 112.05 of the LAMC sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard is required only where “technically feasible.”<sup>21</sup> Section 41.40 of the LAMC prohibits construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 A.M. to 9:00 P.M.; and Saturdays and National Holidays between 8:00 A.M. to 6:00 P.M.). In general, the City’s Department of Building and Safety enforces noise ordinance provisions relative to equipment and the Los Angeles Police Department enforces provisions relative to noise generated by people. However, the provisions of Section 41.40(a) shall not apply to any person who performs the construction, repair or excavation work involved pursuant to the express written permission of the Board of Police Commissioners through its Executive Director. The Executive Director on behalf of the Board, may grant this permission, upon application in writing, where the work purposed to be done is in the public interest, or where hardship or injustice, or unreasonable delay would result from its interruption during the hours mentioned above, or where the building or structure involved is devoted or intended to be to be developed to a use immediately related to public defense.

Section 113.01 of LAMC prohibits collecting or disposing of rubbish or garbage, to operate any refuse disposal truck, or collecting, loading, picking up, transferring,

<sup>20</sup> LAMC, Chapter XI, Article I, Section 111.02-(b).

<sup>21</sup> In accordance with the City’s Noise Ordinances, “technically feasible” means that the established noise limitations can be complied with at a project site, with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques employed during the operation of equipment.

unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in Section 66.00 of LAMC, within 200 feet of any residential building between the hours of 9:00 P.M. and 6:00 A.M. of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

The City allows project applicants to obtain permission to conduct construction outside of the hours specified above. In these cases, a project applicant must obtain the express written permission of the Board of Police Commissioners through its Executive Director. The Executive Director, on behalf of the Board, may grant this permission upon application in writing where the work purposed to be done is in the public interest, or where hardship or injustice, or unreasonable delay would result from its interruption during the hours mentioned above.

(c) *Guidelines for Noise-Compatible Land Uses*

In addition, the City's Thresholds Guide provides criteria for evaluating the noise impacts of a project. These criteria are described further below. The City has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the State OPR for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the *Thresholds Guide* in terms of the CNEL. CNEL guidelines for specific land uses are classified into four categories: (1) "normally acceptable," (2) "conditionally acceptable," (3) "normally unacceptable," and (4) "clearly unacceptable." As shown in **Table IV.I-3, City of Los Angeles Land Use Compatibility for Community Noise**, a CNEL value of 70 dBA is the upper limit of what is considered a "conditionally acceptable" noise environment for multi-family residential uses, although the upper limit of what is considered "normally acceptable" for multi-family residential uses is set at 65 dBA CNEL.<sup>22</sup> New development should generally be discouraged within the "normally unacceptable" or "clearly unacceptable" categories. However, if new development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

**TABLE IV.I-3**  
**CITY OF LOS ANGELES LAND USE COMPATIBILITY FOR COMMUNITY NOISE**

Land Use	Community Noise Exposure CNEL (dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Single-Family, Duplex, Mobile Homes	50 to 60	55 to 70	70 to 75	Above 70
Multi-Family Homes	50 to 65	60 to 70	70 to 75	Above 70

<sup>22</sup> City of Los Angeles, 2006. L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, Section I.2, 2006.



Land Use	Community Noise Exposure CNEL (dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 to 70	60 to 70	70 to 80	Above 80
Transient Lodging—Motels, Hotels	50 to 65	60 to 70	70 to 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 to 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 to 75	—	Above 70
Playgrounds, Neighborhood Parks	50 to 70	—	67 to 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 to 75	—	70 to 80	Above 80
Office Buildings, Business and Professional Commercial	50 to 70	67 to 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 to 75	70 to 80	Above 75	—

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

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 included in the design.

Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

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 needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

SOURCE: City of L.A. CEQA Thresholds Guide, 2006.

## c) Existing Conditions

### (1) Noise-Sensitive Receptor Locations

Some land uses are considered more sensitive to noise than others due to the types of activities typically involved at the receptor location, and the effect that noise can have on those activities and the persons engaged in them. The City of Los Angeles CEQA Thresholds Guide (*Thresholds Guide*) states that residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks are noise-sensitive land uses.<sup>23</sup> Therefore, the existing on-site office buildings are not considered as noise-sensitive uses. Existing noise-sensitive uses within 500 feet

<sup>23</sup> City of Los Angeles, 2006. L.A. CEQA Thresholds Guide, page I.1-3.

of the Project Site include the following, as shown in **Figure IV.I-3, Noise Measurement Locations**:

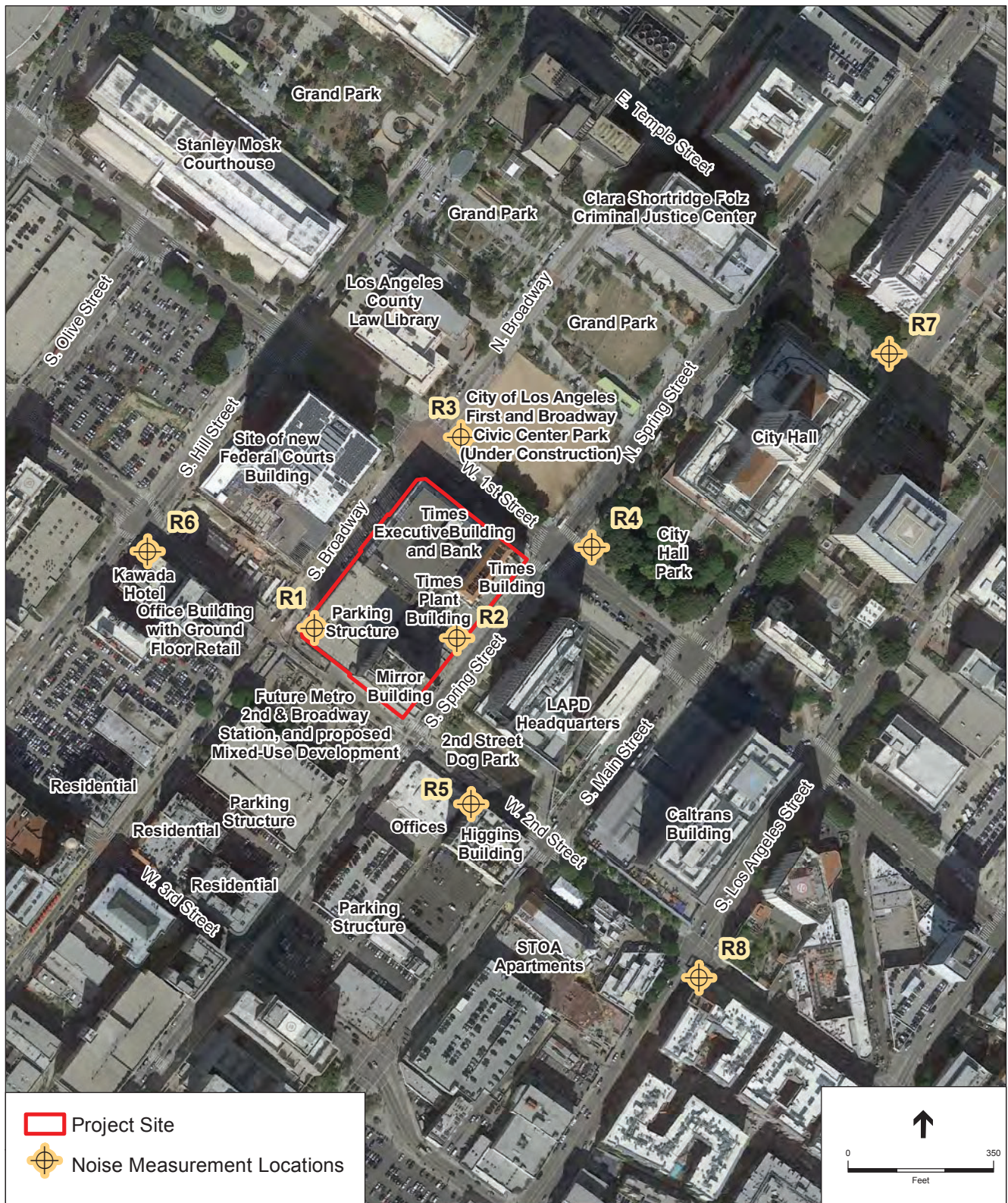
- The Federal Courthouse, approximately 80 feet to the west of the Project Site;
- The Los Angeles County Law Library and Grand Park, approximately 180 feet and 434 feet to the north of the Project Site, respectively;
- The City Hall Park, approximately 150 feet to the northeast of the Project Site;
- The Higgins Building Lofts apartment complex at the corner of S. Main Street and West 2nd Street, approximately 250 feet southeast of the Project Site, and the one-acre park just south of the LAPD Headquarters Building, approximately 80 feet southeast of the Project Site;
- The Kawada Hotel, approximately 300 feet to the west of the Project Site along W. 2nd Street;
- The Douglas Lofts apartment complex at the corner of Spring Street and West 3rd Street, approximately 530 feet southwest of the Project Site;
- The Victor Clothing apartment complex on Broadway, approximately 480 feet to the southwest of the of the Project Site;
- The Pan American Lofts building, at the corner of Broadway and W. 3rd Street, approximately 550 feet southwest of the Project Site; and
- The STOA apartment complex, on S. Main Street approximately 550 feet southeast of the Project Site.

Future sensitive receptor locations (not yet built) include:

- A mixed-use residential development, planned for construction over the Metro station at the corner of 2nd Street and Broadway, approximately 50 feet southwest of the Project Site;
- The First and Broadway Civic Center Park planned for construction at the corner of 1st and Broadway, approximately 130 feet northwest of the Project Site; and
- The Etco Homes apartment complex, planned for construction on Astronaut E. S. Onizuka Street, approximately 1,300 feet southeast of the Project Site.

All other noise-sensitive uses regulated by the City of Los Angeles are located at greater distances from the Project Site and, therefore, would experience lower noise levels from the potential noise sources on the Project Site, due to the attenuation of noise with distance.





SOURCE: Google Maps, 2016 (Aerial).

Times Mirror Square

**Figure IV.I-3**

Noise Measurement Locations and Surrounding Uses

## (2) Vibration-Sensitive Receptor Locations

Typically, groundborne vibration generated by man-made activities (i.e., rail and roadway traffic, operation of mechanical equipment and typical construction equipment) diminishes rapidly with distance from the vibration source. With respect to potential structural damage, FTA considers four categories of buildings, as shown in Table IV.I-1, above. With respect to potential human annoyance, the FTA considers three land use categories for human annoyance, as shown in Table IV.I-2, above, and uses a screening distance of: 100 feet for highly vibration-sensitive buildings (e.g., hospitals with vibration sensitive equipment) (Category 1), and 50 feet for residential uses (Category 2) and schools (Category 3). When vibration-sensitive buildings are within these distances from a project site, vibration impact analysis is required.

Regarding potential structural damage impacts, there are no existing extremely vibration-susceptible buildings located within 150 feet of the Project Site. The Times, Plant, and Mirror Buildings are located on the Project Site within the area of potential building vibration impacts (within 50 feet) due to short-term Project construction and long-term Project operation. According to Section IV.C, *Cultural Resources*, of this Draft EIR, the Times, Plant, and Mirror Buildings have a steel frame structural system and the walls are made of reinforced concrete.<sup>24</sup> Therefore, for potential structural damage due to vibration, the Times, Plant, and Mirror Buildings are considered in the FTA's *Transit Noise and Vibration Impact Assessment*, as Category I buildings for structural damage. The Federal Courthouse has a steel frame structural system,<sup>25</sup> and therefore, is also considered as a Category I building for structural damage.

With respect to potential human annoyance impacts, FTA's *Transit Noise and Vibration Impact Assessment* identifies residential and institutional buildings as vibration sensitive receptors. Therefore, the Federal Courthouse and Los Angeles County Law Library buildings nearby the Project Site would be considered as vibration sensitive receptors for human annoyance.

The closest future vibration sensitive receptor for potential structural damage and human annoyance is a mixed-use residential development planned at the corner of 2nd Street and Broadway, approximately 50 feet southwest of the Project Site. All other vibration-sensitive uses are located at distances greater than 50 feet from the Project Site; and therefore, would experience lower vibration levels associated with the Project.

<sup>24</sup> GPA Consulting, Times Mirror Square, Los Angeles, California – Historic Resource Technical Report, pages 13, 16, and 18, 2018. Provided in Appendix D-1 of this Draft EIR.

<sup>25</sup> Curbed Los Angeles, Judges are moving into LA's shiny new federal courthouse, <https://la.curbed.com/2016/9/14/12905838/new-federal-courthouse-downtown-los-angeles>. Accessed December 2018.



### (3) Ambient Noise Levels

The predominant existing noise source surrounding the Project Site is vehicle traffic noise, including buses and trucks, traveling on the roadways adjacent to the Project Site (W. 1st Street to the north, W. 2nd Street to the south, Broadway to the west, Spring Street to the east), and on other roadways in the Project vicinity. Secondary noise sources include general commercial-related activities, such as, loading dock/delivery truck activities, trash compaction, and refuse service activities. Other existing noise sources would include occasional outdoor gatherings or events at or near City Hall or at nearby parks.<sup>26</sup>

To establish ambient noise levels, ambient noise measurements were conducted at eight locations, representing the nearby land uses in the vicinity of the Project Site. The measurement locations and existing development, are shown on Figure IV.I-3.

The ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter (“SLM”). The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The SLM microphone was placed at a height of 5 feet above the local grade, at the following locations, as shown in Figure IV.I-3:

- R1: the northeast corner of Broadway and 2nd Street, which represents the existing noise environment of the west corner the Project Site and the Federal Courthouse and Future Mixed-Use Residential Development at the corner of 2nd Street and Broadway.
- R2: the southeastern boundary of the Los Angeles Times Building along Spring Street, which represents the existing noise environment of the Los Angeles Times Building.
- R3: the southeast corner of Broadway and 1st Street, which represents the existing noise environment of the Los Angeles County Law Library and the

<sup>26</sup> Metro station construction was not occurring during the ambient noise measurements. The Metro station construction area was fenced off and marked, but no construction activities were observed. The Project would be under construction at the same time as the Metro station (at least until 2021). However, construction noise would be intermittent, temporary, and would cease at the end of the construction phase. Furthermore, not including Metro station construction noise as part of the existing ambient noise environment is a more conservative approach for assessing potential Project impacts because it results in lower significance thresholds as the thresholds are based on noise increases above ambient conditions. Therefore, Metro station construction noise shall not be considered as part of the existing ambient noise environment for Project impact analysis purposes. However, with respect to potential cumulative construction noise impacts, Metro station construction noise is included in the cumulative impacts analysis for the Project and is discussed in Subsection IV.I.3.e), Cumulative Impacts.

future First and Broadway Civic Center Park at the corner of Broadway and 1st Street north of the Project Site.

- R4: the southwest corner of the park at Spring Street and 1st Street, which represents the existing noise environment of the City Hall Park at the corner of Spring Street and 1st Street, east of the Project Site.
- R5: along south side of 2nd Street, midway between Main Street and Spring Street, which represents the existing noise environment of the Higgins Building Lofts apartment complex at the corner of S. Main Street and West 2nd Street and the one-acre park just south of the LAPD Headquarters Building.
- R6: near the southeast corner of Hill Street and 2nd Street, which represents the existing noise environment of the Kawada Hotel on 2nd Street between Hill Street and Broadway, west of the Project Site.
- R7: at the northwest corner of intersection of E. Temple Street and S. Main Street, which represents the existing noise environment along the Project's haul route on Main Street.
- R8: at the southeast corner of the intersection of W. 2nd Street and S. Los Angeles Street, which the existing noise environment along the Project's haul route on Los Angeles Street.

To characterize the existing noise environment in the Project vicinity, long-term (24-hour) noise measurements were conducted at locations R1 and R2, and short-term (15-minute) daytime and nighttime noise measurements were conducted at locations R3 through R8. The long-term measurements were conducted from 11:00 A.M. on Tuesday, August 8, 2017 to 11:00 A.M. on Wednesday, August 9, 2017. The short-term daytime measurements were conducted between 11:00 A.M. and 1:00 P.M. on Wednesday, August 9, 2017, and at 2:00 P.M. on Monday, October 8, 2018. Short-term nighttime measurements were conducted between 10:00 P.M. and 12:00 A.M. on Monday, October 8, 2018.

A summary of noise measurement results is provided in **Table IV.I-4, Summary of Ambient Noise Measurements**. As shown in Table IV.I-4, daytime hourly average noise levels ranged from 60.3 dBA to 72.8 dBA,  $L_{eq}$  and nighttime hourly average noise levels ranged from 54.1 dBA to 67.1 dBA,  $L_{eq}$ .

**TABLE IV.I-4  
SUMMARY OF AMBIENT NOISE MEASUREMENTS**

Location, Duration, Existing Land Uses and, Date of Measurements	Measured Ambient Noise Levels, <sup>a</sup> (dBA)			
	Daytime (7 A.M. to 10 P.M.) Hourly L <sub>eq</sub>	Daytime Average Hourly L <sub>eq</sub>	Nighttime (10 P.M. to 7 A.M.) Hourly L <sub>eq</sub>	Nighttime Average Hourly L <sub>eq</sub>
R1 8/8/17 11:00 A.M. to 8/9/17 10:45 A.M.	65.4-71.8	67.7	60.4-67.1	63.8
R2 8/8/17 10:43 A.M. to 8/9/17 10:55 A.M.	60.3-66.9	64.9	56.7-65.1	60.7
R3 8/9/17 10:32 A.M. to 10:47 A.M.	72.8	N/A	N/A	N/A
R4 8/9/17 11:48 A.M. to 12:03 P.M.; 10/8/18 10:04 p.m. to 10:19 p.m.	68.5	N/A	62.7	N/A
R5 8/9/17 12:08 P.M. to 12:23 P.M.; 10/8/18 10:50 P.M. to 11:05 P.M.	65.0	N/A	63.4	N/A
R6 8/9/17 11:11 A.M. to 11:26 A.M.; 10/8/18 10:27 p.m. to 10:42 p.m.	66.3	N/A	54.1	N/A
R7 10/8/18 1:48 P.M. to 2:03 P.M. 10/8/18 11:37 P.M. to 11:52 P.M.	72.6	N/A	61.2	N/A
R8 10/9/18 1:57 P.M. to 2:12 P.M. 10/8/18 11:12 P.M. to 11:27 P.M.	69.8	N/A	56.8	N/A

<sup>a</sup> Detailed measured noise data, including hourly L<sub>eq</sub> levels, are included in Appendix I.

SOURCE: ESA, 2017 and 2018.

#### (4) Existing Roadway Noise Levels

Existing roadway noise levels were calculated for 47 roadway segments located in the vicinity of the Project Site. The roadway segments selected for analysis include the roadways that are located near and immediately adjacent to the Project Site. These roadways, when compared to roadways located further away from the

Project Site, would experience the greatest percentage increase in traffic generated by the Project (as distances are increased from the Project Site, traffic is spread out over a greater geographic area and its effects are reduced).

Existing roadway noise levels were calculated using the Federal Highway Administration's (FHWA's) Traffic Noise Model (TNM) and traffic volumes at the study intersections analyzed in the Project's traffic study prepared by Fehr & Peers, provided in Appendix L of this Draft EIR.<sup>27</sup> The model calculates the average noise level at specific locations based on traffic volumes, average speeds, and site environmental conditions. The average daily noise levels at these roadway intersections are presented in **Table IV.I-5, Existing Roadway Noise Levels**. As shown in Table IV.I-5, the ambient noise environment of the Project vicinity can be characterized by 24-hour CNEL levels attributable to existing traffic on local roadways. As indicated in Table IV.I-5, the calculated CNEL from actual existing traffic volumes on the analyzed roadway intersections ranged from 66.0 dBA to 71.2 dBA CNEL for residential areas, parks, lodging, concert halls, and commercial uses.

**TABLE IV.I-5  
EXISTING ROADWAY NOISE LEVELS**

<b>Roadway Segment</b>	<b>Existing Land Uses Located Along Roadway intersections</b>	<b>dBA CNEL<sup>a</sup></b>
<b>W. Sunset Boulevard/E. Cesar Chavez Avenue</b>		
West of N. Figueroa Street	Residential/Commercial	70.6
East of N. Figueroa Street	Residential/Commercial	70.4
<b>W. Aliso Street</b>		
Between Broadway and N. Spring Street	Commercial	66.0
<b>W. Temple Street</b>		
Between N. Hill Street and N. Broadway	Federal Courthouse/Commercial	70.2
Between N. Broadway and N. Spring Street	Federal Courthouse	70.0
Between N. Spring Street and N. Main Street	Federal Courthouse/Commercial	70.1
<b>W. 1st Street</b>		
Between S. Grand Avenue and S. Olive Street	Federal Courthouse/Commercial	70.9
Between S. Olive Street and S. Hill Street	Federal Courthouse/Park/Commercial	70.4
Between S. Hill Street and S. Broadway	Federal Courthouse/Library	70.3

<sup>27</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis, 2018.



<b>Roadway Segment</b>	<b>Existing Land Uses Located Along Roadway intersections</b>	<b>dBA CNEL<sup>a</sup></b>
Between S. Broadway and S. Spring Street	Commercial	70.4
Between S. Spring Street and S. Main Street	Commercial/Park	69.4
Between S. Main Street and S. Los Angeles Street	Commercial	70.1
<b>W. 2nd Street</b>		
Between S. Beaudry Avenue and S. Figueroa Street	Residential/Commercial	68.0
Between S. Figueroa Street and S. Hill Street	Residential/Commercial	66.8
Between S. Hill Street and S. Broadway	Commercial/Concert Halls	67.3
Between S. Broadway and S. Spring Street	School/Commercial	67.7
Between S. Spring Street and S. Main Street	Commercial	67.0
Between S. Main Street and S. Los Angeles Street	Hotel/Commercial	66.9
<b>W. 3rd Street</b>		
Between S. Figueroa Street and S. Hill Street	Residential/hotel/Commercial	71.2
Between S. Hill Street and S. Broadway	Residential/Commercial	69.1
Between S. Broadway and S. Spring Street	Residential/Commercial	68.6
Between S. Spring Street and S. Main Street	Commercial	69.4
<b>W. 4th Street</b>		
Between S. Broadway and S. Spring Street	Commercial	68.6
<b>S. Beaudry Avenue</b>		
North of W. 2nd Street	Commercial	69.8
South of W. 2nd Street	Commercial	70.5
<b>N./S. Figueroa Street</b>		
Between W. Sunset Blvd/E. Cesar Chavez Ave and W. 2nd St	Residential/Commercial	70.9
Between W. 2nd Street and W. 3rd Street	Commercial	70.9
<b>N./S. Grand Avenue</b>		
North of W. 1st Street	Commercial	70.1
South of W. 1st Street	Commercial/Concert Halls	69.3
<b>S. Olive Street</b>		
South of W. 1st Street	Commercial/Concert Halls	67.4

Roadway Segment	Existing Land Uses Located Along Roadway intersections	dBA CNEL <sup>a</sup>
<b>N./S. Hill Street</b>		
Between W. Temple Street and W. 1st Street	Federal Courthouse/Park	70.1
Between W. 1st Street and W. 2nd Street	Federal Courthouse/Park/Commercial	69.3
Between W. 2nd Street and W. 3rd Street	Hotel/Commercial	69.7
<b>N./S. Broadway</b>		
Between W. Aliso Street and W. Temple Street	Federal Courthouse/Commercial	69.4
Between W. Temple Street and W. 1st Street	Federal Courthouse/Library/Park	68.7
Between W. 1st Street and W. 2nd Street	Federal Courthouse/Commercial	67.5
Between W. 2nd Street and W. 3rd Street	Commercial	67.9
Between W. 3rd Street and W. 4th Street	Park/Commercial	67.7
<b>N./S. Spring Street</b>		
Between W. Aliso Street and W. Temple Street	Federal Courthouse	69.0
Between W. Temple Street and W. 1st Street	Federal Courthouse/Park	68.5
Between W. 1st Street and W. 2nd Street	Commercial	68.2
Between W. 2nd Street and W. 3rd Street	Residential/Commercial	69.5
Between W. 3rd Street and W. 4th Street	Commercial	68.1
<b>N./S. Main Street</b>		
Between W. Temple Street and W. 1st Street	Federal Courthouse/Park/Commercial	70.2
Between W. 1st Street and W. 2nd Street	Commercial	69.5
Between W. 2nd Street and W. 3rd Street	Commercial	69.4
<b>S. Los Angeles Street</b>		
Between W. 1st Street and W. 2nd Street	Hotel/Commercial	68.8

<sup>a</sup> Based on noise levels at the property lines of land uses along roadways.

SOURCE: ESA, 2018

### (5) Existing Groundborne Vibration Levels

Aside from periodic construction work occurring throughout the city, field observations noted that sources of groundborne vibration in the Project Site vicinity would be limited to heavy-duty vehicular travel (refuse trucks, delivery trucks, etc.) on local roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of approximately 63 VdB (approximately 0.006 in/sec PPV).<sup>28</sup>

## 3. Project Impacts

### a) Methodology

An acoustical study was conducted for the Project with respect to potential noise and vibration impacts with construction activities, surface transportation, and other aspects of Project operations that are noise and vibration intensive and that have the potential to impact noise sensitive land uses. It is possible that off-hour construction could occur during the foundation/continuous concrete pour activities, which would need to extend beyond daytime hours (one nighttime and early morning period each) due to the need for concrete pours to be continuous (for example, up to 18 hours). This would be outside of the City's allowable construction hours specified in the LAMC and, as such, the Project would file an application to obtain permission pursuant to City regulations. A discussion of the Project Design Features that were taken into account in the quantitative noise and vibration assessment is provided below in Subsection IV.I.3.c).

### (1) On-Site Construction Noise

On-site construction noise impacts were evaluated by determining the noise levels generated by the different types of construction activity anticipated, calculating the construction-related noise levels produced by the mix of equipment assumed for all construction activities at nearby sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without construction noise) at those receptors. More, specifically, the following steps were undertaken to assess construction-period noise impacts.

1. Ambient noise levels at surrounding sensitive receptor locations were estimated based on field measurement data (see Table IV.I-4);
2. Typical noise levels for each type of construction equipment were obtained from the Federal Highway Administration Roadway Construction Noise Model;
3. It is anticipated that concrete pour would occur off-hours during the foundation/continuous concrete pour activities.

<sup>28</sup> Federal Transit Authority, Transit Noise and Vibration Impact Assessment, Figure 5-4, 2018.

4. Distances between construction site locations (noise sources) and surrounding sensitive receptors were measured using Project architectural drawings, site plans, and Google Earth;
5. The construction noise level was then calculated, in terms of hourly  $L_{eq}$ , for sensitive receptor locations based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance;
6. The Project will not require or allow blasting involving the use of explosives (refer to Project Design Feature [PDF] NOISE-1 below in Subsection IV.I.3.c);
7. To provide a more conservative analysis, the construction noise modeling assumed that diesel/gasoline generators would be used during Project construction instead of electricity from power poles and/or solar-powered generators (refer to PDF NOISE-2 below in Subsection IV.I.3.c); and
8. Construction noise levels were then compared to the construction noise daytime/nighttime significance thresholds identified below.

### (2) Off-Site Roadway Noise (Construction and Operation)

Roadway noise impacts were evaluated using the FHWA TNM based on the roadway traffic volume data provided in the Traffic Study prepared for the Project and included in Appendix L of this Draft EIR.<sup>29</sup> This method allows for the definition of roadway configurations, barrier information (if any), and receiver locations. Roadway noise attributable to Project development was calculated and compared to baseline noise levels that would occur under the “Without Project” condition.

### (3) Stationary Point-Source Noise (Operations)

Stationary point-source noise impacts were evaluated by identifying the noise levels generated by outdoor stationary noise sources, such as rooftop mechanical equipment and loading area activity, calculating the hourly  $L_{eq}$  noise level from each noise source at sensitive receptor property lines, and comparing such noise levels to existing ambient noise levels. More specifically, the following steps were undertaken to calculate outdoor stationary point-source noise impacts:

1. Ambient noise levels at surrounding sensitive receptor locations were estimated based on field measurement data (see Table IV.I-4);
2. Distances between stationary noise sources and surrounding sensitive receptor locations were measured using Project architectural drawings, Google Earth, and site plans;

<sup>29</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis, 2018.

3. Stationary-source noise levels were then calculated for each sensitive receptor location based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance;
4. Noise level increases were compared to the stationary source noise significance thresholds identified below; and
5. For outdoor mechanical equipment, the operation of any and all outdoor mechanical equipment would be subject to the noise control requirements of the City's noise ordinance and municipal codes.
6. Parking related noise levels were estimated by using the methodology recommended by FTA for the general assessment of stationary transit noise source. Using the methodology, the project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking lot:<sup>30</sup>

$$L_{eq}(h) = SEL_{ref} + 10\log(NA/1000) - 35.6, \text{ where}$$

$L_{eq}(h)$  = hourly  $L_{eq}$  noise level at 50 feet

$SEL_{ref}$  = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

$NA$  = number of automobiles per hour

7. The combined noise levels from each operational noise source were estimated and the combined noise level increases were compared to the significance thresholds identified below.

#### (4) Groundborne Vibration (Construction and Operations)

Groundborne vibration impacts were evaluated by identifying potential vibration sources, measuring the distance between vibration sources and surrounding structure locations, identifying the building categories of the surrounding structures, and making a significance determination based on the FTA's criteria previously described in Tables IV.1-2 and IV.I-2.

Surrounding structures were determined to be in Building Category I- Reinforced-concrete, steel, or timber (no plaster) with construction vibration damage criteria of 0.5 in/sec PPV, as shown in Table IV.1-1.

On-site Project construction activities by heavy construction equipment would generate an unknown number of vibration events from the same source throughout

<sup>30</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Table 4-13 and Table 4-14, 2018.

a construction day. As shown in Table 4, FTA provides thresholds based on the estimated number of vibration events per source per day. To be conservative, the number of events for the Project were estimated to “Frequent Events”, i.e., greater than 70 vibration events for FTA thresholds in Table 4.

During peak off-site construction truck activity, approximately 1,406 concrete truck trips would occur per day during the foundation/continuous concrete pour activities; and therefore, would be considered as “Frequent Events” for FTA thresholds in Table IV-I-2. Activities from on-site operational equipment, such as air handling units, condenser units, and exhaust fans would also be considered as “Frequent Events” for FTA thresholds in Table IV.1-2.

## **b) Thresholds of Significance**

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to Noise if it would result in:

- a) 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.***
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.***
- c) A substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project.***
- d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.***
- 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.***
- 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.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the *Thresholds Guide*, as appropriate, to assist in answering the Appendix G Threshold questions.

The *Thresholds Guide*, identifies the following factors for consideration on a case-by-case basis to evaluate noise impacts:

## (1) Construction

The *Thresholds Guide* identifies the following criteria to evaluate construction noise:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA  $L_{eq}$  or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA  $L_{eq}$  or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA  $L_{eq}$  at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

As discussed in Chapter II, *Project Description*, of this Draft EIR, construction of the Project is anticipated to commence in 2019 and be completed in 2023. Therefore, since construction activities would occur over a period longer than 10 days for all phases, the corresponding criteria used in the construction noise analysis presented in this section of the Draft EIR is an increase in the ambient exterior noise levels of 5 dBA  $L_{eq}$  or more at a noise sensitive use.

## (2) Operations

The following criteria are applied to the Project, as set forth in the *Thresholds Guide* and the City's Noise Regulations, with the more restrictive provisions applied, to evaluate operational noise. The Project would have a significant impact from operations if:

- The Project causes the ambient noise levels measured at the property line of affected uses to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” categories; or
- The Project causes the ambient noise levels measured at the property line of affected uses to increase by 5 dBA CNEL or more increase in noise level; or
- Project-related operational on-site (i.e., non-roadway) noise sources such as outdoor building mechanical/electrical equipment, outdoor activities, or parking facilities increase the ambient noise level ( $L_{eq}$ ) at noise sensitive uses by 5 dBA  $L_{eq}$ .

In summary, for operational noise, the criteria for on-site operations is an increase in ambient noise level of 5 dBA  $L_{eq}$  at an adjacent property line, in accordance with the LAMC. The LAMC does not apply to the off-site traffic (i.e., vehicle traveling on public roadways). Therefore, the criteria for off-site traffic noise associated with Project operations is based on the *Thresholds Guide*. In addition, the criteria for composite noise levels (on-site and off-site sources) are also based on the *Thresholds Guide*, as again, the LAMC does not apply to off-site traffic noise. The

criteria used below in the noise analysis for off-site operations and the composite operational noise is therefore an increase in the ambient noise level of 3 dBA or 5 dBA CNEL, depending on the existing conditions at the affected noise-sensitive land use.

### (3) Groundborne Vibration

The City of Los Angeles has not adopted criteria to assess vibration impacts during construction. Thus, for this Project, the City has determined to use the FTA's criteria for structural damage and human annoyance, as described in Tables IV.I-3 and IV.I-4, respectively, above, to evaluate potential impacts related to Project construction and operation.

- **Potential Building Damage** – Project construction activities that cause groundborne vibration levels to exceed the potential structural damage threshold of 0.5-in/sec PPV at the nearest off-site buildings of Building Category I, Reinforced-concrete, steel, or timber (no plaster).
- **Potential Human Annoyance** – Project construction and operation activities that cause groundborne vibration levels to exceed 72 VdB at nearby residential uses and 75 VdB for institutional land uses with primarily daytime use (including the Federal Courthouse)

### c) Project Design Features

The following Project Design Features would reduce the noise levels generated by the Project:

**PDF NOISE-1:** The Project will not require or allow blasting, involving the use of explosives, during construction activities.

**PDF NOISE-2:** Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction.

**PDF NOISE-3:** The Project will not require or allow operation of any amplified sound system in the outdoor plaza areas, including the residential and office terraces, outdoor dining areas, and paseo.

**PDF NOISE-4:** The Project will limit the maximum occupancy of the Office Terrace to 150 people and the Residential Terrace to 200 people at any one time. A sign will be posted at the main entrances to these areas of the occupancy limit.

**PDF NOISE-5:** Emergency generators would be designed to meet the requirements of LAMC Chapter XI, Section 112.02. Section 112.02 of the LAMC requires that any mechanical system within any zone of the City not cause an increase in ambient noise levels on any other occupied property



or if a condominium, apartment house, duplex, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.

The noise and vibration analysis incorporates into the quantitative analysis PDF NOISE-1, which states that the Project will not require or allow blasting, involving the use of explosives, during construction activities, and PDF NOISE-3, which states that the Project will not require or allow operation of any amplified sound system in the outdoor plaza areas, including the residential and office terraces, outdoor dining areas, and paseo. While PDF NOISE-2 would require the Project to use power poles and/or solar-powered generators are available rather than temporary diesel or gasoline generators during construction, the quantitative analysis includes the use of diesel or gasoline generators during phases of construction that would use such equipment, as a conservative assumption, in the event pole power and solar-power generators are not available. PDF NOISE-4, would limit maximum occupancy on the terraces, respectively; thereby, reducing the number of people that would potentially congregate and converse socially, thereby reducing conversation noise levels.

## **d) Analysis of Project Impacts**

***Threshold 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?***

### **(1) Construction**

Several Project characteristics have the potential to reduce noise and vibration generation and were taken into account in the analysis of potential impacts. In accordance with LAMC requirements, construction hours for exterior construction and hauling activities would be limited to between the hours of 7:00 A.M. and 9:00 P.M., Monday through Friday, and 8:00 A.M. and 6:00 P.M. on Saturday. However, it is anticipated that construction activities could occur outside of these hours but would be limited to concrete pouring. The Project contractor(s) would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards.

#### ***(a) On-Site Construction Noise***

Construction of the Project would require the use of heavy equipment during the demolition, grading, and excavation activities at the Project Site. During each stage of development, a different mix of equipment would be used. As such, construction activity noise levels at and near the Project Site would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment.

Individual pieces of construction equipment expected to be used during Project construction could produce maximum noise levels of 75 dBA to 101 dBA  $L_{max}$  at a reference distance of 50 feet from the noise source, as shown in **Table IV.I-6, Construction Equipment Noise Levels**. These maximum noise levels would occur when equipment is operating at full power. The estimated usage factor for the equipment is also shown in Table IV.I-6. The usage factors are based on FHWA's Roadway Construction Noise Model (RCNM) User's Guide.<sup>31</sup>

**TABLE IV.I-6  
CONSTRUCTION EQUIPMENT NOISE LEVELS**

<b>Construction Equipment</b>	<b>Estimated Usage Factor, %</b>	<b>Noise Level at 50 Feet (dBA, <math>L_{max}</math>)</b>
Air Compressors	40%	78
Bore/Drill Rig	20%	79
Cement and Mortar Mixer	40%	79
Compactor	20%	83
Concrete Saw	20%	90
Crane	16%	81
Dumpers/Tenders	40%	76
Excavator	40%	81
Forklift	10%	75
Generator Sets	50%	81
Jackhammers	20%	89
Off-Highway Trucks	20%	76
Other Equipment	50%	85
Paver	50%	77
Paving Equipment	20%	90
Roller	20%	80
Rough Terrain Forklift	10%	75
Rubber Tired Loader	50%	79
Surfacing Equipment	50%	85
Tractor/Loader/Backhoe	25%	80
Vacuum Street Sweeper	10%	82
Vibratory Pile Driver	20%	101

SOURCE: FHWA, 2006.

<sup>31</sup> Federal Highway Administration, Roadway Construction Noise Model User's Guide, 2006, page 3.

During Project construction, the nearest and most affected off-site noise sensitive receptors that would be exposed to increased noise levels would be the existing residential uses, a hotel, libraries, and parks located in proximity to the Project Site. Specifically, the nearest off-site noise sensitive receptors include the following:

- R1: The Federal Courthouse is located approximately 80 feet to the west of the Project Site.
- R3: The First and Broadway Civic Center Park and the Los Angeles County Law Library are located approximately 130 feet and 180 feet to the north of the Project Site, respectively.
- R4: The City Hall Park is located approximately 150 feet to the northeast of the Project Site.
- R5: The one-acre park just south of the LAPD Headquarters Building and Higgins Building Lofts apartment complex are located approximately 80 feet and 250 feet to the southeast of the Project Site, respectively.
- R6: Kawada Hotel is located approximately 300 feet to the west of the Project Site along W. 2nd Street.

Location R2 is not included in the list above because it corresponds to the Los Angeles Times Building on the Project Site itself. This building would be part of Project-related construction activities and would not be a noise-sensitive receptor. Locations R7 and R8 are not included in the list above because they do not represent the nearest noise sensitive receptors. In addition, due to the distances from the Project Site, farther than 1,000 feet, and existing buildings between Locations R7 and R8 and the Project Site, construction noise levels at Location R7 and R8 would be well below the construction noise levels at Location R4 and R5, respectively. As such, construction noise impacts from onsite sources at Receptors R7 and R8 would be less than significant.

Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment would be being operated concurrently. The Project's estimated construction noise levels were calculated for a scenario in which all construction equipment was assumed to be operating simultaneously and located at the construction area nearest the affected receptors to present a conservative impact analysis. The estimated noise levels at the off-site sensitive receptors were calculated using the FHWA's RCNM, and were based on a maximum concurrent operation of construction equipment (i.e., air compressors, cranes, tractor/loader/backhoe, forklift, generator sets, welders, etc.), which is considered a worst-case evaluation because the Project would typically use less overall equipment on a daily basis, and as such would generate lower noise levels. In addition, the noise levels were estimated including the assumption that there will be building construction phase overlap into paving and

architectural coating phases. **Table IV.I-7, *Estimate of Construction Noise levels ( $L_{eq}$ ) at Existing Off-Site Sensitive Receptor Locations***, shows the estimated construction noise levels that would occur at the nearest off-site sensitive uses during a peak day of construction activity at the Project Site.

**TABLE IV.I-7  
ESTIMATE OF CONSTRUCTION NOISE LEVELS ( $L_{eq}$ ) AT EXISTING OFF-SITE SENSITIVE  
RECEIVER LOCATIONS**

Off-site Sensitive Land Uses <sup>a</sup>	Location	Nearest Distance from Construction Activity to Noise Receptor (ft.) <sup>b</sup>	Estimated Maximum Construction Noise Levels (dBA $L_{eq}$ ) <sup>c</sup>	Significance Threshold <sup>e</sup>	Exceed Significance Threshold?
			Daytime / Nighttime	Daytime / Nighttime	
R1	West of the Project Site along Broadway	80	90/78	70.4/65.4	Yes/Yes
R3	North of the Project Site along Broadway/1st Street	130	87/74	77.8/NA <sup>f</sup>	Yes/NA <sup>f</sup>
R4	East of the Project Site along 1st Street	150	81/68 <sup>d</sup>	73.5/67.7	Yes/Yes
R5	South of the Project Site along 2nd Street	250	77/64 <sup>d</sup>	70.0/68.4	Yes/No
R6	West of the Project Site along 2nd/Hill Street	300	75/62 <sup>d</sup>	71.3/59.1	Yes/Yes

<sup>a</sup> Construction noise levels at location R2 are not estimated since R2 represent the noise environment at the Project Site. Locations R7 and R8 are not included because they do not represent the nearest noise sensitive receptors. In addition, due to the distances from the Project Site, farther than 1,000 feet, and existing buildings between Locations R7 and R8 and the Project Site, construction noise levels at Location R7 and R8 would be well below the construction noise levels at Location R4 and R5, respectively. As such, construction noise impacts from onsite sources at Receptors R7 and R8 would be less than significant.

<sup>b</sup> The distance represents the nearest construction area on the Project Site to the property line of the off-site receptor.

<sup>c</sup> The daytime construction noise levels were estimated including assumption that there will be some Building Construction phase overlap into Paving. Concrete pour noise levels provided for occurring off-hours without daytime construction.

<sup>d</sup> Receptors are partially shielded from the construction site by existing buildings; and the result of 5 dBA reduction by the shielding is included in the analyses.

<sup>e</sup> The significance thresholds are the lowest hourly  $L_{eq}$  day/nighttime ambient noise levels, as shown in Table IV.I-4, plus 5 dBA.

<sup>f</sup> Location R3 represents the Los Angeles County Law Library and the future First and Broadway Civic Center Park. No nighttime occupants are anticipated.

NA = not applicable.

SOURCE: ESA, 2018.

As shown in Table IV.I-7, construction noise levels are estimated to reach a maximum of 90 dBA  $L_{eq}$  at the nearest sensitive receptor (at measurement location R1, The Federal Courthouse). This would exceed the 70.4 dBA  $L_{eq}$  significance threshold at R1 (lowest hourly  $L_{eq}$  daytime ambient noise level of 65.4 dBA  $L_{eq}$  at R1 in Table IV.I-4 plus 5 dBA). Sensitive receptor locations R3, R4, R5, and R6 would be exposed to construction noise levels which would exceed the daytime significance thresholds of 77.8 dBA  $L_{eq}$  at R3, 73.5 dBA  $L_{eq}$  at R4, 70.0 dBA  $L_{eq}$  at R5, and 71.3 dBA  $L_{eq}$  at R6.

Construction noise during the foundation/continuous concrete phase is included in the construction noise levels shown in Table IV.I-7 and detailed in Appendix I. The concrete pour activities on-site would last up to two days each for the two continuous concrete pouring foundation phases, which would need to extend beyond daytime hours (one nighttime and early morning period each) due to the need for concrete pours to be continuous (for example, up to 18 hours). For the construction calculations used in Table IV.I-7 and detailed in Appendix I, nighttime construction noise levels during the on-site foundation concrete pours would be 78 dBA  $L_{eq}$  at R1, 74 dBA  $L_{eq}$  at R3, 68 dBA  $L_{eq}$  at R4, 64 dBA  $L_{eq}$  at R5, and 62 dBA  $L_{eq}$  at R6. These noise levels would exceed the respective significance threshold of 65.4 dBA at R1, 67.7 dBA  $L_{eq}$  at R4, and 59.1 dBA  $L_{eq}$  at R6; however, they would not exceed the 68.4 dBA  $L_{eq}$  threshold at R5.

**As such, the Project would have a potentially significant construction noise impact on the nearby sensitive receptors. Impacts at all other sensitive receptor locations would be less than significant. Mitigation measures are identified to reduce construction noise levels to the nearby sensitive receptors, as presented below in Subsection IV.I.3.f, Mitigation Measures. However, implementation of mitigation measures could not reduce temporary or periodic increases in ambient noise levels in the Project vicinity above levels existing without the Project to below the significance thresholds established by the City, and therefore these temporary impacts would be significant and unavoidable.**

Based on available information, the Initial Study<sup>32</sup> for Related Project No. 110 states that its construction would not begin until construction of Related Project No. 168, the Metro Regional Connector portal and station, within the site is complete. Therefore, construction of Related Project No. 110 would not begin until 2022 and would not be complete until 2025, which would be two years after expected completion of the Project. In addition, Related Project No. 168, Metro Regional Connector is currently under construction and is slated to be completed in 2021. **Therefore, this future mixed-use residential development would not be occupied by residents during construction of the Project, and as such,**

<sup>32</sup> City of Los Angeles, Initial Study, 222 West 2<sup>nd</sup> Project, Case No. ENV 2016-3809-EIR, January 2017, <https://planning.lacity.org/eir/nops/222West2nd/nop.pdf>. Accessed December 2018.

**there would no impacts to these future residents from construction-related noise from the Project.**

*(b) Off-Site Construction Noise*

Construction truck trips would occur throughout the construction period. Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to State Route (SR) 110 and 101, heavy truck traffic would take the most direct route to the appropriate freeway ramps. An estimated maximum of approximately 38 daily worker vehicle trips and approximately 1,406 concrete truck trips (equal to approximately 2,812 passenger car equivalent [PCE]) would occur per day (up to approximately 78 concrete truck trips per hour) during the foundation/continuous concrete pour activities. The foundation/continuous concrete pour activities would generate the maximum number of trucks trips, but would only last up to two days during each of the two continuous concrete pouring foundation phases. If renovation activities would overlap, approximately 124 additional daily worker vehicle trips would occur. Trucks would exit the Project Site from N. Broadway and turn right, head eastbound on W. 1st Street to Main Street, head north on Main Street to Aliso Street, turn right onto Aliso Street, and merge on to the SR-101 southbound on-ramp. Empty trucks would take the exit on Los Angeles Street, head south to 2nd Street, make a right on W. 2nd Street, turn right on N. Broadway, and right into the Project Site. Sensitive receptors along these routes include the City Hall Park on the west side of S. Main Street, multi-family-uses on the south side of W. 2nd Street, the 2nd Street Dog Park on the north side of W. 2nd Street, and the Federal Courthouse on the west side of S. Broadway. The anticipated truck route would be subject to review and approval by the City. Construction worker vehicle trips would be dispersed along various roadways and would contribute a very small number of vehicle trips when compared to existing traffic volumes on these same roadways and compared to the truck trips along the route. Construction worker vehicles would need to travel on N. Broadway to access the Project Site. The majority of construction worker vehicle trips would not result in travel on Main Street, W. 1st Street, and 2nd Street, as most workers would commute to and from their homes using a variety of different commuting routes. However, for the purposes of this analysis, it was conservatively assumed that construction worker vehicle trips would travel on the same roadway segments as the heavy trucks to evaluate maximum potential offsite noise impacts.

As shown in **Table IV.I-8, *Estimate Off-Site Construction Traffic Noise***, the Project's truck trips and worker trips would generate maximum noise levels of approximately 68.8 dBA  $L_{eq}$  along W. 2nd Street.

**TABLE IV.I-8**  
**ESTIMATED OFF-SITE CONSTRUCTION TRAFFIC NOISE LEVELS**

Roadway Segment	Construction Traffic	Calculated Traffic Noise Levels On Roadway dBA L <sub>eq</sub>		
		Daytime Significance Threshold	Nighttime Significance Threshold	Exceed Threshold? Daytime/Nighttime
S. Broadway (R1)	66.0	70.4	65.4	No / Yes
Main Street (R7)	68.2	77.6	N/A <sup>b</sup>	No / – <sup>b</sup>
Los Angeles Street (R8)	63.3	74.8	61.8	No / Yes
W. 1st Street (R3/R4)	67.3	73.5	N/A <sup>b</sup>	No / – <sup>b</sup>
W. 2nd Street (R5)	68.8	70.0	68.4	No / Yes

<sup>a</sup> The significance thresholds are the lowest hourly L<sub>eq</sub> day/nighttime ambient noise levels, as shown in Table IV.I-4, plus 5 dBA.

<sup>b</sup> Sensitive receptors located along Main Street (the City Hall Park) and W. 1st Street (Los Angeles County Law Library and City of LA First and Broadway Civic Center Park) are not occupied during the nighttime hours.

SOURCE: ESA, 2018

As shown in Table IV.I-8, off-site construction traffic noise levels generated by construction worker and truck trips would not exceed the daytime significance thresholds along the truck routes, but would exceed the applicable nighttime significance thresholds along the truck route on S. Broadway, Los Angeles Street, and W. 2nd Street. **Therefore, off-site construction traffic noise impacts would be significant during nighttime hours.**

## (2) Operation

### (a) Impacts Under Existing Traffic Baseline Conditions

Existing roadway noise levels were calculated along various arterial segments adjacent to the Project Site. Roadway noise attributable to Project operation was calculated using the traffic noise model previously described and was compared to existing noise levels in the vicinity.

Project impacts are shown in **Table IV.I-9, Off-Site Traffic Noise Impacts – Existing with Project Conditions**. As indicated, the maximum increase in Project-related traffic noise levels over existing traffic noise levels would be 0.6 dBA CNEL, which would occur at the roadway segment of N./S. Broadway, between W. 1st Street and W. 2nd Street adjacent to Federal Courthouse and commercial uses. This increase in sound level would be well below the most stringent significance threshold of 3 dBA CNEL increase over ambient noise levels; and is also below

the other standards of within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA CNEL or greater noise increase (see Table IV.I-3). The increase in sound levels would be lower at the remaining roadway segments analyzed. Accordingly, the Project-related noise increases would be less than the applicable thresholds. **Therefore, operation of the Project would not result in off-site traffic-related noise impacts in excess of City standards and impacts would be less than significant.**

**TABLE IV.I-9  
OFF-SITE TRAFFIC NOISE IMPACTS – EXISTING WITH PROJECT CONDITIONS**

Roadway Segment	Calculated Traffic Noise Levels On Roadway CNEL (dBA)				
	Existing (A)	Existing with Project (B)	Project Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>W. Sunset Boulevard/E. Cesar Chavez Avenue</b>					
West of N. Figueroa Street	70.6	70.7	0.1	3	No
East of N. Figueroa Street	70.4	70.4	0.0	3	No
<b>W. Aliso Street</b>					
Between Broadway and N. Spring Street	66.0	66.0	0.0	5	No
<b>W. Temple Street</b>					
Between N. Hill Street and N. Broadway	70.2	70.2	0.0	3	No
Between N. Broadway and N. Spring Street	70.0	70.1	0.1	3	No
Between N. Spring Street and N. Main Street	70.1	70.1	0.0	3	No
<b>W. 1st Street</b>					
Between S. Grand Avenue and S. Olive Street	70.9	70.9	0.0	3	No
Between S. Olive Street and S. Hill Street	70.4	70.4	0.0	3	No
Between S. Hill Street and S. Broadway	70.3	70.4	0.1	3	No
Between S. Broadway and S. Spring Street	70.4	70.5	0.1	5	No
Between S. Spring Street and S. Main Street	69.4	69.5	0.1	5	No
Between S. Main Street and S. Los Angeles Street	70.1	70.1	0.0	5	No



Calculated Traffic Noise Levels On Roadway CNEL (dBA)					
Roadway Segment	Existing (A)	Existing with Project (B)	Project Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>W. 2nd Street</b>					
Between S. Beaudry Avenue and S. Figueroa Street	68.0	68.1	0.1	5	No
Between S. Figueroa Street and S. Hill Street	66.8	66.9	0.1	5	No
Between S. Hill Street and S. Broadway	67.3	67.5	0.2	5	No
Between S. Broadway and S. Spring Street	67.7	68.2	0.5	5	No
Between S. Spring Street and S. Main Street	67.0	67.1	0.1	5	No
Between S. Main Street and S. Los Angeles Street	66.9	67.0	0.1	5	No
<b>W. 3rd Street</b>					
Between S. Figueroa Street and S. Hill Street	71.2	71.3	0.1	3	No
Between S. Hill Street and S. Broadway	69.1	69.2	0.1	5	No
Between S. Broadway and S. Spring Street	68.6	68.6	0.0	5	No
Between S. Spring Street and S. Main Street	69.4	69.4	0.0	5	No
<b>W. 4th Street</b>					
Between S. Broadway and S. Spring Street	68.6	68.6	0.0	5	No
<b>S. Beaudry Avenue</b>					
North of W. 2nd Street	69.8	69.8	0.0	5	No
South of W. 2nd Street	70.5	70.5	0.0	5	No
<b>N./S. Figueroa Street</b>					
Between W. Sunset Blvd/E. Cesar Chavez Ave and W. 2nd St	70.9	70.9	0.0	3	No
Between W. 2nd Street and W. 3rd Street	70.9	70.9	0.0	5	No
<b>N./S. Grand Avenue</b>					
North of W. 1st Street	70.1	70.1	0.0	5	No
South of W. 1st Street	69.3	69.3	0.0	5	No
<b>S. Olive Street</b>					
South of W. 1st Street	67.4	67.4	0.0	5	No

Calculated Traffic Noise Levels On Roadway CNEL (dBA)					
Roadway Segment	Existing (A)	Existing with Project (B)	Project Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>N./S. Hill Street</b>					
Between W. Temple Street and W. 1st Street	70.1	70.1	0.0	3	No
Between W. 1st Street and W. 2nd Street	69.3	69.3	0.0	5	No
Between W. 2nd Street and W. 3rd Street	69.7	69.7	0.0	5	No
<b>N./S. Broadway</b>					
Between W. Aliso Street and W. Temple Street	69.4	69.4	0.0	5	No
Between W. Temple Street and W. 1st Street	68.7	68.8	0.1	5	No
Between W. 1st Street and W. 2nd Street	67.5	68.1	0.6	5	No
Between W. 2nd Street and W. 3rd Street	67.9	68.0	0.1	5	No
Between W. 3rd Street and W. 4th Street	67.7	67.9	0.2	5	No
<b>N./S. Spring Street</b>					
Between W. Aliso Street and W. Temple Street	69.0	69.0	0.0	5	No
Between W. Temple Street and W. 1st Street	68.5	68.5	0.0	5	No
Between W. 1st Street and W. 2nd Street	68.2	68.3	0.1	5	No
Between W. 2nd Street and W. 3rd Street	69.5	69.6	0.1	5	No
Between W. 3rd Street and W. 4th Street	68.1	68.2	0.1	5	No
<b>N./S. Main Street</b>					
Between W. Temple Street and W. 1st Street	70.2	70.2	0.0	3	No
Between W. 1st Street and W. 2nd Street	69.5	69.5	0.0	5	No
Between W. 2nd Street and W. 3rd Street	69.4	69.5	0.1	5	No
<b>S. Los Angeles Street</b>					
Between W. 1st Street and W. 2nd Street	68.8	68.8	0.0	5	No

Calculated Traffic Noise Levels On Roadway CNEL (dBA)					
Roadway Segment	Existing (A)	Existing with Project (B)	Project Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?

<sup>a</sup> The Project related traffic would cause any ambient noise levels measured at the property line of affected uses to increase by 5 dBA CNEL or more; or cause ambient noise levels measured at the property line of affected uses to increase by 3 dBA in CNEL or more to or within the “normally unacceptable” or “clearly unacceptable category.”

SOURCE: ESA, 2018

### (b) *Impacts Under Future (2023) Traffic Conditions*

Future roadway noise levels were also calculated along various arterial segments adjacent to the Project as compared to 2023 traffic noise levels that would occur with implementation of the Project. Future traffic noise levels were calculated based on the roadway traffic volume data provided in the Traffic Impact Analysis prepared for the Project and included in Appendix L of this Draft EIR. According to the Traffic Impact Analysis, the future baseline traffic volumes reflect traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects).<sup>33</sup> Project impacts are shown in **Table IV.I-10, Off-Site Traffic Noise Impacts – Future (2023) With Project Conditions**. As indicated, the maximum increase in Project-related traffic noise levels over the future traffic noise levels would be 0.4 dBA CNEL, which would occur at the roadway segments of W. 2nd Street, between S. Broadway and S. Spring Street adjacent to a school and commercial uses and N./S. Broadway, between W. 1st Street and W. 2nd Street adjacent to Federal Courthouse and commercial uses. This increase in sound level would be below the significance threshold of 3 dBA CNEL increase to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA CNEL or greater noise increase (see Table IV.I-3), and the increase in sound level would be lower at the remaining roadway intersections analyzed. **The Project-related noise increases would be less than the threshold established by the City and, therefore, impacts would be less than significant. No mitigation measures would be required.**

<sup>33</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis, 2018.

**TABLE IV.I-10**  
**OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE (2023) WITH PROJECT CONDITIONS**

Roadway Segment	Calculated Traffic Noise Levels On Roadway CNEL (dBA)				
	Future without Project (A)	Future with Project (B)	Project Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>W. Sunset Boulevard/E. Cesar Chavez Avenue</b>					
West of N. Figueroa Street	71.1	71.2	0.1	3	No
East of N. Figueroa Street	70.8	70.8	0.0	3	No
<b>W. Aliso Street</b>					
Between Broadway and N. Spring Street	66.6	66.6	0.0	5	No
<b>W. Temple Street</b>					
Between N. Hill Street and N. Broadway	71.2	71.2	0.0	3	No
Between N. Broadway and N. Spring Street	71.3	71.3	0.0	3	No
Between N. Spring Street and N. Main Street	71.3	71.3	0.0	3	No
<b>W. 1st Street</b>					
Between S. Grand Avenue and S. Olive Street	73.2	73.2	0.0	3	No
Between S. Olive Street and S. Hill Street	72.6	72.6	0.0	3	No
Between S. Hill Street and S. Broadway	72.3	72.4	0.1	3	No
Between S. Broadway and S. Spring Street	72.2	72.2	0.0	5	No
Between S. Spring Street and S. Main Street	71.3	71.3	0.0	5	No
Between S. Main Street and S. Los Angeles Street	72.1	72.1	0.0	5	No
<b>W. 2nd Street</b>					
Between S. Beaudry Avenue and S. Figueroa Street	69.2	69.2	0.0	5	No
Between S. Figueroa Street and S. Hill Street	68.3	68.4	0.1	5	No
Between S. Hill Street and S. Broadway	68.6	68.7	0.1	3	No
Between S. Broadway and S. Spring Street	68.8	69.2	0.4	5	No

Calculated Traffic Noise Levels On Roadway CNEL (dBA)					
Roadway Segment	Future without Project (A)	Future with Project (B)	Project Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
Between S. Spring Street and S. Main Street	68.5	68.6	0.1	5	No
Between S. Main Street and S. Los Angeles Street	68.5	68.5	0.0	5	No
<b>W. 3rd Street</b>					
Between S. Figueroa Street and S. Hill Street	72.1	72.1	0.0	3	No
Between S. Hill Street and S. Broadway	70.2	70.3	0.1	5	No
Between S. Broadway and S. Spring Street	69.9	69.8	-0.1	5	No
Between S. Spring Street and S. Main Street	70.6	70.6	0.0	5	No
<b>W. 4th Street</b>					
Between S. Broadway and S. Spring Street	70.0	70.0	0.0	5	No
<b>S. Beaudry Avenue</b>					
North of W. 2nd Street	70.1	70.1	0.0	5	No
South of W. 2nd Street	70.8	70.8	0.0	5	No
<b>N./S. Figueroa Street</b>					
Between W. Sunset Blvd/E. Cesar Chavez Ave and W. 2nd St	71.3	71.4	0.1	3	No
Between W. 2nd Street and W. 3rd Street	71.3	71.3	0.0	5	No
<b>N./S. Grand Avenue</b>					
North of W. 1st Street	71.0	71.1	0.1	5	No
South of W. 1st Street	72.2	72.2	0.0	3	No
<b>S. Olive Street</b>					
South of W. 1st Street	67.9	67.9	0.0	3	No
<b>N./S. Hill Street</b>					
Between W. Temple Street and W. 1st Street	71.0	71.0	0.0	3	No
Between W. 1st Street and W. 2nd Street	70.9	70.9	0.0	5	No
Between W. 2nd Street and W. 3rd Street	71.1	71.1	0.0	5	No

Calculated Traffic Noise Levels On Roadway CNEL (dBA)					
Roadway Segment	Future without Project (A)	Future with Project (B)	Project Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>N./S. Broadway</b>					
Between W. Aliso Street and W. Temple Street	70.8	70.8	0.0	5	No
Between W. Temple Street and W. 1st Street	70.0	70.1	0.1	5	No
Between W. 1st Street and W. 2nd Street	69.2	69.6	0.4	5	No
Between W. 2nd Street and W. 3rd Street	69.7	69.8	0.1	5	No
Between W. 3rd Street and W. 4th Street	69.7	69.8	0.1	5	No
<b>N./S. Spring Street</b>					
Between W. Aliso Street and W. Temple Street	70.0	70.0	0.0	5	No
Between W. Temple Street and W. 1st Street	69.4	69.4	0.0	5	No
Between W. 1st Street and W. 2nd Street	69.2	69.4	0.2	5	No
Between W. 2nd Street and W. 3rd Street	70.9	70.9	0.0	5	No
Between W. 3rd Street and W. 4th Street	69.3	69.4	0.1	5	No
<b>N./S. Main Street</b>					
Between W. Temple Street and W. 1st Street	70.9	70.9	0.0	3	No
Between W. 1st Street and W. 2nd Street	70.4	70.4	0.0	5	No
Between W. 2nd Street and W. 3rd Street	70.6	70.7	0.1	5	No
<b>S. Los Angeles Street</b>					
Between W. 1st Street and W. 2nd Street	70.4	70.4	0.0	5	No

<sup>a</sup> The Project related traffic would cause any ambient noise levels measured at the property line of affected uses to increase by 5 dBA CNEL or more; or cause ambient noise levels measured at the property line of affected uses to increase by 3 dBA in CNEL or more to or within the “normally unacceptable” or “clearly unacceptable category.”

SOURCE: ESA, 2018

(c) *Open Space*

The Project's North Tower and South Tower mixed-use components would be constructed on the western side of the Project Site. The towers would include restaurant uses, which would be located at ground level and oriented to W. 1st Street, S. Broadway, and W. 2nd Street, while also fronting the Paseo. The Paseo would be constructed along the east edge of the North Tower and the South Tower, passing from sidewalk to sidewalk between W. 1st Street to W. 2nd Street. The occupant load of Paseo area was estimated based on the occupancy load factor of 15 square feet per person for an assembly area without fixed seats from the California Building Code Table 1004.1.2 Maximum Floor Area Allowances Per Occupant. These values were applied to the Project's estimated the Paseo area (approximately 15,708 square feet), which results in approximately 1,000 people.<sup>34</sup> Noise from human conversation is approximately 55 dBA at a distance of 3 feet.<sup>35</sup> Assuming 500 visitors talking simultaneously, the continuous noise level would be up to 82 dBA at 3 feet. Based on a noise level source strength of 82 dBA at a reference distance of 3 feet, and accounting for distance attenuation (6 dBA per doubling of distance, a minimum of 29 dBA attenuation or more for 80 feet distance to the nearest sensitive receptor location R1, future mixed-use residential development) and barrier-insertion loss by the Project buildings (minimum 5 dBA insertion loss), the Paseo related noise would be reduced to 48 dBA, which would be inaudible at the noise sensitive receptor location R1 (future mixed-use residential development) and would not exceed the lowest hourly  $L_{eq}$  daytime significance threshold of 70.4 dBA  $L_{eq}$  and the nighttime significance threshold of 65.4 dBA  $L_{eq}$ . **Therefore, the Paseo operations would not result in a substantial increase in ambient noise levels, and impacts would be less than significant, and no mitigation measures would be required.**

The mechanical equipment that currently occupies the rooftop of the four-story Plant Building would be relocated and replaced with an Office Terrace. The Office Terrace would provide conference/presentation and break space for office employees of the Time, Plant, Mirror Buildings and would not be available to the general public. Views of the Office Terrace would be visible from surrounding structures higher than four stories, including, but not limited to, the proposed Project to the west, north, and south, City Hall to the northeast, Los Angeles Police Department Headquarters to the east, and the future 232 W. 2nd Street Project to the south. The Office Terrace would be located approximately 80 feet from the one-acre park south of the LAPD Headquarters Building (R5), which is the closest noise-sensitive receptor and, therefore, all other receptors including the future mixed-use residential development to the south across 2nd Street, which would be

<sup>34</sup> California Building Standards Commission, 2016 Title 24, Part 2 – California Building Code, <http://www.bsc.ca.gov/codes.aspx>. Accessed October 2018.

<sup>35</sup> American Journal of Audiology Vol.7 21-25 October 1998. doi:10.1044/1059-0889(1998/012).

located approximately 170 feet from the Office Terrace, are located farther away where impacts would be less than those at R5.

According to the Project Architect and as set forth in PDF NOISE-4, there could be up to approximately 150 visitors to the Office Terrace at one time on a peak weekend day. Noise from human conversation is approximately 55 dBA at a distance of 3 feet.<sup>36</sup> Assuming 75 visitors talking simultaneously, the continuous noise level would be up to 74 dBA at 3 feet. Based on a noise level source strength of 74 dBA at a reference distance of 3 feet, and accounting for distance attenuation (6 dBA per doubling of distance, a minimum of 29 dBA attenuation or more<sup>37</sup> for 80 feet distance to the sensitive receptor location R5), the Office Terrace-related noise would be reduced to 45 dBA, which would be inaudible at the noise sensitive receptor location R5 and would not exceed the daytime significance threshold of 70.0 dBA and the nighttime significance threshold of 68.4 dBA. Therefore, Office Terrace operations would not result in a substantial increase in ambient noise levels. Impacts would be less than significant, and no mitigation measures would be required.

A Residential Terrace would be located at the roof level of the five-story Podium, which connects the two residential towers. This area, which would be used by residents of the North Tower and South Tower, would be located between the North Tower and the South Tower, as shown in Figure II-22. The Residential Terrace would be located approximately 80 feet from the nearest sensitive receptor location R1 (Federal Court), which is the closest receptor and, therefore, all other receptors including the future noise sensitive uses across 2nd Street, which would be located approximately 150 feet from the Residential Terrace are located farther away where impacts would be less than those at R1.

According to the Project Architect, there could be up to approximately 200 visitors to the Residential Terrace at one time on a peak weekend day. Noise from human conversation is approximately 55 dBA at a distance of 3 feet.<sup>38</sup> Assuming 100 visitors talking simultaneously, the continuous noise level would be up to 75 dBA at 3 feet. Based on a noise level source strength of 75 dBA at a reference distance of 3 feet, and accounting for distance attenuation (6 dBA per doubling of distance, a minimum of 29 dBA attenuation or more for 80 feet distance to the nearest sensitive receptor location R1) and barrier-insertion loss by the Project buildings (minimum 5 dBA insertion loss), the Residential Terrace related noise would be reduced to 41 dBA, which would be inaudible at the noise sensitive receptor location R1 and would not exceed the lowest hourly  $L_{eq}$  daytime significance threshold of 70.4 dBA  $L_{eq}$ . The operation hours of the Federal Courthouse are from

<sup>36</sup> American Journal of Audiology Vol.7 21-25 October 1998. doi:10.1044/1059-0889(1998/012).

<sup>37</sup> As discussed in Subsection IV.I.2, stationary point sources of noise attenuate at a rate of 6 dBA for acoustically hard site. For an example, noise level of 55 dBA at a distance of 3 feet would be reduced to 49 dBA at a distance of 6 feet and 43 dBA at a distance of 12 feet.

<sup>38</sup> American Journal of Audiology Vol.7 21-25 October 1998. doi:10.1044/1059-0889(1998/012).



8:30 a.m. to 4:30 p.m. Therefore, nighttime noise impacts would not be expected at the Federal Courthouse. For the future mixed-uses residential development (R1) to the south across W. 2nd Street, the Residential Terrace related noise would be reduced to 36 dBA due to the 150 feet distance and barrier-insertion loss by the Project buildings, which would not exceed the lowest hourly  $L_{eq}$  nighttime significance threshold of 65.4 dBA. Therefore, Residential Terrace operations would not result in a substantial increase in ambient noise levels.

**In summary, open space noise impacts would be less than significant and no mitigation measures would be required.**

*(d) Fixed Mechanical Equipment*

With respect to Project operation, all building outdoor mounted mechanical and electrical equipment would be designed to meet the requirements of LAMC Chapter XI, Section 112.02. Section 112.02 of the LAMC requires that any heating, ventilation, and air conditioning (HVAC) system within any zone of the City not cause an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.

The operation of mechanical equipment typical for developments like the Project, such as air conditioners, fans, generators, and related equipment, may generate audible noise levels. Project mechanical equipment would be located on rooftops or within buildings, and would be shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. In addition, all mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls, to comply with noise limitation requirements provided in Section 112.02 of the LAMC, which prohibit the noise from such equipment causing an increase in the ambient noise level by more than five decibels. The Project would comply with the requirement to install mechanical equipment that would generate noise levels below this threshold, consistent with applicable regulatory requirements.

Exterior reference noise levels for air condenser units, fans, and related equipment, the primary sources of noise from fixed mechanical equipment, would be 81.9 dBA  $L_{eq}$  measured at a distance of 5 feet (based on noise data from large shopping center projects in Southern California).<sup>39</sup> Noise control devices, such as sound attenuators, acoustics louvers, or sound screen/parapet walls would achieve a minimum 5 dBA reduction in noise level due to partial noise shielding, although 10 dBA or more could be achieved from blocking the line of sight completely. A 5 dBA reduction is assumed to provide a conservative assessment.

<sup>39</sup> Refer to: City of Moreno Valley, Moreno Valley Walmart Noise Impact Analysis, Table 9-1, Page 71, February 10, 2015; and City of Pomona, Pomona Ranch Plaza Walmart Expansion Project, Table 4.4-5, Pg. 4.4-33, August 2014.

The nearest sensitive receptor is approximately 80 feet from the Project Site at measurement location R1 (Federal Courthouse). At this distance, the noise level would attenuate to 53 dBA (6 dBA attenuation per doubling of distance, a minimum of 24 dBA attenuation or more<sup>40</sup> for 80 feet distance to the sensitive receptor location R1), assuming a minimum 5 dBA reduction in noise level due to partial noise shielding (although a reduction of 10 dBA or more could be achieved). This would be 12 dBA below the lowest hourly  $L_{eq}$  daytime ambient noise level of 65.4 dBA  $L_{eq}$  (see Table IV.I-4), which would increase the daytime average ambient noise level by 0.2 dBA, and would not result in an increase by 5 dBA or more over ambient levels. The operation hours of the Federal Courthouse are from 8:30 a.m. to 4:30 p.m. Therefore, nighttime noise impacts would not be expected at the Federal Courthouse. For the future mixed-uses residential development to the south across W. 2nd Street, the mechanical equipment related noise would be reduced to 57 dBA due to the 50 feet distance and barrier-insertion loss by partial noise shielding, which would not exceed the nighttime significance threshold of 68.8 dBA  $L_{eq}$ . Therefore, operation of mechanical equipment would not exceed the City's thresholds of significance. **Impacts from fixed mechanical equipment noise would be less than significant, and no mitigation measures would be required.**

(e) *Refuse Collection Areas*

Refuse collection areas would be located within parking garage level P-1. Loading dock and refuse service-related activities such as truck movements/idling and loading/unloading operations generate noise levels that have a potential to adversely impact adjacent land uses during long-term Project operations. However, since the loading and refuse service areas would be enclosed within the parking garage and shielded from surrounding off-site development, there would be no perceptible increases in noise from loading dock and refuse collection areas at off-site sensitive receptor locations. **As such, impacts from refuse collection area noise would be less than significant and no mitigation measures would be required.**

(f) *Loading Dock Areas*

Loading dock activities such as truck movements/idling and loading/unloading operations generate noise levels that have the potential to adversely impact adjacent land uses during long-term Project operations. The Project will not allow any delivery truck idling for more than 5 consecutive minutes in the loading area pursuant to State regulation (Title 13 California Code of Regulations [CCR], Section 2485. Signs will be posted in delivery loading areas specifying this idling restriction. In addition, the loading area would be located in the middle of the North Tower and South Tower on the ground level and would be screened from public

<sup>40</sup> As discussed in Subsection IV.I.2, stationary point sources of noise attenuate at a rate of 6 dBA for acoustically hard site. For an example, noise level of 55 dBA at a distance of 3 feet would be reduced to 49 dBA at a distance of 6 feet and 43 dBA at a distance of 12 feet.

view and shielded from surrounding off-site development by the Project buildings. Based on a noise survey that was conducted at a loading dock facility by ESA, loading dock activity (namely idling semi-trucks and backup alarm beeps) would generate noise levels of approximately 70 dBA  $L_{eq}$  at a reference distance of 50 feet from the noisiest portion of the truck (i.e., to the side behind the cab and in line with the engine and exhaust stacks).<sup>41</sup> The nearest noise sensitive uses to the west of the Project Site, represented by measurement location R1 (Federal Courthouse) would be located approximately 150 feet or more from the loading dock area. The loading dock area would be located approximately 200 feet from the future mixed use residential development. Based on a noise level source strength of 70 dBA at a reference distance of 50 feet, and accounting for barrier-insertion loss by the Project buildings (minimum 15 dBA insertion loss) and distance attenuation (minimum 10 dBA loss), loading dock noise would be approximately 45 dBA at these noise sensitive uses and therefore would not increase the daytime average ambient noise levels of 67.7 dBA  $L_{eq}$  when combining the ambient noise levels and noise from the loading areas. **Because the loading area noise would not increase ambient noise levels at the noise sensitive receptor location R1 by 5 dBA, impacts would be less than significant, and no mitigation measures would be required.**

(g) *Emergency Generator*

The Project would include two on-site emergency generators located at the North Tower with an estimated rating of approximately 414 kilowatts (approximately 555 HP) and at the South Tower with an estimated rating of approximately 623 kilowatts (approximately 835 HP). The emergency generators may be used in the event of a power outage to provide electricity for emergency safety lighting and other emergency electricity needs. Maintenance and testing of the emergency generator would not occur daily, but rather periodically, up to 50 hours per year per SCAQMD 1470. The emergency generators would be located southwest corner of P1 Level and screened from public view and shielded from surrounding off-site development by the Project buildings.

For the purposes of providing a conservative noise assessment, it is assumed the emergency generators could be located as close as approximately 80 feet from the nearest noise-sensitive uses to the west of the Project Site, which would be the Federal Courthouse represented by measurement location R1. Other off-site noise-sensitive receptors would be farther away or would not have a line-of-sight to the emergency generator and would be less impacted by noise from this source.

<sup>41</sup> The loading dock facility noise measurements were conducted at a loading dock facility at a Wal-Mart store using the Larson-Davis 820 Precision Integrated Sound Level Meter ("SLM") in May 2003. The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of approximately 5 feet above the local grade.

Based on a noise survey that was conducted for an equivalent generator by ESA, the generator would generate noise levels of approximately 96 dBA ( $L_{eq}$ ) at 25 feet without any sound attenuations.<sup>42</sup> As set forth in PDF NOISE-5, emergency generators would be designed not to exceed the ambient noise level by more than 5 dBA. Therefore, the emergency generators would be designed to generate noise levels of approximately 81 dBA ( $L_{eq}$ ) at 25 feet with the noise attenuation devices and enclosures. Based on a noise level source strength of 81 dBA at a reference distance of 25 feet, and accounting for distance attenuation (minimum 10 dBA loss) and barrier-insertion loss by the Project buildings (minimum 10 dBA insertion loss), generator-related activity noise would be approximately 61 dBA and would increase the daytime average ambient noise level of 67.7 dBA  $L_{eq}$  by 0.8 dBA at the noise-sensitive uses (the Federal Courthouse and future mixed-use residential development to the south) represented by measurement location R1. Therefore, operation of the emergency generators would not exceed the City's thresholds of significance. **Impacts from the emergency generator noise would be less than significant, and no mitigation measures would be required.**

#### (h) *Parking Structure*

The Project is designed for approximately 1,744 vehicle parking spaces in the five-level above-ground Podium and nine-level subterranean parking structure. The entrance and exit to the residential and retail parking would be located on S. Broadway and W. 2nd Street.

Sources of noise associated with parking facilities typically include engines accelerating, doors slamming, car alarms, tire squeals, and people talking. Noise levels at these facilities would fluctuate throughout the day with the amount of vehicle and human activity. Noise levels would generally be the highest in the morning and evening peak traffic hours when the largest number of automobiles would enter and exit the parking facility.

For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from vehicles entering and exiting the project's parking structure, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used discussed in the Methodology Section.

Based on the Project's traffic study prepared by Fehr & Peers,<sup>43</sup> provided in Appendix L of this Draft EIR, the Project is forecasted to generate 12,358 total

<sup>42</sup> The generator noise measurements were conducted at a Verizon facility using the Larson-Davis 820 Precision Integrated Sound Level Meter (SLM) in November 2000. The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of approximately 5 feet above the local grade.

<sup>43</sup> Fehr & Peers, Times Mirror Square Project Transportation Impact Analysis, 2018.

project external daily vehicle trips, including an anticipated 889 trips and 854 trips during the A.M. and P.M. peak hours, respectively. Using the FTA's reference noise level of 92 dBA sound exposure level (SEL)<sup>44</sup> at 50 feet from the noise source for a parking lot, it was determined that the Project's highest peak hour vehicle trips, which would be 889 trips during the A.M. peak hour, would generate noise levels of approximately 56 dBA  $L_{eq}$  at 50 feet from the Project's parking entrance. The nearest noise sensitive use to the entrance on W. 2nd Street would be approximately 50 feet, at measurement location R1 (Future Mixed-Use Residential Development). Based on this distance, the vehicle related noise levels would be approximately 56 dBA  $L_{eq}$  at measurement location R1, which would increase the daytime average ambient noise level of 67.7 dBA by 0.1 dBA and nighttime average ambient noise level of 63.8 dBA by 0.7 dBA. All other noise sensitive uses would experience lower parking structure noise levels. This also conservatively assumes the peak hour traffic would all utilize one entrance. These noise levels analysis would not increase the daytime average ambient noise levels of 68 dBA  $L_{eq}$  at these noise sensitive uses by 5 dBA. **As such, impacts parking structure noise would be less than significant, and no mitigation measures would be required.**

(i) *Composite Noise Level Impacts from Project Operations*

An evaluation of the combined noise from the Project's various noise sources (i.e., composite noise level) was conducted to conservatively ascertain the potential maximum Project-related noise level increase that may occur at the noise-sensitive receptor locations included in this analysis. Noise sources associated with the Project would include traffic on nearby roadways, open space, on-site mechanical equipment, refuse collection area, loading dock area, emergency generator, and parking structure. The noise level from stationary noise sources were converted from the maximum  $L_{eq}$  noise levels discussed above to CNEL by conservatively assuming the maximum  $L_{eq}$  noise levels would occur during the operational hours for each stationary noise source. Open space noise was assumed to occur from 12:00 pm to 12:00 am; mechanical equipment noise was assumed to occur 24-hours per day; loading dock noise was assumed to occur from 7:00 am to 9:00 pm; emergency generator noise from testing and maintenance was assumed to occur for approximately one hour during the daytime; and parking structure noise was assumed to occur 24-hours per day.

<sup>44</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

Based on the location of the Project noise sources, the only noise-sensitive locations at which composite noise impacts could occur are the future residences located to the southwest of the Project Site and the Federal Courthouse located to the west of the Project Site (both represented by Location R1). The noise-sensitive location R1 is the nearest sensitive receptor and if a noise impact at the location R1 is less than significant, noise impacts at all other noise sensitive receptors will be less than significant because of distance attenuations. The predominant Project noise source that could potentially affect these off-site sensitive receptors would be noise-generating activities at loading dock areas, emergency generators, and parking structure.

Noise associated with activities in the refuse collection areas would not increase the overall ambient noise levels in the project vicinity. As shown in **Table IV.I-11, *Composite Noise Levels at Sensitive Receptor Location R1 From Project Operations***, based on the future without Project traffic noise level of 69.6 dBA at S. Broadway, between W. 1st Street and W. 2nd Street in the vicinity of R1, project-related traffic would contribute approximately 59.0 dBA of sound energy, which would increase the existing roadway noise levels by 0.4 dBA. Mechanical equipment would contribute a maximum of 59.7 dBA of sound energy at R1. Loading dock areas would contribute a maximum of 46.2 dBA of sound energy each at R1. Emergency generator use would contribute a maximum of 61.0 dBA of sound energy at R1. The parking structure would contribute a maximum of 62.7 dBA of sound energy at R1. Overall, relative to the existing noise environment, the Project would be estimated to increase the exterior ambient noise level by approximately 1.3 dBA at the Federal Courthouse (R1) to the west, which would not exceed the significance threshold of a 3 dBA increase. This analysis conservatively assumes that the Project's operational noise sources would generate maximum noise levels simultaneously. **Therefore, the Project's operational composite noise would be less than significant.**

**TABLE IV.I-11**  
**COMPOSITE NOISE LEVELS AT SENSITIVE RECEPTOR LOCATION R1 FROM PROJECT OPERATIONS**

Operational Noise Sources	Noise Levels, dBA CNEL
Location R1	
<b>Existing (Ambient) Noise Level (A)</b>	<b>71.8<sup>a</sup></b>
<b>Project Composite Noise Sources</b>	
Open spaces	52.8 (48 dBA L <sub>eq</sub> )
Mechanical equipment	59.7 (53 dBA L <sub>eq</sub> )
Refuse collection areas	0
Loading dock areas	46.2 (45 dBA L <sub>eq</sub> )
Emergency generator	61.0 (61 dBA L <sub>eq</sub> )
Parking Structure	62.7 (56 dBA L <sub>eq</sub> )
Off-site traffic (S. Broadway, between W. 1st Street and W. 2nd Street)	
<i>Future without Project traffic noise level</i>	69.2
<i>Future plus Project traffic noise level</i>	69.6
Estimated Project-only traffic noise level	59.0
<b>Project Composite Noise Level (B)</b>	<b>67.1</b>
<b>Existing Plus Project Composite Noise Level (C)</b>	<b>73.1</b>
Project Increment (C-A)	1.3
Exceeds Threshold (3 dBA increase)?	No

<sup>a</sup> CNEL level is from Appendix I-1.

<sup>b</sup> CNEL levels for each noise source are calculated based on operational hours of each noise source.

SOURCE: ESA, 2018.

### (3) Site Compatibility (Proposed On-Site Noise-Sensitive Uses)

The Project would locate new noise-sensitive uses on the Project Site in an existing urban setting, which may subject future residents of the Project to typical types of urban noise sources, such as traffic noise.

As discussed above, the City of Los Angeles prohibits interior noise levels from all exterior sources to exceed 45 dBA CNEL in any habitable room (LAMC 91.1207.14.2), and exterior noise levels of greater than 65 dBA CNEL for outdoor living areas (excluding balconies) (LAMC 91.1208). As indicated by the predicted

vehicular traffic noise levels presented in Table IV.I-5, the Project's western perimeter at the ground level along Broadway would be exposed to maximum ambient noise levels of up to 73.8 dBA CNEL (also see Table IV.I-9 and Table IV.I-10), which is within the "Normally Unacceptable" category for multi-family residential uses. In accordance with the City's Building Code, the Project would be required to include noise insulation features for multi-family buildings in the design of the residential buildings, such as insulated windows and doors, in order to achieve the interior noise limits of 45 dBA CNEL. The Project would be required to comply with these regulations and, therefore, impacts would be less than significant.

**Therefore, as discussed above, the Project would 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. As discussed below in Subsection IV.I.3.g, impacts from on-site construction noise would be less than significant with the incorporation of mitigation measures. However, there are no feasible mitigation measures to reduce the noise impacts due to off-site truck trips during the nighttime along the truck routes. Therefore, temporary off-site construction noise impacts during the nighttime would be significant and unavoidable. Operational off-site traffic noise and on-site composite operational noise would be less than significant, and operational noise mitigation measures would not be required.**

***Threshold b) Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

#### (4) Construction Vibration

##### (a) Structural Damage

Construction activities at the Project Site have the potential to generate relatively low levels of groundborne vibration, as the operation of heavy equipment (e.g., vibratory pile driver, backhoe, dozer, excavators, drill rig, loader, scraper, and haul trucks) generates vibrations that propagate through the ground and diminish in intensity with distance from the source. No rock blasting with explosives would be used during Project construction.

Project construction would generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The PPV vibration velocities for several types of construction equipment measured at increasing distances are identified in **Table IV.I-12, *Vibration Source PPV Levels for Construction Equipment***.



**TABLE IV.I-12**  
**VIBRATION SOURCE PPV LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Approximate PPV (in/sec)			
	25 Feet	50 Feet	75 Feet	100 Feet
Vibratory Pile Driver (sonic) (typical soil conditions)	0.17	0.06	0.033	0.021
Large Bulldozer	0.089	0.031	0.017	0.011
Bore/Drill Rig	0.089	0.031	0.017	0.011
Loaded Trucks	0.076	0.027	0.015	0.010
Jackhammer	0.035	0.012	0.007	0.004
Small Bulldozer	0.003	0.001	0.0006	0.0004

SOURCE: FTA, Transit Noise and Vibration Impact Assessment, 2018; ESA, 2018.

As shown in Table IV.I-12, at a distance of 100 feet, the maximum vibration levels at off-site receptors would be up to approximately 0.021 in/sec PPV from the operation of a vibratory pile driver (sonic) with typical soil conditions. The vibration criteria for potential structural damage for the Project construction is 0.5 in/sec PPV at the nearest buildings, which have been determined to be of FTA Building Category I – Reinforced-concrete, steel, or timber (no plaster).

The Times, Plant, and Mirror Buildings are components of the Project that would be subject to vibration from construction activities. The Times, Plant, and Mirror Buildings are located on the Project Site and Project construction activities could be as close as approximately 1 foot from the buildings.

The nearest off-site sensitive buildings to the Project Site that could be exposed to vibration levels generated from Project construction include the Federal Courthouse structure, approximately 100 feet to the west of the Project Site and the Metro Station structure to the south of the Project Site.<sup>45</sup>

**Table IV.I-13, *Groundborne Vibration Levels at Sensitive Uses Compared to FTA's Vibration Criteria for Building Damage***, provides the estimated vibration levels at the Times, Plant, and Mirror Buildings, and the Federal Courthouse.

As shown in Table IV.I-13, at the closest distance to construction activities (1 foot), the Times, Plant, and Mirror Buildings could be exposed to vibration velocities up

<sup>45</sup> The distance of 80 feet shown in Table IV.I-7 is from the Project construction boundary nearest to the Federal Courthouse property line. The distance of 100 feet shown in Table IV.I-13 is from the Project construction site boundary nearest to the Federal Courthouse building, which is the appropriate distance for evaluating structural vibration impacts.

to 3.07 in/sec PPV from the operation of a large dozer and 5.864 in/sec PPV from the operation of a vibratory pile driver, assuming vibration-generating equipment are used as close as approximately 1 foot from the Times, Plant, and Mirror Buildings.<sup>46</sup> This value would exceed the 0.50 in/sec PPV significance threshold for potential building damage for on-site structures. **Therefore, structural damage vibration impacts to the Times, Plant, and Mirror Buildings would be potentially significant prior to the implementation of mitigation measures.**

Under the FTA's construction vibration damage criteria, the Project would not generate vibration levels at nearby offsite buildings that would exceed the significance criterion of 0.5 in/sec PPV. **As such, the potential vibration impacts for structural damage at offsite buildings would be less than significant; therefore, no mitigation measures would be required.**

According to the FTA's *Transit Noise and Vibration Impact Assessment*, haul truck trips on roadways rarely create vibration levels that exceed 70 VdB, which would be equivalent to 0.012 in/sec PPV, which would not exceed the significance threshold for building damage of 0.50 in/sec PPV.<sup>47</sup> **Therefore, the potential vibration impacts for building damage due to off-site haul trucks would be less than significant, and no mitigation measures would be required.**

**TABLE IV.I-13  
GROUNDBORNE VIBRATION LEVELS AT SENSITIVE USES COMPARED TO FTA'S  
VIBRATION IMPACT CRITERIA FOR POTENTIAL STRUCTURAL DAMAGE**

Sensitive Land Use	Approximate Distance to Project Site <sup>a</sup> ft.	Estimated PPV Large Dozer : Vibratory Pile Driver PPV (in/sec)	FTA's Vibration Damage Potential Threshold <sup>b</sup> PPV (in/sec)	Exceed FTA's Vibration Threshold? (Yes or No)
Times Building, Plant Building, and Mirror Building	1	3.07 : 5.864	0.5	Yes
R1 – Federal Courthouse Building: west of the Project Site	100	0.011 : 0.021	0.5	No
R5 – Metro Station: south of the Project Site	80	0.016 : 0.03	0.5	No

<sup>46</sup> Vibrations estimates are based on guidance in the Transportation- and Construction-Induced Vibration Guidance Manual, California Department of Transportation, Environmental Program, Environmental Engineering, Noise, Vibration, and Hazardous Waste Management Office, June 2004:  $PPV_{equip} = PPV_{ref} (25/D)^n$ ; where  $PPV_{ref}$  = reference source vibration, D = Distance, n = factor for soil attenuation.

<sup>47</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Table 7-5, 2018.

ft. = feet

in/sec = inches per second.

<sup>a</sup> Approximate distances are measured from the nearest construction area within the Project Site where vibration levels would be generated to the nearest off-site structure.

<sup>b</sup> FTA's Vibration Damage Potential Thresholds were taken from Table IV.I-1.

SOURCE: FTA, Transit Noise and Vibration Impact Assessment. 2018; ESA, 2018.

### (b) Human Annoyance

With respect to human annoyance, the FTA's *Transit Noise and Vibration Impact Assessment* identifies residential and institutional buildings as sensitive receptors. Therefore, courthouse and library buildings nearby the Project Site would be considered as vibration sensitive receptors for human annoyance.

The RMS vibration velocities for several types of construction equipment that can generate perceptible vibration levels are identified in **Table IV.I-14, Vibration Source RMS Levels for Construction Equipment**.

**TABLE IV.I-14**  
**VIBRATION SOURCE RMS LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Approximate RMS (VdB)			
	25 Feet	50 Feet	75 Feet	100 Feet
Vibratory Pile Driver (sonic) (typical soil conditions)	93	84	78	74
Large Bulldozer	87	78	73	69
Bore/Drill Rig	87	78	73	69
Loaded Trucks	86	77	72	68
Jackhammer	79	70	65	61
Small Bulldozer	58	49	44	40

SOURCE: FTA, Transit Noise and Vibration Impact Assessment, 2018; ESA, 2018.

The closest off-site sensitive land use to the Project Site is the Federal Courthouse (R1) to the west. Under the FTA's vibration criteria for potential human annoyance (refer to Table IV.I-2), vibration levels exceeding 75 VdB would be considered a human annoyance impact.

**TABLE IV.I-15**  
**GROUNDBORNE VIBRATION LEVELS AT SENSITIVE USES COMPARED TO FTA'S**  
**VIBRATION IMPACT CRITERIA FOR HUMAN ANNOYANCE**

Sensitive Land Use	Approximate Distance to Project Site <sup>a</sup>	Estimated PPV and VdB for Large Dozer : Vibratory Pile Driver (sonic) (typical soil conditions)	FTA's Vibration Potential for Human Annoyance <sup>b</sup>	Exceed FTA's Vibration Threshold? (Yes or No)
	feet	VdB	VdB	
R1 – Federal Courthouse Building: west of the Project Site	100	69 : 74	75	No

<sup>a</sup> Approximate distances are measured from the nearest construction area within the Project Site where vibration levels would be generated to the nearest off-site structure.

<sup>b</sup> FTA's Vibration Criteria for Human Annoyance Potential were taken from Table IV.I-2. Groundborne vibration impact criterion of frequent events was applied since frequent events is defined as more than 70 vibration events of the same source per day.

<sup>c</sup> Metro Station is considered to be a commercial use and not a sensitive receptor for human annoyance.

<sup>d</sup> On-site Times Building, Plant Building, and Mirror Buildings are office uses. Therefore, the existing on-site office buildings are not sensitive receptors for human annoyance.

SOURCE: FTA, Transit Noise and Vibration Impact Assessment. 2018; ESA, 2018.

As shown in **Table IV.I-15**, *Groundborne Vibration Levels at Sensitive Uses Compared to FTA's Vibration Impact Criteria For Human Annoyance*, the Federal Courthouse (R1) to the west of the Project Site could be exposed to vibration levels up to 74 VdB, which would not exceed the FTA's 75 VdB human annoyance criterion for frequent events for institutional land uses. **Thus, vibration impacts related to human annoyance due to on-site construction would be less than significant.**

For off-site haul truck vibration, as discussed above, loaded trucks would exit the Project Site from N. Broadway and turn right, head eastbound on W. 1st Street to Main Street, head north on Main Street to Aliso Street, turn right on Aliso Street, and merge on to the SR-101 southbound on-ramp. Empty trucks would take exit on Los Angeles Street, head south to 2nd Street, make a right on W. 2nd Street, turn right on N. Broadway, and right into the Project Site.

According to the FTA's *Transit Noise and Vibration Impact Assessment*, haul trucks rarely create vibration levels that exceed 70 VdB unless there are bumps in the road.<sup>48</sup> However, haul trucks would generate groundborne noise levels of

<sup>48</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, page 113, 2018.

approximately 75 VdB when they travel rough roads or uneven road surfaces, which would exceed the human annoyance significance threshold of 72 VdB for frequent events for residential uses.<sup>49</sup> **Even though haul trucks would pass vibration sensitive receptors along the haul routes for only a few seconds, groundborne noise impacts on sensitive receptors for human annoyance along the haul routes could be conservatively considered to be significant.**

As discussed previously, based on available information, the Future Mixed-Use Residential Development planned for future construction over the future Metro Station at the corner of 2nd Street and Broadway, approximately 50 feet southwest of the Project Site, is not expected to be in operation and occupied during construction of the Project. **As such, there would be no impacts to these future residents from construction-related vibration from the Project.**

### (5) Operational Vibration

The Project's day-to-day operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration at low levels that would not cause damage or annoyance impacts to the Project buildings or on-site occupants and would not cause vibration impacts to the off-site environment. In addition, the primary sources of transient vibration would include passenger vehicle circulation within the proposed parking area. According to American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE), pumps or compressor would generate groundborne vibration levels of 0.5 in/sec PPV at 1 foot. The nearest vibration sensitive structures are located approximately 100 feet from the Project Site. Groundborne vibration generated by each of the above-mentioned equipment and activities would generate approximately up to 0.0007 in/sec PPV (42 VdB) at the nearest sensitive receptor location (R1 and R5) approximately 80 feet from the Project Site.<sup>50</sup> The potential vibration levels from all Project operational sources at the closest existing building and human annoyance receptor locations would be less than the significance criteria for building damage and human annoyance of 0.5 in/sec PPV and 72 VdB, respectively. **As such, vibration impacts associated with operation of the Project would be below the significance threshold and impacts would be less than significant.**

**Therefore, as discussed above, the Project would result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels with respect to construction-related potential structural damage impacts to the on-site Times, Plant, and Mirror Buildings**

<sup>49</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Table 6-3, 2018.

<sup>50</sup> American Society of Heating, Refrigerating and Air-Conditioning Engineers, Inc., Heating, Ventilating, and Air-Conditioning Applications, 1999.

and human annoyance impacts from off-site truck traffic. As discussed below in Subsection I.3.g, building damage impacts to on-site structures associated with construction vibration would be less than significant with the incorporation of mitigation measures. There are no feasible mitigation measures for human annoyance impacts due to off-site truck trips along the truck routes when trucks travel rough roads or uneven road surfaces. Therefore, temporary human annoyance impacts would be significant and unavoidable. Project operation would not generate excessive vibration levels at sensitive receptor locations. Thus, operational impacts would be less than significant.

***Threshold c) Would the Project result in a substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project?***

The existing noise environment in the Project area is dominated by traffic noise from nearby roadways, as well as nearby residential and commercial activities. Long-term operation of the proposed Project would not have a significant effect on the community noise environment in proximity to the Project Site. Noise sources that would have potential noise impacts include: off-site vehicle traffic; open spaces; mechanical (i.e., air-conditioning) equipment; loading areas; emergency generators; and parking structure. Motor vehicle travel on local roadways attributable to the proposed Project, as discussed above, would have a less-than-significant impact on community noise levels. Noise levels associated with on-site operations (e.g., parking and mechanical equipment) are also considered less than significant as discussed in Threshold a). Therefore, noise impacts with respect to threshold c) are also less than significant.

Therefore, as discussed in Threshold a), the Project would not result in a substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project. Operational off-site traffic noise and on-site composite operational noise would be less than significant, and operational noise mitigation measures would not be required.

***Threshold 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?***

Construction activities associated with the proposed Project would occur during the allowable construction hours under LAMC. However, it is anticipated that concrete pours require continuous hours of pouring, which would require occurring during off-hours; i.e., outside of the LAMC's allowable daytime construction hours. As indicated in Table IV.I-7, construction noise levels are estimated to reach a maximum of 90 dBA  $L_{eq}$  at the nearest sensitive receptor (at measurement location

R1, the Federal Courthouse). This would exceed the 70.4 dBA significance threshold at R1 (average daytime noise level of 65.4 dBA at R1 in Table IV.I-4 plus 5 dBA). The sensitive receptor locations R3, R4, R5, and R6 would be exposed to construction noise levels which would exceed the significance thresholds of 77.8 dBA  $L_{eq}$  at R3, 73.5 dBA  $L_{eq}$  at R4, 70.0 dBA  $L_{eq}$  at R5, and 71.3 dBA  $L_{eq}$  at R6. As such, construction of the proposed Project would cause a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. A potentially significant impact would occur. Mitigation measures are identified to reduce on-site construction noise levels to the nearby sensitive receptors, as presented below in Subsection IV.I.3.f, Mitigation Measures. However, noise impacts from on-site construction would remain significant and unavoidable.

As discussed previously under Threshold a), the Project's construction truck trips would exceed the nighttime ambient noise levels by 5 dBA along the haul routes. As such, construction noise impacts associated with off-site construction vehicles would be significant and unavoidable since there are no feasible mitigation measures to reduce the noise impacts.

**Therefore, as discussed in Threshold a), the Project would result in substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project without the incorporation of mitigation measures. As discussed below in Subsection IV.I.3.g, impacts from on-site and off-site construction noise would be significant and unavoidable with the incorporation of mitigation measures.**

***Threshold e) Would the Project expose people residing or working in the project area to excessive noise levels (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)?***

As discussed in the Initial Study (Appendix A to this Draft EIR), the Project is not located within an airport land use plan and is not within two miles of a public use airport or within the vicinity of a private airstrip. The nearest public airport is the Hawthorne Municipal Airport located approximately 10 miles southwest of the Project Site. **Therefore, the Project would not expose people in the Project vicinity to excessive noise levels from airport use. No impact would occur, and no mitigation measures are required.**

***Threshold f) Would the Project expose people residing or working in the project area to excessive noise levels (for a project within the vicinity of a private airstrip)?***

As discussed in the Initial Study (Appendix A to this Draft EIR), the Project is not located within the vicinity of a private airstrip. The nearest private airport or airstrip is the Goodyear Blimp Base Airport in the City of Carson, approximately 13.5 miles

south of the Project Site. **Therefore, the Project would not expose people in the Project vicinity to excessive noise levels from airport use. No impact would occur, and no mitigation measures are required.**

## **e) Cumulative Impacts**

The geographic context for the analysis of cumulative noise impacts depends on the impact being analyzed. Noise from stationary sources is by definition a localized phenomenon, and significantly reduces in magnitude as the distance from the source increases. As such, only related projects and growth due to occur in the immediate Project area would contribute to cumulative on-site stationary source noise impacts. However, cumulative off-site mobile source noise impacts would be created by traffic from all related projects throughout a larger vicinity.

### **(1) Construction**

The potential for cumulative construction noise impacts from on-site construction activities to occur is based on the distance between the Project and each of the related projects. Noise from construction activities would normally affect the areas immediately adjacent to each of the construction sites, specifically areas that are less than 500 feet from a construction site (500 feet is the distance identified in the *Thresholds Guide* as the Screening Criterion with respect to construction activities). That is, cumulative noise impacts could occur at receptor locations that are within 500 feet from two different construction sites. Therefore, based on the 500-foot Screening Criterion distance, the cumulative construction noise impacts analysis is limited to related projects within 1,000 feet of the Project Site. The 1,000-foot distance is based on an assumption that a noise-sensitive receptor would be located halfway between the Project Site and the related project.

As discussed in Chapter III, *General Description of Environmental Setting*, Subsection III.2, Related Projects, of this Draft EIR, there are 170 related projects identified in the vicinity of the Project Site. The three development projects plus the regional connector and Civic Center Park infrastructure project closest to the Project Site are situated approximately 50 feet to 960 feet from the Project Site, respectively: Related Project No. 25, the Mixed-Use Residential Development located at 201 S. Broadway; Related Project No. 110, the Mixed-Use Residential Development located at 222 W. 2nd Street; Related Project No. 130, the TV Studio and Auditorium project at 237 S. Los Angeles Street; and Related Project No. 168, Metro Regional Connector project located at southeastern corner of E. 2nd Street and S. Broadway. In addition, the Civic Center Park project is located at 1st Street and Broadway. All other related projects are located a minimum of 1,100 feet away from the Project Site and are thus not within the *Thresholds Guide* Screening Criterion distance.

Noise from on-site construction activities are localized and would normally affect the areas within 500 feet from the individual construction sites. The nearest



existing sensitive/residential uses to the Project Site that would be subject to cumulative noise impacts are the Federal Courthouse (R1), Los Angeles County Library (R3), City Hall Park (R4), the Higgins Building Lofts apartment complex (R5), and Kawada Hotel (R6).

Related Project No. 130 would be located approximately 400 feet from the sensitive receptor R5. Existing buildings are located between the Related Project No. 130 and the sensitive receptor R5. Accounting for noise attenuation from a distance of 400 feet and barrier insertion loss by the existing buildings (minimum 10 dBA insertion loss), the maximum construction noise levels from Related Project No. 130 would be approximately 65 dBA  $L_{eq}$  at the sensitive receptor R5. Construction noise levels of 77 dBA from the Project would be reduced to 72 dBA  $L_{eq}$  with implementation of prescribed mitigation measures because implementation of MM-NOISE-1 would reduce the Project's construction noise levels at least 5 dBA at R5. Implementation of MM-NOISE-2 requires that construction equipment be equipped with noise mufflers; however, as a conservative assumption, no quantified reduction was taken. The combined construction noise levels of 65 dBA  $L_{eq}$  from Related Project No. 130 and 72 dBA  $L_{eq}$  from the Project would be 72.8 dBA  $L_{eq}$  at sensitive receptor R5, which would exceed the significance threshold of 70 dBA  $L_{eq}$ . Therefore, if construction of the Related Project No. 130 were to overlap with construction of the Project, the cumulative noise level would exceed the significance threshold at sensitive receptor R5. As such, cumulative construction noise impacts would occur.

The related projects closest to the R5 residences and R6 hotels are: Related Project No. 25, a Mixed-Use Residential Development; Related Project No. 110, a Mixed-Use Residential Development; and Related Project No. 168, the Metro Regional Connector project. If construction of the Related Projects No. 25, No. 110, or No. 168 would overlap with construction of the Project, cumulative construction noise level increases could occur at the sensitive receptor locations along S. Broadway, W. 1st Street, and W. 2nd Street. The City of Los Angeles does not have any noise studies for those related projects or quantitative analysis that shows that particular construction activities for the related projects would occur concurrently. However, as a worst-case scenario, this EIR assumes that construction of the related projects No. 25, No. 110, or No. 168 would overlap with construction of the Project, and that short-term cumulative construction noise impacts would be significant at the noise sensitive receptors at R3 through R6. **Therefore, cumulative construction noise impacts from on-site construction activities are conservatively considered to be significant and unavoidable.**

In contrast to cumulative on-site construction noise impacts, which are confined to a very limited geography surrounding the Project Site, off-site construction haul trucks would have the potential to result in cumulative impacts if the trucks associated with the related projects and the Project were to utilize the same haul route(s) over the same time periods. Related Project No. 25 would be located

close to the Project Site, approximately 100 feet to the west of the Project Site. The Initial Study<sup>51</sup> for Related Project No. 110 states that its construction would not begin until construction of Related Project No. 168, the Metro Regional Connector portal and station, within the site is complete. Therefore, construction of Related Project No. 110 would not begin until 2022 and would not be complete until 2025, which would be two years after expected completion of the Project. In addition, Related Project No. 168, Metro Regional Connector is currently under construction and is slated to be completed in 2021. Therefore, Related Project No. 25, and Related Projects No. 110, or No. 168 would be under construction concurrently with the Project. It is anticipated that Related Project No. 25 and Related Projects No. 110 and No. 168 would use similar truck routes, which would be W. 2nd Street, S. Main Streets, and N. Los Angeles Street, as the Project since these Related Projects are located in proximity to the Project Site. Related Project No. 130 would be located at 237 S. Los Angeles Street, approximately 800 feet southeast of the Project Site. It is anticipated that Related Project No. 130 would use similar truck routes to access SR-101 freeway. Receptor location R8 along Los Angeles Street would be located along the truck route for Related Project No. 130.

The Project construction would generate a maximum of approximately 38 daily worker vehicle trips and approximately 1,406 daily concrete truck trips (equal to approximately 2,812 PCE) during the foundation/concrete pour phase. If renovation activities would overlap, approximately 124 additional daily worker vehicles trips would occur. As shown in Table IV.I-8, the Project's off-site construction traffic would generate maximum noise levels of approximately 68.8 dBA  $L_{eq}$ , on W. 2nd Street. The Project would not exceed the daytime significance thresholds for offsite construction noise, but would exceed the nighttime significance threshold on S. Broadway, Los Angeles Street, and W. 2nd Street during the two continuous concrete pour activities that would only last up to two days each (one nighttime and early morning period each).

Construction-related trips from the Project and related projects could combine to exceed ambient noise levels by 5 dBA at sensitive receptors adjacent to street segments along the Project truck route and, thus, exceed the significance criteria. Truck traffic related to construction of the Project could combine with the potentially concurrent construction of Related Project No. 110, located at 222 W. 2nd Street, immediately south of the Project Site. The Project is unique as it is one of two large projects in very close proximity that have the potential to be constructed concurrently. According to information on file with the Planning Department, heavy construction truck traffic from Related Project No. 110 would utilize segments of S. Los Angeles Street, same as the Project. In addition, construction traffic from other

<sup>51</sup> City of Los Angeles, Initial Study, 222 West 2nd Project, Case No. ENV 2016-3809-EIR, January 2017, <https://planning.lacity.org/eir/nops/222West2nd/nop.pdf>. Accessed December 2018.

related projects could potentially use these street segments.<sup>52</sup> As previously discussed, it is not certain whether Project construction would occur concurrently with that of Related Project No. 110. However, given the possible unique circumstance of concurrent construction activities (including the possible overlapping renovation work for the Project) of these two large scale projects located across the street from one another and utilizing overlapping haul routes, it is conservatively assumed herein that these projects, combined with other related projects in the area noted in this section, could cumulatively generate sufficient truck trips to trigger a significant noise impact along segments of S. Los Angeles Street. It is noted, however, that should the Project's construction activities involving peak construction truck traffic be completed prior to commencement of construction of Related Project No. 110, this cumulative construction noise impact may not occur.

In addition, according to information on file with the Department of City Planning, the haul route for Related Project No. 110 is not anticipated to use W. 1st Street, W. 2nd Street,<sup>53</sup> S. Main Street, Aliso Street, or N. Broadway. Accordingly, even if the Project and Related Project No. 110 were to be constructed concurrently, unless Related Project No. 110 were to change its haul route to use W. 1st Street, S. Main Street, Aliso Street, or N. Broadway, that related project's construction truck trips would not contribute to cumulative off-site construction noise along those street segments. As such, the Project, combined with other related projects in the area, may not cumulatively generate sufficient truck trips to trigger a significant noise impact along W. 1st Street, W. 2nd Street, S. Main Street, Aliso Street, or N. Broadway.

In sum, based on the above, it is conservatively assumed that truck traffic related to construction of the Project, combined with Related Project No. 110 and other nearby related projects noted in this section, would occur throughout the day and could overlap, and, thus, could cumulatively exceed ambient noise levels by 5 dBA at sensitive receptors adjacent to S. Los Angeles Street.

<sup>52</sup> Related projects located along or near Spring Street, 3rd Street, or 4th Street that could potentially use those roadways to access the nearest freeway on- or off-ramp include Related Project Nos. 14, 38, 39, 49, 61, 77, 111, and 130. Related projects located along or near Los Angeles Street that could potentially use that roadway to access the nearest freeway on- or off-ramp include Related Project Nos. 16, 53, 61, 89, 97, 109, and 130. While some of these related projects may already be underway, may be operational prior to the start of Project construction, and/or may only involve interior renovations and therefore not require a haul route, other development projects in the surrounding area also could contribute to truck trips along the identified routes.

<sup>53</sup> While the haul routes for both the Project and Related Project No. 110 would include portions of W. 2nd Street, based on information on file with the Department of City Planning, the only overlapping segment would be located between the Related Project No. 110's driveway and Spring Street. Since the only sensitive receptors adjacent to this segment are the future residential uses in the Project, construction of these two projects could not combine to create a cumulative mobile noise impact since the future residential uses would not be occupied until after the Project has been completed and heavy construction ceased.

**Therefore, should Related Project No. 110 be constructed concurrently with the Project, cumulative noise due to construction truck traffic from the Project and other nearby related projects noted in this section has the potential to exceed the ambient noise levels along S. Los Angeles Street by 5 dBA. As such, cumulative daytime noise impacts from off-site construction are conservatively considered to be significant.**

During the nighttime, the Project would exceed the nighttime significance threshold along the truck route. The Project's maximum truck trips would occur for a short duration during the continuous concrete pour activity, which would last one nighttime and early morning period for each residential tower for a total of up to two nighttime and early morning periods. Each project applicant would be required to prepare and submit to LADOT for approval a construction management plan that would be based on the nature and timing of the specific construction and other projects in the vicinity of the development site. Thus, while it would not be expected that related projects would contribute a maximum number truck trips during the same nighttime periods as the proposed Project, it is possible that related projects could require some nighttime construction work and generate some level of construction truck or worker trips along the same truck route at the Project. **Therefore, off-site construction noise impacts during the nighttime would be cumulatively considerable and cumulative off-site construction nighttime noise impacts would be cumulatively significant.**

As indicated above, each project applicant would be required to prepare and submit to LADOT for approval a construction management plan that would be based on the nature and timing of the specific construction and other projects in the vicinity of the development site. Thus, it is unlikely that there would be simultaneous continuous concrete pouring activities during the nighttime and early morning hours from multiple related projects given that such activities are limited to a few specific days.

## (2) Operations

Cumulative off-site noise impacts would occur primarily as a result of increased traffic on local roadways due to operation of the Project and the related projects, as traffic is the greatest source of operational noise in the Project area. Cumulative off-site traffic-generated noise impacts were assessed based on a comparison of the future cumulative base traffic volumes with the Project to the existing base traffic volumes without the Project. The future cumulative base traffic volumes with the Project represent an estimate of the ambient background growth, related projects traffic, and the Project traffic volumes. Therefore, cumulative increase represents the increment by the ambient background growth, related project traffic, and the Project traffic volumes over the existing conditions. The results of that comparison are provided in **Table IV.I-16, Off-Site Traffic Noise Impacts – Future 2023 Cumulative Increment**. Table IV.I-16 shows the Project's contribution to the

cumulative noise levels. The maximum cumulative noise increase from the Project plus related project traffic would be 2.9 dBA CNEL, which would occur along N./S. Grand Avenue, south of W. 1st Street near concert hall and commercial uses. This increase in sound level would not exceed the significance thresholds of an increase of 3 or 5 dBA CNEL. **As a result, the Project's contribution to off-site traffic-related noise would not be cumulatively considerable and impacts would be less than significant.**

**TABLE IV.I-16  
OFF-SITE TRAFFIC NOISE IMPACTS – FUTURE 2023 CUMULATIVE INCREMENT**

Roadway Segment	Calculated Traffic Noise Levels On Roadway CNEL (dBA)				
	Existing (A)	Future with Project (B)	Cumulative Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>W. Sunset Boulevard/E. Cesar Chavez Avenue</b>					
West of N. Figueroa Street	70.6	71.2	0.6	3	No
East of N. Figueroa Street	70.4	70.8	0.4	3	No
<b>W. Aliso Street</b>					
Between Broadway and N. Spring Street	66.0	66.6	0.6	5	No
<b>W. Temple Street</b>					
Between N. Hill Street and N. Broadway	70.2	71.2	1.0	3	No
Between N. Broadway and N. Spring Street	70.0	71.3	1.3	3	No
Between N. Spring Street and N. Main Street	70.1	71.3	1.2	3	No
<b>W. 1st Street</b>					
Between S. Grand Avenue and S. Olive Street	70.9	73.2	2.3	3	No
Between S. Olive Street and S. Hill Street	70.4	72.6	2.2	3	No
Between S. Hill Street and S. Broadway	70.3	72.4	2.1	3	No
Between S. Broadway and S. Spring Street	70.4	72.2	1.8	5	No
Between S. Spring Street and S. Main Street	69.4	71.3	1.9	5	No
Between S. Main Street and S. Los Angeles Street	70.1	72.1	2.0	5	No

Calculated Traffic Noise Levels On Roadway CNEL (dBA)					
Roadway Segment	Existing (A)	Future with Project (B)	Cumulative Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>W. 2nd Street</b>					
Between S. Beaudry Avenue and S. Figueroa Street	68.0	69.2	1.2	5	No
Between S. Figueroa Street and S. Hill Street	66.8	68.4	1.6	5	No
Between S. Hill Street and S. Broadway	67.3	68.7	1.4	3	No
Between S. Broadway and S. Spring Street	67.7	69.2	1.5	5	No
Between S. Spring Street and S. Main Street	67.0	68.6	1.6	5	No
Between S. Main Street and S. Los Angeles Street	66.9	68.5	1.6	5	No
<b>W. 3rd Street</b>					
Between S. Figueroa Street and S. Hill Street	71.2	72.1	0.9	3	No
Between S. Hill Street and S. Broadway	69.1	70.3	1.2	5	No
Between S. Broadway and S. Spring Street	68.6	69.8	1.2	5	No
Between S. Spring Street and S. Main Street	69.4	70.6	1.2	5	No
<b>W. 4th Street</b>					
Between S. Broadway and S. Spring Street	68.6	70.0	1.4	5	No
<b>S. Beaudry Avenue</b>					
North of W. 2nd Street	69.8	70.1	0.3	5	No
South of W. 2nd Street	70.5	70.8	0.3	5	No
<b>N./S. Figueroa Street</b>					
Between W. Sunset Blvd/E. Cesar Chavez Ave and W. 2nd St	70.9	71.4	0.5	3	No
Between W. 2nd Street and W. 3rd Street	70.9	71.3	0.4	5	No
<b>N./S. Grand Avenue</b>					
North of W. 1st Street	70.1	71.1	1.0	5	No
South of W. 1st Street	69.3	72.2	2.9	3	No

Calculated Traffic Noise Levels On Roadway CNEL (dBA)					
Roadway Segment	Existing (A)	Future with Project (B)	Cumulative Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>S. Olive Street</b>					
South of W. 1st Street	67.4	67.9	0.5	3	No
<b>N./S. Hill Street</b>					
Between W. Temple Street and W. 1st Street	70.1	71.0	0.9	3	No
Between W. 1st Street and W. 2nd Street	69.3	70.9	1.6	5	No
Between W. 2nd Street and W. 3rd Street	69.7	71.1	1.4	5	No
<b>N./S. Broadway</b>					
Between W. Aliso Street and W. Temple Street	69.4	70.8	1.4	5	No
Between W. Temple Street and W. 1st Street	68.7	70.1	1.4	5	No
Between W. 1st Street and W. 2nd Street	67.5	69.6	2.1	5	No
Between W. 2nd Street and W. 3rd Street	67.9	69.8	1.9	5	No
Between W. 3rd Street and W. 4th Street	67.7	69.8	2.1	5	No
<b>N./S. Spring Street</b>					
Between W. Aliso Street and W. Temple Street	69.0	70.0	1.0	5	No
Between W. Temple Street and W. 1st Street	68.5	69.4	0.9	5	No
Between W. 1st Street and W. 2nd Street	68.2	69.4	1.2	5	No
Between W. 2nd Street and W. 3rd Street	69.5	70.9	1.4	5	No
Between W. 3rd Street and W. 4th Street	68.1	69.4	1.3	5	No
<b>N./S. Main Street</b>					
Between W. Temple Street and W. 1st Street	70.2	70.9	0.7	3	No
Between W. 1st Street and W. 2nd Street	69.5	70.4	0.9	5	No
Between W. 2nd Street and W. 3rd Street	69.4	70.7	1.3	5	No

Calculated Traffic Noise Levels On Roadway CNEL (dBA)					
Roadway Segment	Existing (A)	Future with Project (B)	Cumulative Increment (B-A)	Significance Threshold <sup>a</sup>	Exceed Threshold?
<b>S. Los Angeles Street</b>					
Between W. 1st Street and W. 2nd Street	68.8	70.4	1.6	5	No

<sup>a</sup> The Project related traffic would cause any ambient noise levels measured at the property line of affected uses to increase by 5 dBA CNEL or more; or cause ambient noise levels measured at the property line of affected uses to increase by 3 dBA in CNEL or more to or within the “normally unacceptable” or “clearly unacceptable category.”

SOURCE: ESA, 2018.

As is true for the Project, compliance with the LAMC-required provisions that limit stationary source noise from items such as rooftop mechanical equipment would ensure that noise levels would be less than significant at the property line for each related project. However, the Project requires mitigation for operational on-site noise. As discussed below, with mitigation, the Project’s operational on-site noise impacts would be reduced to a less than significant level. In addition, on-site noise generated by each related project would be sufficiently low and sufficiently distant from the Project Site that it would not result in an additive increase to Project-related noise levels. Further, noise from other on-site sources, including parking structures, open space activity, emergency generator, and loading docks would be limited to areas in the immediate vicinity of each related project. Although each related project could potentially impact an adjacent sensitive use, that potential impact would be localized to that specific area and would not contribute to cumulative noise conditions at or adjacent to the proposed Project Site. **Therefore, cumulative stationary source noise impacts would be less than cumulatively significant.**

### (3) Groundborne Vibration

Due to the rapid attenuation characteristics of groundborne vibration and distance from each of the related projects to the Project Site, there is no potential for cumulative construction- or operational-period impacts with respect to groundborne vibration. However, as the related projects would be anticipated to use similar trucks as the Project, it is expected that construction trucks from the related projects would generate similar vibration levels along the anticipated haul routes. If the Project and related projects would have the same haul routes and at least two trucks would pass together a sensitive receptor, cumulative groundborne



noise impacts would occur. **Therefore, potential cumulative groundborne noise impacts for human annoyance would be cumulatively significant.**

The Metro Station site is located approximately 80 feet from the Project. As demonstrated in Table IV.I-13, with 80 feet distance, construction related vibration from the Metro Station construction would not exceed the 0.50 inches per second PPV significance threshold for potential building damage for the Times Building, the Plant Building, and the Mirror Building. **Therefore, cumulative vibration impacts for structural damage would not occur.**

## f) Mitigation Measures

### (1) Construction

Construction-related noise has the potential to result in significant noise impacts at the noise sensitive uses in the vicinity of the Project Site. However, the following mitigation measure would reduce construction-related noise impacts:

**MM-NOISE-1:** The Project shall provide a temporary 10-foot-tall construction fence equipped with noise reduction materials such as noise blankets rated to achieve sound level reductions of at least 5 dBA between the Project Site and the sensitive receptor locations R1 and R3 through R6.<sup>54</sup> Temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptor during early Project construction phases (up to the start of framing) when the use of heavy equipment is prevalent. The noise barrier shall have a minimum sound transmission class (STC) of 25 and noise reduction coefficient (NRC) of 0.75.<sup>55, 56</sup> At Plan Check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

**MM-NOISE-2:** Contractors shall ensure that all construction equipment, fixed or mobile, are equipped with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' standards. Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturers' specifications. Contractor shall also keep documentation on-site prepared by a noise consultant verifying compliance with this measure.

<sup>54</sup> R1: Federal Courthouse, R3: First and Broadway Civic Center Park and Los Angeles County Law Library, R4: City Hall Park, R5: One-acre park south of the LAPD Headquarters Building and Higgins Building Lofts apartment complex, R6: Kawada Hotel.

<sup>55</sup> Sound Transmission Class (STC) is an integer rating of how well a wall attenuates airborne sound and Noise Reduction Coefficient (NRC) is a scalar representation of the amount of sound energy absorbed upon striking a wall.

<sup>56</sup> M. David Egan, Architectural Acoustics, Chapter 2 and Chapter 4.

**MM-NOISE-3:** In order to reduce high noise levels at the Federal Courthouse located at 350 W. 1st St, Los Angeles, across S. Broadway from the Project Site, construction activities shall be scheduled to avoid operating several pieces of Heavy-Duty Equipment simultaneously. Heavy-Duty Equipment subject to the restrictions provided herein applies to all equipment generating noise levels of greater than 75 dBA  $L_{eq}$  as measured at 50 feet from the source. The restrictions for Heavy-Duty Equipment on the Project Site during construction include:

- A maximum of two (2) pieces of Heavy-Duty Equipment within 100 feet from the Courthouse;
- A maximum of four (4) pieces of Heavy-Duty Equipment between 100 feet and 150 feet from the Courthouse; and,
- A maximum of six (6) pieces of Heavy-Duty Equipment 150 feet or more from the Courthouse.

**MM-NOISE-4:** In order to reduce high noise levels at the Federal Courthouse across S. Broadway from the operation of a vibratory pile driver, the Project shall provide a temporary pile driver enclosure equipped with noise blankets rated to achieve sound level reductions of at least 10 dBA between the Project Site and the Federal Courthouse. The temporary noise barrier shall be used to block the line-of-sight between the construction equipment and the Federal Courthouse during the operation of vibratory pile driver. The noise barrier shall have a minimum sound transmission class (STC) of 25 and noise reduction coefficient (NRC) of 0.75.<sup>57</sup> Contractor shall keep documentation on-site prepared by a noise consultant verifying compliance with this measure.

**MM-NOISE-5:** The operation of a vibratory pile driver shall be prohibited within 60 feet of the Times Building, the Plant Building, and the Mirror Building and within 160 feet of the Federal Courthouse building. Instead, a drill rig shall be used within these areas.

**MM-NOISE-6:** To avoid or minimize potential construction vibration damage to structures and finish materials on the Times Building, the Plant Building, and the Mirror Building, the condition of structures and finish materials shall be documented by a qualified preservation consultant, prior to initiation of construction. Prior to construction, the Applicant shall retain the services of a qualified acoustical engineer to review the proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Times, Plant, and Mirror Buildings. During construction, the contractor

<sup>57</sup> M. David Egan, Architectural Acoustics, Chapter 2 and Chapter 4.

shall install and maintain at least one continuously operational automated vibrational monitor on the Times Building, the Plant Building, and the Mirror Building. The monitor(s) shall be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a 0.45 inches per second PPV at the face of the building and a regulatory alarm level equivalent to 0.5 inches per second at the face of the building. The monitoring system shall produce real-time specific alarms (for example, via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels.

In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the Times Building, the Plant Building, and the Mirror Building visually inspected for damage. Results of the inspection shall be logged. In the event damage occurs to finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards.

## (2) Operation

As discussed above, the Project would result in less-than-significant impacts associated with operational noise. Therefore, no operational noise mitigation measure would be required.

As discussed above, the Project would not result in significant impacts associated with operational vibration. Therefore, no operational vibration mitigation measures would be required.

## g) Level of Significance After Mitigation

### (1) Construction

As shown in **Table IV.I-17, Construction Noise Levels After Mitigation**, implementation of MM-NOISE-1 would reduce daytime construction and nighttime off-hours concrete pour noise levels at least 5 dBA at the nearby noise sensitive receptor locations at R1 and R3 through R6. However, the Federal Courthouse located at 350 W 1st St, Los Angeles is taller than the prescribed noise barrier. Therefore, upper levels of the Federal Courthouse building would not have any noise reduction by MM-NOISE-1. Implementation of MM-NOISE-2 requires that construction equipment be equipped with noise mufflers. Absorptive mufflers are generally considered commercially available, state-of-the-art noise reduction for

heavy duty equipment. <sup>58</sup> Implementation of MM-NOISE-3 would reduce construction noise levels at least 5 dBA at the Federal Courthouse (see Appendix I, Noise and Vibration Technical Report). Implementation of MM-NOISE-4 would reduce the operation of vibratory pile driver noise levels at least 10 dBA at the Federal Courthouse (location R1) and R3 through R6. However, the noise levels during construction would exceed the applicable noise standards. Therefore, construction of the Project would result in the on-site generation of construction noise levels in excess of standards established by the City, and these impacts would be significant with mitigation incorporated. **Implementation of MM-NOISE-1, MM-NOISE-2, MM-NOISE-3, and MM-NOISE-4 would not reduce temporary or periodic increases in ambient noise levels in the Project vicinity above levels existing without the Project to below the significance thresholds established by the City and these temporary impacts would be significant and unavoidable.**

There are no feasible mitigation measures to reduce the Project's noise impacts due to off-site truck trips during the nighttime along the truck routes. There are no feasible mitigation measures to reduce the Project's cumulative noise impacts due to off-site truck trips during the daytime or nighttime along the truck routes. **Therefore, temporary off-site Project construction noise impacts during the nighttime would be significant and unavoidable. Temporary off-site cumulative construction noise impacts during the daytime and nighttime would be significant and unavoidable.**

**TABLE IV.I-17  
CONSTRUCTION NOISE LEVELS AFTER MITIGATION**

Noise Levels, dBA										
	Location R1 <sup>d</sup>		Location R3		Location R4		Location R5 <sup>d</sup>		Location R6 <sup>d</sup>	
Estimated Construction Noise Levels <sup>a</sup>	85 (without vibratory pile driver)	90 (with vibratory pile driver)	82 (without vibratory pile driver)	87 (with vibratory pile driver)	74 (without vibratory pile driver)	81 (with vibratory pile driver)	72 (without vibratory pile driver)	77 (with vibratory pile driver)	73 (without vibratory pile driver)	75 (with vibratory pile driver)
Mitigation Measure MM-NOISE-1 <sup>b</sup>	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
Mitigation Measure MM-NOISE-3	-5	-5	-3	-3	-4	-4	-2	-2	-3	-3
Mitigation Measure MM-NOISE-4 <sup>c</sup>		-10		-10		-10		-10		-10

<sup>58</sup> United Muffler Corp, <https://www.unitedmuffler.com/>; Auto-jet Muffler Corp, [http://mandrelbending-tubefabrication.com/OEM/catalogpages/construction\\_off\\_road.php](http://mandrelbending-tubefabrication.com/OEM/catalogpages/construction_off_road.php). Accessed December 2018.

Noise Levels, dBA										
	Location R1 <sup>d</sup>		Location R3		Location R4		Location R5 <sup>d</sup>		Location R6 <sup>d</sup>	
Construction Noise Levels after Mitigation Measures <sup>b</sup>	75 (ground level) / 80 (upper levels)	70 (ground level) / 75 (upper levels)	74	69	65	62	65 (ground level) / 70 (upper levels)	60 (ground level) / 65 (upper levels)	65 (ground level) / 70 (upper levels)	57 (ground level) / 62 (upper levels)
Significance Threshold	70.4		77.8		73.5		70.0		71.3	
Exceeds Threshold?	Yes		No		No		Yes		No	

<sup>a</sup> The maximum construction noise levels with the use of a vibratory pile would be up to 90 dBA at R1, 87 dBA at R3, 81 dBA at R4, 77 dBA at R5, and 75 dBA at R6. The construction noise levels without the use of a vibratory pile would be up to 85 dBA at R1, 82 dBA at R3, 74 dBA at R4, 72 dBA at R5, and 73 dBA at R6. This distinction is being made in the analysis to evaluate the noise levels for construction activities where a vibratory would be used and activities where a vibratory would not be used.

<sup>b</sup> Noise barriers by MM-NOISE-1 would be 10-feet-tall. Therefore, sensitive receptors located 10 feet above the ground level would not have noise reductions by noise barriers. Receptor locations R3 and R4 are public parks. Therefore, no sensitive receptors 10 feet above the ground level would be expected at these locations.

<sup>c</sup> Mitigation Measure MM-NOISE-4 is for vibratory pile driver only.

<sup>d</sup> Receptor Locations R1, R5, and R6 have upper floors where noise barrier cannot provide noise reduction. Therefore, noise reductions by noise barrier would not be provided.

SOURCE: ESA, 2018.

With respect to vibration, implementation of MM-NOISE-5 would reduce vibration velocities at the Federal Courthouse to 69 VdB at 100 feet with the use of a drill rig instead of a vibratory pile driver, which would be below the threshold levels for human annoyance. With the implementation of MM-NOISE-6 for structural damage on the on-site buildings, vibration velocities in excess of the threshold would transmit an alarm to on-site personnel with authorization to halt work in the vicinity. Furthermore, in the event damage occurs to structures and finish materials of the on-site buildings due to construction vibration, such materials would be repaired in consultation with a qualified preservation consultant in a manner that meets the Secretary of the Interior's Standards. Thus, vibration impacts on human annoyance at the Federal Courthouse and on structural damage to the on-site buildings would be mitigated to less than significant.

There are no feasible mitigation measures for groundborne noise impacts due to off-site truck trips along the truck routes when trucks travel rough roads or uneven road surfaces. **Therefore, temporary groundborne noise impacts on human annoyance would be significant and unavoidable.**

## **IV. Environmental Impact Analysis**

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### **J. Population and Housing**

#### **1. Introduction**

This section analyzes the potential effects of the Project's contribution to population, housing, and employment growth within the City of Los Angeles (City). Project effects on these demographic characteristics are compared to adopted and advisory growth forecasts and relevant policies and programs regarding planning for future development. Supporting calculations for the cumulative discussion is provided in Appendix J of this Draft EIR. Related information regarding the effects of the new development on the relationship between land uses and resulting land use patterns is further addressed in Section IV.H, *Land Use and Planning*. Potential growth-inducing impacts of the Project are further addressed in Chapter VI, *Other CEQA Considerations*.

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) Regional**

###### **(a) SCAG**

The Project Site is located within the jurisdiction of the Southern California Association of Governments (SCAG), a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and State law, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Comprehensive Plan (RCP), the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and Regional Housing Needs Assessment (RHNA), in coordination with other State and local agencies. These documents include population, employment, and housing projections for the region and its 13 subregions. The Project Site is located within the Los Angeles Subregion.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. Projections in the SCAG 2016-2040 RTP/SCS (2016 RTP/SCS) serve as the bases for demographic estimates in this analysis of Project consistency with growth projections. The findings regarding growth in the region are consistent with the methodologies prescribed by SCAG and reflect SCAG goals and procedures.

In addition, SCAG establishes policies pertaining to regional growth and efficient development patterns to reduce development impacts on traffic congestion and related increases in air quality emissions. These policies are discussed in detail in Section IV.H, *Land Use and Planning*, of this Draft EIR.

(i) *Regional Transportation Plan/Sustainable Communities Strategy*

In April 2016, SCAG's Regional Council adopted the 2016 RTP/SCS. The 2016 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. The 2016 RTP/SCS contains baseline projections of population, households, and employment at the regional, county, and local jurisdictional levels.<sup>1</sup> The 2016 RTP/SCS identifies the amount of expected growth in the region and provides the expected distribution of that growth, which reflects goals cited in the 2016 RTP/SCS. These goals seek to align the plan investments and policies with improving regional economic development and competitiveness; maximize mobility and accessibility; ensure travel safety and reliability for all people and goods in the region; preserve and ensure a sustainable regional transportation system; maximize productivity of the transportation system; protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking); actively encourage and create incentives for energy efficiency, where possible; encourage land use and growth patterns that facilitate transit and non-motorized transportation; and maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

The 2016 RTP/SCS recognizes the need to provide an integrated approach to protect, maximize the productivity of, and strategically expand the region's transportation system. An important component of this strategy is "Smart Land Use."<sup>2</sup> SCAG has been attempting to integrate land use and transportation by

<sup>1</sup> The Southern California Association of Governments provides population, housing and employment estimates forecasted for 2020, 2035, and 2040 for regional, county and city/jurisdictional geographies.

<sup>2</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Figure 5.1, System Management Pyramid, page 85, <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed December 2018.

working with subregions and local communities to increase development densities and improve the jobs/housing balance. Smart land use strategies encourage walking, biking, and transit use, thereby reducing vehicular demand. This saves travel time, reduces pollution, and leads to improved health.<sup>3</sup>

A component of the SCAG strategy has been to focus new growth in High Quality Transit Areas (HQTAs), the Downtown Los Angeles area being an integral component of this strategy.<sup>4</sup> HQTAs are areas within one-half mile of a fixed guideway transit stop or bus transit corridor. While HQTAs account for only three percent of total land area in SCAG region, HQTAs will accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040.<sup>5</sup> Developments within HQTAs would produce high quality housing with consideration of urban design, construction, and durability, and result in increased ridership on important public transit investments. HQTAs would integrate land use and transportation to achieve SCAG's long-term goals for greater mobility, stronger economy, and more sustainable growth.<sup>6</sup>

#### (ii) *Regional Housing Needs Assessment*

SCAG prepares the Regional Housing Needs Assessment (RHNA) as mandated by State law as part of the periodic updating of the Housing Elements of General Plans by local jurisdictions. The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate income groups. The most recent RHNA allocation, the "5th Cycle RHNA Allocation Plan", was adopted by SCAG's Regional Council on October 4, 2012. This allocation identifies housing needs for the planning period between January 2014 and October 2021. Local jurisdictions are required by State law to update their General Plan Housing Elements based on the most recently adopted RHNA allocation.

### (2) Local

#### (a) *City of Los Angeles General Plan*

The City of Los Angeles General Plan was prepared pursuant to State law to guide future development and to identify the community's environmental, social, and economic goals. The General Plan sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Transportation, Noise, Safety, Housing, and Open

<sup>3</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 16.

<sup>4</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 20.

<sup>5</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 75.

<sup>6</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, pages 25 and 27.



Space/Conservation. The General Plan also includes the General Plan Framework Element, discussed below, and the Central City Community Plan, which guides land use at the community level for the area surrounding the Project Site.

(b) *City of Los Angeles General Plan Framework*

The City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. General Plan Framework land use policies are implemented at the community level through Community Plans and Specific Plans.

The General Plan Framework Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District that are intended to support the vitality of the City's residential neighborhoods and commercial districts. The Project Site is located within the Downtown Center, which is generally characterized by a floor area ratio up to 13:1 and high rise buildings.<sup>7</sup>

The Housing Chapter of the General Plan Framework states that housing production has not kept pace with the demand for housing. According to the General Plan Framework, the City of Los Angeles has insufficient vacant properties to accommodate the projected population growth and the supply of land zoned for residential development is the most constrained. The Housing Chapter states that new residential development will require the recycling and/or intensification of existing developed properties. The General Plan Framework states that the City must strive to meet housing needs of the population in a manner that contributes to stable, safe, and livable neighborhoods, reduces conditions of overcrowding, and improves access to jobs and neighborhood services.<sup>8</sup> In particular, Policy 4.1.1 states that the City should "[p]rovide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the 20-year projections of housing needs." Objective 4.2 "[e]ncourage[s] the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within

<sup>7</sup> City of Los Angeles Department of City Planning, The Citywide General Plan Framework, Long-Range Land Use Diagram, Metro, <https://planning.lacity.org/Cwd/Framwk/chapters/03/F31MtoMp.pdf>. Accessed December 2018.

<sup>8</sup> City of Los Angeles Department of City Planning, The Citywide General Plan Framework, pages 4-1 to 4-2.

some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.”<sup>9</sup>

The Economic Development Chapter of the Framework Element includes a number of policies regarding the provision of commercial land development. Policy 7.2.2 states that commercial development entitlements should be concentrated in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors, so as to prevent commercial development from encroaching on existing residential neighborhoods. Policy 7.2.3 encourages new commercial development in proximity to rail and bus transit corridors.

### (c) *General Plan Housing Element*

The Housing Element of the General Plan is prepared pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG’s RHNA. The City’s 2013-2021 Housing Element identifies the housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides an array of programs the City intends to implement to create sustainable, mixed-income neighborhoods. The 2013-2021 Housing Element is based on the 2012 RHNA and was adopted by the City Council on December 3, 2013.<sup>10</sup> Policies of note include Policy 1.1.3 that states the City should “[f]acilitate new construction and preservation of a range of housing types that address the particular needs of the city’s households.”<sup>11</sup> Also, Policy 1.1.4 states that the City should “[e]xpand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.” The Housing Element carries forward the goals of the Framework Element Housing chapter to encourage infill development and increase density in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit.<sup>12</sup>

In addition, Chapter 1, Housing Needs Assessment, identifies the City’s share of the housing needs established in the RHNA. In particular, Table 1.29, City of Los Angeles RHNA Allocation, indicates that the City’s needs assessment allocation includes 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate income households.<sup>13</sup> The remaining 56.8 percent of the needed housing units consist of 13,728 moderate-income units (16.8 percent), 12,435 low-

<sup>9</sup> City of Los Angeles Department of City Planning, The Citywide General Plan Framework, pages 4-4 and 4-6.

<sup>10</sup> City of Los Angeles Department of City Planning, 2013. Housing Element 2013-2021. Adopted December 3, 2013, [https://planning.lacity.org/HousingInitiatives/HousingElement/Text/HousingElement\\_20140321\\_HR.pdf](https://planning.lacity.org/HousingInitiatives/HousingElement/Text/HousingElement_20140321_HR.pdf). Accessed December 2018.

<sup>11</sup> City of Los Angeles Department of City Planning, Housing Element 2013-2021, page 6-6.

<sup>12</sup> City of Los Angeles Department of City Planning, Housing Element 2013-2021, page 4-13.

<sup>13</sup> City of Los Angeles Department of City Planning, Housing Element 2013-2021, Housing Needs Assessment, Table 1.29, page 1-79, [https://planning.lacity.org/HousingInitiatives/HousingElement/Text/HousingElement\\_20140321\\_HR.pdf](https://planning.lacity.org/HousingInitiatives/HousingElement/Text/HousingElement_20140321_HR.pdf). Accessed December 2018.

income units (15.2 percent), 10,213 very low-income units (12.5 percent), and 10,213 extremely low-income units (12.5 percent). This allocation represents one-fifth of the total need of 412,721 housing units identified for the six-county SCAG region. The percentage increased from the previous housing needs cycle and City proportion, which was one sixth of the regional need. This shift in the proportion of the regional needs allocated to the City represents compliance with the SCS that encourages development into areas with high proportions of HQTAs.

The Housing Element also establishes quantifiable objectives to be achieved by October 2021 regarding the number of new housing units it anticipates being constructed. The Housing Element's objective for new housing is 59,559 units, of which 46,500 units would be for above moderate income units, 1,122 units would be for moderate-income families, 4,873 new units would be for low-income, 3,834 would be for very low-income and 1,730 would be for extremely low income.<sup>14</sup>

#### *(d) Central City Community Plan*

The Land Use Element of the City's General Plan includes 35 community plans. Community plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The community plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems. The community plans implement the City's General Plan Framework Element at the local level. The community plans consist of both text and an accompanying generalized land use map. The community plans' texts express goals, objectives, policies, and programs to address growth in the community. The community plans' maps depict the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities. Per State law, each community plan must be consistent with the other elements and components of the General Plan and, thus, incorporates information from these plans.

The Project is located within the Central City Community Plan (Community Plan) Area. The Community Plan includes residential and commercial objectives and policies that establish a development concept for its neighborhoods and districts. Key provisions regarding the preferred development in the Project vicinity include the following:

#### *(i) Residential Objectives*

- Objective 1-2: To increase the range of housing choices available to Downtown employees and residents.
- Objective 1-4: To facilitate the conversion of historic buildings in the Historic Core to housing, office, art, and cultural uses in order to attract new residents.

<sup>14</sup> City of Los Angeles Department of City Planning, Housing Element 2013-2021, Table ES.1, page c-xxi.

(ii) *Commercial Objectives*

**Objective 2-1:** To improve Central City's competitiveness as a location for offices, business, retail, and industry.

**Objective 2-2:** To retain the existing retail base in Central City.

*Policy 2-2.1:* Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.

**Objective 2-4:** To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.

The City is in the process of drafting updates to the Central City Community Plan, as well as the Central City North Community Plan. Drafts of these plan updates have not yet been circulated, but the City has circulated a Notice of Preparation (NOP) for the combined Environmental Impact Report for the updated plans.<sup>15</sup> The NOP states that the primary objectives of the updated plans will be to:

- Ensure that Downtown can continue to grow in a sustainable, equitable, healthy, and inclusive manner.
- Reinforce the role of Downtown as the primary jobs center for the City, County, and the Southern California region.
- Expand and support a growing residential population.
- Celebrate and reinforce the character of each individual neighborhood.
- Promote a transit, bicycle, and pedestrian-friendly environment.
- Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area.

(e) *Sustainable City pLAN*

The City of Los Angeles released its first-ever sustainability plan, Sustainable City pLAN, on April 8, 2015.<sup>16</sup> The pLAN provides a roadmap achieving sustainability through short-term (by 2017) results and setting long-term (by 2025 and 2035)

<sup>15</sup> City of Los Angeles Department of City Planning, Notice of Preparation of a Combined Draft Environmental Impact Report and Notice of Scoping Meeting for Updates to the Central City and Central City North Community Plans, and Amendments to the City of Los Angeles Municipal Code to Adopt a New Zoning Code for the Central City and Central City North Community Plan Areas (as Part of the Re:Code LA Project), February 6, 2017, <https://planning.lacity.org/eir/nops/dtnCommPlan/nop.pdf>. Accessed December 2018.

<sup>16</sup> City of Los Angeles, Sustainable City pLAN, April 2015, [https://www.lamayor.org/sites/g/files/wph446/f/landing\\_pages/files/The%20pLAN.pdf](https://www.lamayor.org/sites/g/files/wph446/f/landing_pages/files/The%20pLAN.pdf). Accessed December 2018.

goals for a cleaner environment and stronger economy. The pLAn sets forth a goal of transforming Los Angeles into an environmentally healthy, economically prosperous, and equitable City over the next 20 years.

Key visions for long-term aspirations by 2035 regarding the preferred development in the Project vicinity include the following:

- **Housing and Development:** We address LA's housing shortage, ensure that most new units are accessible to high-quality transit, and close the gap between incomes and rents.
- **Urban Ecosystem:** We all have access to parks and open space, including a revitalized LA River Watershed.
- **Livable Neighborhoods:** We all live in safe, vibrant, well-connected, and healthy neighborhoods.

The Housing & Development chapter of the Sustainability City pLAn includes the following goals:<sup>17</sup>

- Construction of 17,000 new housing units within 1,500 feet of transit by 2017.
- An increase of 100,000 new housing units by 2021, leading to 150,000 new housing units by 2025.
- Reduction in the number of rent-burdened households by at least 15 percentage points by 2035.

## **b) Existing Conditions**

### **(1) On-Site Conditions**

The Project Site is currently developed with five structurally distinct but internally connected buildings occupied by the Los Angeles Times offices, a bank, and other office uses. Combined, the existing uses in the Times, Plant, Mirror, and Executive Buildings have a total floor area of approximately 559,863 square feet (sf), which is made up of 541,113 sf of commercial office uses, a 7,500 sf bank, and a 11,250 sf cafeteria.

### **(2) Population, Housing and Employment Estimates**

The Project Site is located within the Central City Community Plan Area of the City. Project impacts at the citywide level are analyzed in this section with current and future projected population, housing and employment estimates based on data included in the SCAG 2016 RTP/SCS.

<sup>17</sup> City of Los Angeles, Sustainable City pLAn, page 48.

The 2016 RTP/SCS prepares growth projections for populations, households, and employment for regional, county, local jurisdictional areas and transportation analysis zones (TAZs), which is a geographic unit for inventorying demographic data. The 2016 RTP/SCS reports the demographic data for years 2012 and 2040. The 2016 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies. The 2017 baseline population and growth projections for 2023 (Project buildout year) and 2040 (SCAG Projection Horizon) are shown in **Table IV.J-1, *Projected Population, Housing, and Employment Estimates for the City of Los Angeles***, and discussed below.

**TABLE IV.J-1**  
**PROJECTED POPULATION, HOUSING, AND EMPLOYMENT ESTIMATES FOR THE CITY OF LOS ANGELES**

	Project Buildout Year - 2023				SCAG Projection Horizon - 2040		
	2017 Baseline	Projected	Total Growth from 2017	Percentage Increase from 2017	Projected	Total Growth from 2017	Percentage Increase from 2017
Population	3,981,900	4,145,600	163,700	4.1	4,609,400	627,500	15.7
Housing	1,390,600	1,468,800	78,200	5.6	1,690,300	299,700	21.6
Employment	1,780,800	1,882,100	101,300	5.7	2,169,100	388,300	21.8

SOURCE: Based on SCAG data prepared for the 2016 RTP/SCS. The 2017 baseline and 2023 buildout estimates were determined by interpolating from data received. Projections are rounded to the nearest hundreds to be consistent with SCAG's 2012 and 2040 jurisdictional demographics data. See SCAG, 2016 RTP/SCS, Demographics & Growth Forecast Appendix, page 24, [http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS\\_DemographicsGrowthForecast.pdf](http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf). Compiled by ESA, 2018.

*(a) Population*

As indicated in Table IV.J-1, the City population is expected to grow beyond its estimated 2017 population of 3,981,900 people by approximately 163,700 people or 4.1 percent by the time of Project buildout in 2023. By 2040, the horizon year of the SCAG projections, the City population is expected to grow by 627,500 people or 15.7 percent from the 2017 baseline estimates.

*(b) Housing*

As indicated in Table IV.J-1, the number of households/occupied housing units in the City is expected to grow beyond its existing estimated level of 1,390,600 units by approximately 78,200 units or 5.6 percent by the time of Project buildout in 2023. By 2040, the number of households in the City is expected to grow by 299,700 units or 21.6 percent from the 2017 baseline estimates.

(c) *Employment*

As shown in Table IV.J-1, the 1,780,800 employees in the City are expected to grow by approximately 101,300 employees or 5.7 percent by the time of Project buildout in 2023. By 2040, the number of employees in the City is expected to grow by approximately 388,300 employees or 21.8 percent from the 2017 baseline estimates.

### 3. Project Impacts

#### a) Methodology

The analysis of Population, Housing, and Employment impacts compares the Project's contribution to population, housing, and employment growth to citywide projections and policies regarding future development.

The Project's residential population was calculated based on the Citywide Person Per Household Factor for multi-family units.<sup>18</sup> The number of employees was calculated using employee generation factors developed for a range of land uses by the Los Angeles Unified School District in its 2016 Developer Fee Justification Study.<sup>19</sup>

The projections of future population, housing, and employment are based on data prepared by SCAG for the 2016 RTP/SCS, which are based in part on the 2010 census data. The 2016 RTP/SCS reports demographic data for 2012, 2020, 2035, and 2040. The 2016 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies.<sup>20</sup>

Construction employment was estimated based on construction trip generation factors used in the SCAQMD California Emissions Estimator Model (CalEEMod) that is used for estimating air pollutant emissions. The values used in this analysis for construction employment are based on equipment types, the proposed building floor area, and the construction schedule provided by the Project Applicant. These details are described in Section IV.B, *Air Quality*, of this Draft EIR. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in Appendix B of this Draft EIR.

<sup>18</sup> United States Census Bureau, 2012-2016 American Community Survey, 5-Year Estimates. Based on the information provided in the American Community Survey, multi-family homes have a Person Per Household Factor of 2.43.

<sup>19</sup> Los Angeles Unified School District, Level 1 – Developer Fee Justification Study for Los Angeles Unified School District, March 2017.

<sup>20</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Resolution No. 16-578-2.

## **b) Thresholds of Significance**

In accordance with State CEQA Guidelines Appendix G, the Project would have a significant impact related to population and housing if it would:

- 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)?***
- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***
- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criteria to evaluate population and housing growth:

- The degree to which the 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/buildout, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the project.

## **c) Project Design Features**

No specific Project Design Features are proposed with regard to population and housing.

## **d) Analysis of Project Impacts**

***Threshold 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)?***



## (1) Construction

During Project construction there would be no direct impact on population growth; however, construction activities would create short-term employment opportunities, which could indirectly increase the population in the Project area. Construction activities would last approximately four years and workers would be required for the entire duration. The number of construction workers needed would vary on a day-to-day basis over the course of Project construction, with a maximum of approximately 792 construction workers being on-site at one time during the more intensive construction phases. Construction jobs are anticipated to be filled by residents in the local area, or by commuters within the larger Los Angeles Metropolitan Area.

Construction workers typically remain on site only for the timeframe in which their specific skills are necessary to complete a particular phase of the construction process. There are over 250,000 construction workers in Los Angeles County (U.S. Census Bureau 2013). Recent overall unemployment estimates from August 2017 from the California Employment Development Department report unemployment rates of approximately 4.8 percent for Los Angeles County.<sup>21</sup> With an unemployment rate of approximately 4.8 percent countywide, it is likely that several thousand construction industry workers would be available, and it is expected that construction jobs would be filled from the local and/or regional (County) labor force. Construction workers would generally not relocate their households permanently from other regions for a temporary construction assignment. Thus, Project construction would not indirectly contribute to population growth or accelerate the demand for housing in the Project area upon Project buildout. Accordingly, the Project's indirect impacts related to population growth and housing demand would be less than significant. **Thus, Project construction would not induce substantial direct or indirect population growth, and impacts would be less than significant.**

## (2) Operation

The Project would replace the existing Executive Building and Parking Structure with the North and South Towers, which would include up to 1,127 residential units and 34,572 square feet of ground-level restaurant uses. Under the Project, the Times, Plant, and Mirror Buildings would be adaptively reused and would include up to 307,288 square feet of commercial office uses,<sup>22</sup> up to 18,817 square feet of commercial restaurant uses, and a 50,000 square-foot grocery store, all of which would also generate new employment in the area. The Project Site is currently

<sup>21</sup> California Employment Development Department, Los Angeles-Long Beach-Glendale Metropolitan Division, Eight of eleven sectors posted month-over gains, September 15, 2017, [http://www.labormarketinfo.edd.ca.gov/file/lfmonth/la\\$pds.pdf](http://www.labormarketinfo.edd.ca.gov/file/lfmonth/la$pds.pdf). Accessed December 2018.

<sup>22</sup> The Project proposes 93,432 sf of new office development for the Project Site. This office square footage accounts for the existing office uses (213,856 sf) that would continue to exist after the rehabilitation of the Times, Plant, and Mirror Buildings. After implementation of the Project, a total of 307,288 square feet of office space would be available on the Project Site.

developed with office uses, a bank, and a cafeteria. Development of the Project would add residents and would create new employment at the Project Site.

The Project's estimated contributions to the residential population, housing supply, and employment are summarized in **Table IV.J-2, *Project Increases in Population, Housing, and Employment***. The projected Project-related increase in each of these categories is compared to growth projections in the SCAG 2016 RTP/SCS for the City in **Table IV.J-3, *Project Population, Housing, and Employment Impacts for the City of Los Angeles***.

**TABLE IV.J-2  
PROJECT INCREASES IN POPULATION, HOUSING, AND EMPLOYMENT**

<b>Housing Units and Population</b>			
<b>Total Housing Units</b>		<b>Average Household Size<sup>a</sup></b>	<b>Total Population</b>
1,127		2.43	2,739
<b>Employees</b>	<b>Amount</b>	<b>Employment Generation Factor (per sq.ft.)<sup>b</sup></b>	<b>Number of Employees</b>
<b>Proposed Uses</b>			
Restaurant (North and South Towers)	34,572 sf	0.00271	94
Office	307,288 sf	0.00431	1,325
Restaurant (Times, Plant, and Mirror Buildings)	18,817 sf	0.00271	51
Grocery	50,000 sf	0.00271	136
<b>Total Proposed Uses</b>	<b>410,677 sf</b>	<b>Projected Employees</b>	<b>1,606</b>
<b>Existing Uses</b>			
Office	317,168 sf <sup>c</sup>	0.00431	1,367
Bank	7,500 sf	0.00283	22
Cafeteria	11,250 sf	0.00271	31
<b>Total Existing Uses</b>	<b>335,918 sf</b>	<b>Estimated Existing Employees</b>	<b>1,420</b>
<b>Total Net New Employees</b>			<b>186</b>

<sup>a</sup> The average household size reflects the Citywide Person Per Household factor for multi-family units as published in the 2016 American Community Survey.

<sup>b</sup> The employee generation factors are taken from the Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017. As a separate rate is not provided for the retail, grocery, and cafeteria, the Neighborhood Shopping Centers was used.

<sup>c</sup> Approximately 40 percent of the existing office space has been vacant for the past 10 years. Therefore, 60 percent of the existing 559,863 square feet of floor area (approximately 335,918 square feet) is currently occupied. Of the 335,918 square feet of occupied space, 317,168 square feet are office uses.

SOURCE: ESA, 2018.

**TABLE IV.J-3**  
**PROJECT POPULATION, HOUSING, AND EMPLOYMENT IMPACTS FOR THE CITY OF LOS ANGELES**

	<b>Project Increase<sup>a</sup></b>	<b>SCAG Projected Growth<sup>b</sup></b>	<b>Project Percentage of Growth</b>
<b>Population</b>			
2017 - 2023 Buildout	2,739	163,700	1.7
2017 - 2040 Projection Horizon	2,739	627,500	0.4
<b>Households</b>			
2017 - 2023 Buildout	1,127	78,200	1.4
2017 - 2040 Projection Horizon	1,127	299,700	0.4
<b>Employment</b>			
2017 - 2023 Buildout	186	101,300	0.2
2017 - 2040 Projection Horizon	186	388,300	0.1

<sup>a</sup> From Table IV.J-2

<sup>b</sup> From Table IV.J-1

SOURCE: ESA, 2018. Based on SCAG 2016 RTP/SCS projections.

*(a) Population*

SCAG's 2016 RTP/SCS provides short-term and long-term population estimates for the City. The Project would account for approximately 1.7 percent and 0.4 percent of SCAG's estimated population increase for the City by 2023 and 2040, respectively. Thus, Project-related population growth in the City would be within SCAG's projections.

Project growth would also support the attainment of the SCAG policies by increasing population density in an area already well served by the Metro Civic Center/Grand Park Station (and future 2nd Street and Broadway Station as part of Metro's Regional Connector Project),<sup>23</sup> multiple regional Metro Bus lines, and local Los Angeles Department of Transportation (LADOT) Dash lines, and in proximity to a broad array of retail and entertainment destinations that are accessible to pedestrians. The Project would be located within a HQTAs, which would allow developments along transit corridors to contribute to improving air quality and reducing greenhouse gases.<sup>24</sup> The Project's development would support the

<sup>23</sup> Los Angeles County Metropolitan Transportation Authority, Regional Connector Transit Project, <https://www.metro.net/projects/connector/>. Accessed July 12, 2017.

<sup>24</sup> Southern California Association of Governments, High Quality Transit Areas in the SCAG Region (2012-2014), [http://scagrtpscscs.net/SiteAssets/ExecutiveSummary/assets/resources/Exhibit5-1\\_HighQualityTransitAreaInTheSCAGRegionFor2040Plan.pdf](http://scagrtpscscs.net/SiteAssets/ExecutiveSummary/assets/resources/Exhibit5-1_HighQualityTransitAreaInTheSCAGRegionFor2040Plan.pdf). Accessed December 2018.

attainment of the SCAG policies discussed in Subsection IV.J.2, Environmental Setting, by providing increased population density within an area that is targeted to provide high-density development along transit corridors.<sup>25</sup> The Project's mixed-use components and contributions to walkable communities would also contribute to the attainment of the SCAG policies.

The Project's population growth also contributes to an infill growth pattern that is encouraged locally in the City by the General Plan Framework and the Central City Community Plan. The Project would develop new dwelling units to meet the housing needs of existing and future residents in the City and in the Community Plan Area. Additionally, and as stated above, the Project would locate housing near public transit, which would reduce vehicular trips and be accessible to nearby services and facilities.

For all of these reasons, the Project's contribution to population growth would be consistent with SCAG population projections for the City. **As such, Project operation would not directly induce substantial population growth, and impacts would be less than significant.**

*(b) Housing*

*(i) General Plan Housing Element*

As previously discussed, the 2013–2021 Housing Element identifies the need for 82,002 new housing units citywide for the period of 2014 through 2021. The Housing Element also establishes quantifiable objectives for the provision of 59,559 units by October 2021. The Project's 1,127 proposed residential units would contribute to meeting this housing allocation. In addition, the Project would support Housing Element policies by providing residential development in an area that is designated by the General Plan Framework as an area available to expand opportunities for residential development and to encourage infill development in proximity to transit. The Project would also provide residential development by intensifying development at an infill site, as stated by goals and policies in the General Plan Framework Housing Chapter.<sup>26</sup>

*(ii) SCAG*

As shown above in Table IV.J-3, the Project's proposed creation of 1,127 housing units would account for 1.4 percent of SCAG's 2023 estimated increase of 78,200 households within the City. The Project would account for 0.4 percent of SCAG's 2040 estimated increase of 299,700 households within the City. As stated above regarding population, the Project would induce population growth directly through

<sup>25</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 8.

<sup>26</sup> City of Los Angeles Department of City Planning, General Plan Framework, Chapter 4 Housing, Summary of Housing Issues.

the introduction of 1,127 housing units on the Project Site. The Project would contribute toward the attainment of City and regional goals and policies to encourage TODs, and to revitalize and provide housing within the Downtown area. Located in proximity to the Metro Civic Center/Grand Park Station and multiple existing bus transit stops, the Project would help the City meet the increasing demand for housing in a HQTAs, and would contribute to the City's ability to meet its housing obligation under SCAG's RHNA.

**Therefore, Project operation would not directly induce substantial population growth through the Project's contribution to housing, and impacts would be less than significant.**

(c) *Employment*

Improving the jobs/housing balance is one tool for reducing impacts on the environment by reducing VMT. The ratio of jobs to housing is one indicator of proximity between employment and residential locations for population in the region. The jobs/housing ratio for the entire SCAG region is approximately 1.35.<sup>27</sup> That is, there are approximately 1.35 jobs for each household unit. Large variations from this ratio in local communities indicate whether the communities are housing-rich (i.e. bedroom communities) or employment-rich. Such communities require longer commuting distances between home and work. Communities whose ratios are closer to 1.35 have more of a balance between residents and employees within their boundaries.

Based on the 2017 employment and household estimates presented in Table IV.J-1, above, the 2017 jobs/housing ratio in the City is 1.28. The projected 2023 estimate is slightly higher but still rounds to 1.28. The projected 2040 estimate is also 1.28.

Based on the information in Table IV.J.3, above, the Project would result in a net increase in the number of employees on the Project Site by approximately 186 employees. Project's proposed increase of 186 employees would account for 0.2 percent of SCAG's 2023 estimated increase of 101,300 employees within the City. The Project would account for 0.1 percent of SCAG's 2040 estimated increase of 388,300 employees within the City.

The Project's net new jobs/housing ratio would be 0.17:1, which shows that the Project would be more housing-rich. The Project itself would contribute to bringing the jobs/housing ratio closer to the balance by providing more housing units than employees on the Project Site. Thus, the Project would support the anticipated

<sup>27</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Demographics & Growth Forecast Appendix, Adopted April 2016. Based on 2015 employment of 8,006,000 as presented in Table 8, Regional Population and Employment by County, page 18; and 5,947,000 households as presented in Table 4, Characteristics of Regional Households, page 8.

population trends and SCAG efforts to improve the jobs/housing balance of local communities in the region. In addition, the Project's development would support the attainment of the SCAG policies by providing increased population density in a HQTAs well-served by transit.

**Therefore, Project operation would not directly induce substantial population growth through the Project's contribution to employment, and impacts would be less than significant.**

(d) *Infrastructure*

The Project proposes infill development in an urban area with an established infrastructure system. The Project would link with and tie into existing infrastructure in the Project area. New infrastructure that would be required, such as service connections to local water and sewer network and electricity and natural gas utilities for the North and South Towers, would be sized to serve only the Project's needs. Thus, other than connections between the Project Site and existing nearby infrastructure, no new infrastructure would be added in the area. No new roadways would be created as part of the Project. The Project would not open any new areas not already served by infrastructure. **Therefore, the Project would not induce substantial population growth indirectly through the extension of roads or other infrastructure. Impacts would be less than significant.**

(3) Displacement

***Threshold b) Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

As discussed in Subsection VI.6, *Impacts Found not to be Significant*, of this Draft EIR, and in the Initial Study (Appendix A), no dwelling units are currently located on the Project Site. Because no housing would be displaced, the construction of replacement housing elsewhere would not be necessary. Thus, the Project would have no impact with respect to Threshold b). **No impacts with regards to displacing existing housing would occur and no further analysis is required.**

***Threshold c) Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

As discussed in Subsection VI.6, *Impacts Found not to be Significant*, of this Draft EIR, and in the Initial Study (Appendix A), the Project would not displace any people, as no dwelling units are currently located on the Project Site. Because no people would be displaced, the construction of replacement housing elsewhere would not be necessary. Thus, the Project would have no impact with respect to Threshold c). **No impacts with regards to displacing people would occur and no further analysis is required.**

## e) Cumulative Impacts

Cumulative impact analysis addresses the impacts of known and anticipated development in the Project area in combination with the proposed Project, with respect to the anticipated amount, timing, and distribution of population, housing, and employment growth. The 170 related projects are listed in Table III-1 of Chapter III, *General Description of the Environmental Setting*, of this Draft EIR.

As discussed in Chapter III, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

The calculation of the cumulative number of housing units, population, and employees attributable to the related projects is provided in Appendix J of this Draft EIR. A summary of cumulative growth is shown in **Table IV.J-4, Total Cumulative Development**. Projections focus on the SCAG RTP/SCS 2040 horizon as opposed to the Project's 2023 buildout date. SCAG projections incorporate regional policies and are based on long-term demographic trends that average out short-term variations, which may not be reflected in shorter-term 2023 projections.<sup>28</sup>

**TABLE IV.J-4**  
**TOTAL CUMULATIVE DEVELOPMENT**

<b>Development<sup>a</sup></b>	<b>Housing Units<sup>b</sup></b>	<b>Population<sup>b</sup></b>	<b>Employment<sup>b</sup></b>
Related Projects <sup>a</sup>	45,914	111,640	93,815
<b>Proposed Project</b>	1,127	2,739	186
<b>Total Cumulative Growth</b>	<b>47,041</b>	<b>114,379</b>	<b>94,001</b>

<sup>a</sup> A list of the related projects is Provided in Table III-1 of Chapter III of this Draft EIR.

<sup>b</sup> The tabulation of related projects' housing, population, and employment calculations are presented in Appendix J of this Draft EIR.

SOURCE: ESA, 2018.

<sup>28</sup> Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 13.

**Table IV.J-5, *Cumulative Population, Housing, and Employment Impacts in the City of Los Angeles***, compares projected cumulative growth within the City, inclusive of the Project, to 2016 RTP/SCS 2040 horizon year projections. The related projects reflect a broad mix of development including residential, office and retail uses, as well as miscellaneous uses including event spaces, theaters, and art spaces.

**TABLE IV.J-5  
CUMULATIVE POPULATION, HOUSING AND EMPLOYMENT IMPACTS IN THE CITY OF LOS ANGELES**

	<b>Cumulative Increase Including Proposed Project<sup>a</sup></b>	<b>SCAG Projected Growth<sup>b</sup></b>	<b>Cumulative Percentage of Growth</b>
Population	114,379	627,500	18.2
Households	47,041	299,700	15.7
Employment	94,001	388,300	24.2

<sup>a</sup> From Table IV.J-4

<sup>b</sup> From Table IV.J-1

SOURCE: ESA, 2018. Based on the SCAG 2016 RTP/SCS projections.

### (1) Population

As indicated in Table IV.J-5, the cumulative population growth of 114,379 is equal to 18.2 percent of the population growth estimated in the SCAG projection for the City by the 2040 horizon year.

### (2) Housing

The Project and related projects would result in the construction of approximately 47,041 dwelling units within the City, which is 15.7 percent of SCAG's projected housing growth citywide by year 2040.

### (3) Employment

The approximately 94,001 employment opportunities associated with the Project and related projects would represent 24.2 percent of the projected new jobs Citywide by 2040.

### (4) Conclusion

As noted above, the projected population, household, and employment growth would be within the 2040 SCAG projections identified in the 2016 RTP/SCS for the City. The increases in population (18.2 percent) and households (15.7 percent) show that the City is attracting relatively similar proportionate amounts of residential and housing growth in the area. Additionally, the increases in the number and variety of housing units and employment opportunities in the Project vicinity would provide housing and jobs in proximity to public transit, which would



be consistent with regional and City policies to focus development in areas well served by public transit. The increase in housing stock in the City provides opportunities for residents to locate within an HQTAs and within proximity to transit facilities, thereby reducing the demand for development in lower-density areas and achieving greater efficiency in the provision and use of services and infrastructure. The additional employment opportunities would increase the number of jobs adjacent to residential areas and public transit, which would support City and regional policies intended to reduce VMT. The new jobs would bolster the local economy and bring new jobs to a lower-density area with few existing jobs.

For these reasons, the Project, considered together with the related projects, would not induce substantial population growth through contributions to population, housing, or employment either directly or indirectly. **Therefore, cumulative impacts on population growth, housing, and employment would not be cumulatively considerable.**

#### **f) Mitigation Measures**

The Project would result in less than significant impacts with respect to population and housing. Therefore, no mitigation measures are required.

#### **g) Level of Significance After Mitigation**

Project impacts were determined to be less than significant for population and housing and no mitigation measures would be required.

## **IV. Environmental Impact Analysis**

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### **K. Police Protection**

#### **1. Introduction**

This section addresses potential impacts on police services that could occur due to construction and operation of the Project. The analysis focuses on the City of Los Angeles (City) Police Department (LAPD) facilities that currently serve the Project Site and the ability of the LAPD to provide police protection services to the Project. The analysis is based, in part, on information provided by LAPD and includes statistical data regarding police protection facilities and services and response times. This information is included in Appendix K-1 of this Draft EIR.<sup>1</sup> Additional information included in this analysis is also based on the LAPD crime control model computer statistics (COMPSTAT) database and other data on the LAPD website.<sup>2</sup>

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) State**

###### **(a) *California Constitution Article XIII, Section 35***

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police

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<sup>1</sup> Captain Al Neal, Commanding Officer, and Officer Christopher Gibson, Community Relationship Division, Los Angeles Police Department, correspondences dated July 24, 2017 and August 14, 2017.

<sup>2</sup> Los Angeles Police Department, COMPSTAT, [http://www.lapdonline.org/search\\_results/content\\_basic\\_view/6363](http://www.lapdonline.org/search_results/content_basic_view/6363). Accessed December 2018.

protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.<sup>3</sup>

## (2) Regional

### (a) *County of Los Angeles Office of Emergency Management*

The Office of Emergency Management (OEM), established by Chapter 2.68 of the County Code, is responsible for organizing and directing emergency preparedness efforts, as well as the day-to-day coordination efforts, for the County's Emergency Management Organization.<sup>4</sup> The OEM's broad responsibilities include, among others, planning and coordination of emergency services on a countywide basis.

The County organizes a formal mutual aid agreement between all police departments within its jurisdiction to provide police personnel and resources to assist other member agencies during emergency and/or conditions of extreme peril. Formal mutual aid requests between police departments can be made under the purview of the County Sheriff's Department; however, additional informal agreements may be made directly between the police agencies.

## (3) Local

### (a) *City of Los Angeles General Plan Framework Element*

The City's General Plan Framework Element (General Plan Framework), originally adopted in December 1996 and re-adopted in August 2001, provides a comprehensive vision or strategy for long-term growth within the City and guides subsequent amendments of the City's Community Plans, Specific Plans, zoning ordinances, and other local planning programs.<sup>5</sup> Under the General Plan Framework, primary police law enforcement services are provided by the LAPD and supplemental services are provided by the Los Angeles County Sheriff, the California Highway Patrol, the Federal Bureau of Investigation and the Drug Enforcement Administration.

<sup>3</sup> *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833.

<sup>4</sup> County of Los Angeles, Chief Executive Office, Office of Emergency Management, <http://www.lacoa.org/aboutoem.html>. Accessed December 2018.

<sup>5</sup> City of Los Angeles Department of City Planning, The Citywide General Plan Framework, 1995, <http://cityplanning.lacity.org/cwd/framwk/chapters/title.htm>. Accessed December 2018.

Chapter 9 of the General Plan Framework addresses Infrastructure and Public Services.<sup>6</sup> Goal 9I states that every neighborhood should have the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood. The following objectives and policies under Goal 9I are applicable to the Project:

**Objective 9.13:** Monitor and forecast demand for existing and projected police services and facilities.

**Objective 9.14:** Protect the public and provide adequate police services, facilities, equipment, and personnel to meet existing and future needs.

**Objective 9.15:** Provide for adequate public safety in emergency situations.

*(b) Central City Community Plan*

The City's Central City Community Plan, adopted in 2003, which covers Downtown, including the Project Site, contains the following police protection objectives, policies and programs applicable to the Project:<sup>7</sup>

**Chapter III, Land Use Policies and Programs, Government and Public Facilities, Police Protection:**

**Objective 5-1:** To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.

*Policy 5-1.1:* Consult with the Police Department as part of the review of significant development projects and General Plan amendments affecting land use to determine the impact on law enforcement service demands.

**Program:** Coordinate with Business Improvement District security patrols. Continue and expand bike patrols, neighborhood beats, or other community-based policing appropriate to the District.

**Objective 5-2:** To inform developers, design professionals, and the public of the possible reduction of criminal opportunities when crime prevention principles are developed during the initial planning stages of a development.

*Policy 5-2.1:* Promote the safety and security of personal property through proper design and effective use of the built environment which

<sup>6</sup> City of Los Angeles Department of City Planning, The Citywide General Plan Framework, Chapter 9, Infrastructure and Public Services, <http://cityplanning.lacity.org/cwd/framwk/chapters/09/09.htm>. Accessed December 2018.

<sup>7</sup> City of Los Angeles Department of City Planning, Central City Community Plan, 2003, <http://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>. Accessed December 2018.

can lead to a reduction in the incidence and fear of crime, a reduction in calls for police service, and an increase in the quality of life.

**Program:** Incorporate whenever possible the design guidelines contained in the City's Crime Prevention through Environmental Design "Design Out Crime" Guidelines and published by the City Planning Department.

(c) *Charter and Administrative and Municipal Codes*

The law enforcement regulations, powers, and duties of the LAPD are outlined in the City Charter, Administrative Code and Los Angeles Municipal Code (LAMC). City Charter Article V, Section 570 gives power and duty to the LAPD to enforce the penal provisions of the Charter, City ordinances, and State and federal law. The Charter also gives responsibility to the LAPD to act as peace officers and to protect lives and property in case of disaster or public calamity. Section 22.240 of the Administrative Code requires the LAPD to adhere to the State standards described in Section 13522 of the California Penal Code, which charges the LAPD with the responsibility of enforcing all LAMC Chapter 5 regulations related to fire arms, illegal hazardous waste disposal, and nuisances (such as excessive noise), and providing support to the Department of Building and Safety Code Enforcement inspectors and the Fire Department in the enforcement of the City's Fire, Building, and Health Codes.

(d) *COMPSTAT Program*

In 1994, the LAPD incorporated the use of the COMPSTAT Program. The COMPSTAT Unit implements the General Plan Framework goal of assembling statistical population and crime data to determine necessary crime prevention actions. This system implements a multi-layered approach to police protection services through statistical and geographical information system analysis of growing trends in crime through a specialized crime control model.

## **b) Existing Conditions**

The LAPD provides police protection services in the City. The LAPD includes 21 community police areas operated by the four geographically defined Central, South, West, and Valley Bureaus. The LAPD also has a variety of specialized units including Special Operations, Special Weapons and Tactics (SWAT), Gangs and Narcotics, K-9, and the Mounted Unit.<sup>8</sup>

The Project Site is located in the LAPD's Central Bureau. The Central Bureau covers a 65-square-mile area with roughly 900,000 people and includes the communities as Downtown, Eagle Rock, the Garment District, MacArthur Park,

<sup>8</sup> Los Angeles Police Department, Inside the LAPD, [http://www.lapdonline.org/inside\\_the\\_lapd](http://www.lapdonline.org/inside_the_lapd). Accessed July 27, 2017.

Dodger Stadium, and Griffith Park.<sup>9</sup> To the north the Central Bureau is bordered by the cities of Burbank, Glendale, Pasadena, and South Pasadena.<sup>10</sup> The Central Bureau oversees operations in five LAPD Areas, including the Central, Hollenbeck, Newton, Northeast, and Rampart areas. The Central Bureau also oversees operations of the Central Traffic Division, which is responsible for investigating traffic collisions and traffic-related crimes for all operations in the Central Bureau.<sup>11</sup>

The Project Site is served by the Central Community Police Station, located at 251 E. 6th Street, located approximately 0.9 miles northeast of the Project Site within LAPD's Reporting District (RD) 0123, as shown in **Figure IV.K-1, Location of Central Community Police Station**.<sup>12</sup> The Central Community Police Station serves an approximately 4.5-square-mile area (the LAPD Central Area), which includes Chinatown, Little Tokyo, South Park, Central City East, Flower Mart, Toy Town, Historic Core, Financial District, Artists Lofts, Olvera Street, Jewelry/ Broadway District, Civic Center, and portions of the Fashion District communities.<sup>13</sup> As shown in Figure IV.K-1, the boundaries of the Central Area are generally bounded by Stadium Way and the Pasadena/Harbor Freeway (I-110/SR 110) to the north, Washington Boulevard and 7th Street to the South, Los Angeles River to the east, and the Harbor Freeway to the west. The Central Community Police Station has 370 sworn personnel and 30 civilian support staff and provides service to a population of approximately 40,000 residents.<sup>14</sup> When situations arise requiring increased staffing, additional officers can be called in from other LAPD community police stations.<sup>15</sup> Furthermore, as with all municipal police departments in Los Angeles County, the LAPD participates in the Mutual Aid Operations Plan for Los Angeles County, a reciprocal agreement between signatory agencies including local police departments to provide police personnel and resources to assist other member agencies during emergency and/or conditions of extreme peril. According to the LAPD, there are no current plans to expand the Central Community Police Station or increase the number of personnel assigned to the Central Area.<sup>16</sup>

<sup>9</sup> Los Angeles Police Department, Central Bureau, [http://www.lapdonline.org/central\\_bureau/content\\_basic\\_view/1908](http://www.lapdonline.org/central_bureau/content_basic_view/1908). Accessed December 2018.

<sup>10</sup> Los Angeles Police Department, Central Bureau.

<sup>11</sup> Los Angeles Police Department, Central Bureau.

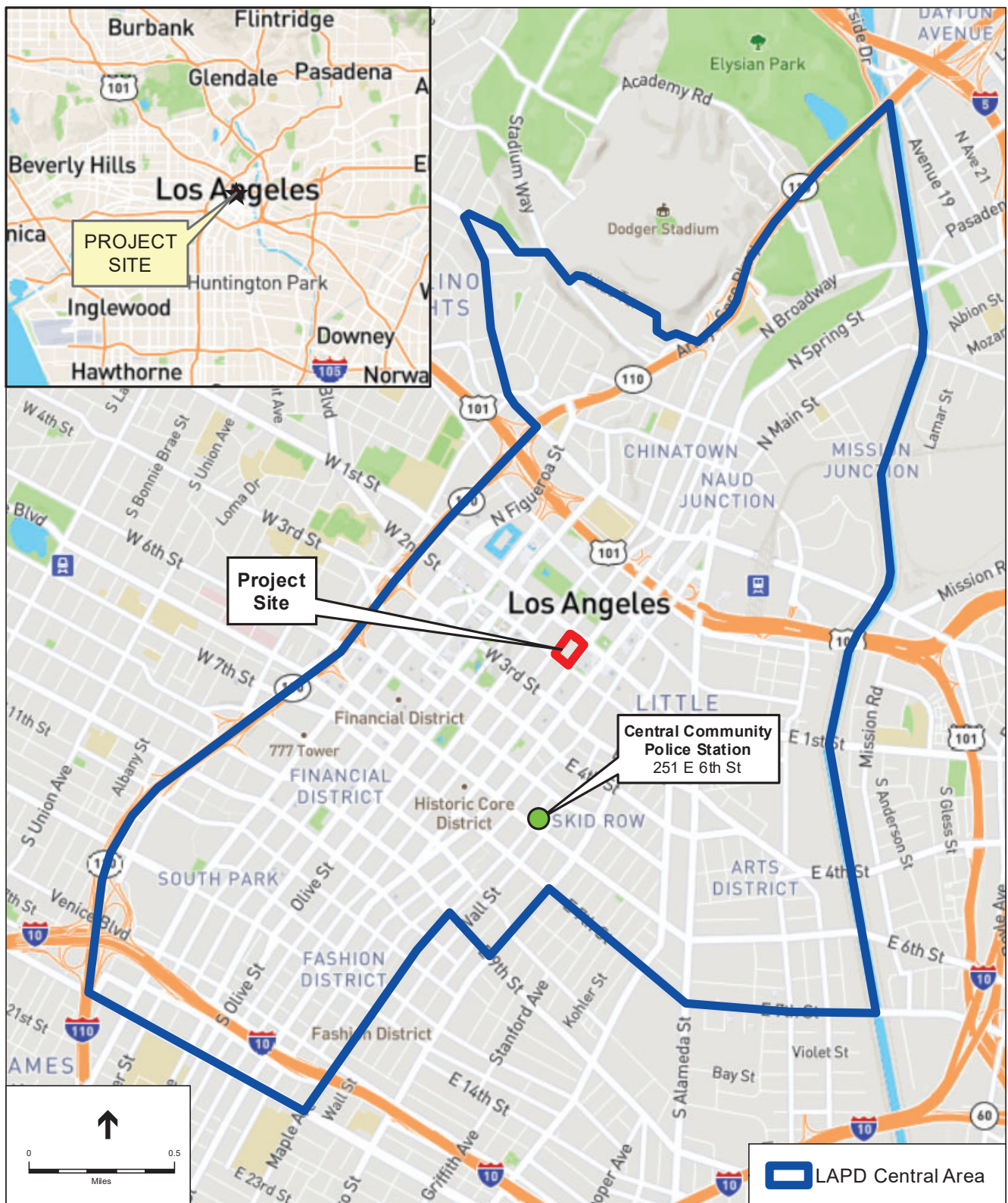
<sup>12</sup> Captain Al Neal, Commanding Officer, and Officer Christopher Gibson, Community Relationship Division, Los Angeles Police Department, correspondence dated July 24, 2017.

<sup>13</sup> Los Angeles Police Department, About Central Area, [http://www.lapdonline.org/central\\_community\\_police\\_station/content\\_basic\\_view/1681](http://www.lapdonline.org/central_community_police_station/content_basic_view/1681). Accessed December 2018.

<sup>14</sup> Captain Al Neal, Commanding Officer, and Officer Christopher Gibson, Community Relationship Division, Los Angeles Police Department, correspondence dated July 24, 2017 and August 14, 2017.

<sup>15</sup> Los Angeles Police Department, Los Angeles Police Department Manual, Volume 4, 120.40, [http://www.lapdonline.org/lapd\\_manual/volume\\_4.htm](http://www.lapdonline.org/lapd_manual/volume_4.htm). Accessed December 2018.

<sup>16</sup> Officer Christopher Gibson, Community Relationship Division, Los Angeles Police Department correspondence dated August 14, 2017.



SOURCE: Open Street Map, 2016, LAPD, Central Bureau:  
[http://www.lapdonline.org/central\\_bureau](http://www.lapdonline.org/central_bureau).  
 Accessed August 2017, ESA 2017.

Times Mirror Square

**Figure IV.K-1**

Location of Central Community Police Station



While the Project Site is served by the Central Community Police Station, it is also located across the street from the LAPD Administrative Headquarters to the east. The LAPD Headquarters contains the LAPD's administrative offices, a café, a civic auditorium, and underground parking and a parking garage for police vehicles. In addition, there are green areas including a plaza on the north and west side, and a park on the south side. The Project Site is currently accessed by police vehicles on S. Main Street and S. Spring Street. In addition, police vehicles are able to utilize the red curb along portions of S. Main Street, W. 1st Street, S. Spring Street, and W. 2nd Street. Given the Project Site's location adjacency to the LAPD Headquarters, the immediate vicinity has a higher police presence than most areas in the Central Area.

**Table IV.K-1, *Population, Officer, Crime, and Response Time Comparison (2016)***, lists the resident population, number of sworn officers, officer/resident ratio, number of crimes, and average response times for the Central Area and citywide in 2016. As set forth in Table IV.K-1, the officer to resident population ratio within the Central Area and citywide is 1:108 and 1:401, respectively; the number of crimes per 1,000 residents within the Central Area and citywide is 84 and 30, respectively; and the average response times by LAPD to emergency calls within the Central Area is 2.7 minutes.

**TABLE IV.K-1  
POPULATION, OFFICER, CRIME, AND RESPONSE TIME COMPARISON (2016)**

Service Area	Square Miles	Resident Population	Officers	Officers/ Resident Ratio	Crimes	Crimes per 1,000 Residents	Average Response Time for Emergency Calls
Central Area	4.5 <sup>a</sup>	40,000 <sup>a</sup>	370 <sup>a</sup>	1/108 <sup>a</sup>	3,352 <sup>a</sup>	84	2.7 minutes <sup>a</sup>
Citywide	472.9 <sup>b</sup>	3,962,726 <sup>b</sup>	9,897 <sup>b</sup>	1/401	125,420 <sup>b</sup>	32	-- <sup>c</sup>

<sup>a</sup> Captain Al Neal, Commanding Officer, and Officer Christopher Gibson, Community Relationship Division, Los Angeles Police Department, correspondence dated July 24, 2017 and August 14, 2017.

<sup>b</sup> Los Angeles Police Department, COMPSTAT Citywide Profile, 12/04/16 – 12/31/16, <http://assets.lapdonline.org/assets/pdf/123116cityprof.pdf>. Accessed December 2018.

<sup>c</sup> Per Los Angeles Police Department correspondence with Officer Christopher Gibson on August 14, 2017, the Los Angeles Police Department does not provide average response times for emergency calls as a Citywide statistic.

SOURCE: ESA, 2018.

As a whole, citywide crime decreased steadily between 2003 and 2014.<sup>17</sup> This decrease was attributed to a number of factors, including the LAPD's decade long use of COMPSTAT which enables the LAPD to track crime trends and

<sup>17</sup> Los Angeles Police Department, LAPD in 2020, <http://assets.lapdonline.org/assets/pdf/LAPD%20Strategic%20Plan.pdf>, page 12. Accessed December 2018.



appropriately deploy officers, and an emphasis on crime prevention and intervention in addition to enforcement.<sup>18</sup>

However, by 2015, overall crime increased in all categories, with citywide violent crime increasing by 20 percent and property crime increasing by 10 percent.<sup>19</sup> LAPD's Central Area, which includes parts of Downtown, Skid Row and Chinatown, had the highest number of violent and property crime increases in the City. According to the LAPD, part of this increase has been attributed to increased homelessness and drug use, particularly in the skid row area; the recent approval of California Proposition 47 and AB109, which reduced penalties for certain offenses such as drug possession and minor thefts to misdemeanors; stricter reporting of aggravated assaults under the federal Uniform Crime Report system; and increased outreach to victims of domestic violence, which is traditionally an underreported crime.<sup>20</sup>

The City has responded to Citywide crime increases with a variety of strategies. These include, but are not necessarily limited to: training and deploying specially trained officers assigned to LAPD's Metropolitan Division who are flexibly deployed to rapidly respond to crime spikes and proactively prevent crimes throughout the City; increasing the number of Domestic Abuse Response Teams (DART); expanding the Gang Reduction and Youth Development (GRYD) program to include twice as many GRYD zones that provide prevention and intervention services to at-risk youth; combining City and County efforts to reduce homelessness comprehensively by increasing available housing and providing additional support services; and doubling the number of specially-trained teams of police officers and mental health professionals to respond to incidents involving a mental health crisis.<sup>21</sup>

The approximately 3.6-acre Project Site is currently occupied by five structurally distinct but internally connected buildings occupied by the Los Angeles Times offices, a bank, cafeteria, and other office uses. The entire site has 24-hour security, 7 days a week, with video surveillance throughout the Project Site.

<sup>18</sup> Los Angeles Police Department, LAPD in 2020, page 50.

<sup>19</sup> Los Angeles Times, Crime in Los Angeles rose in all categories in 2015, LAPD says, December 30, 2015, <http://www.latimes.com/local/crime/la-me-crime-stats-20151230-story.html>. Accessed December 2018.

<sup>20</sup> Los Angeles Police Department, LAPD Statement on Crime Fighting Strategies, January 20, 2016, [http://www.lapdonline.org/home/news\\_view/60015](http://www.lapdonline.org/home/news_view/60015). Accessed December 2018.

<sup>21</sup> Los Angeles Police Department, LAPD Statement on Crime Fighting Strategies. Accessed December 2018.

### 3. Project Impacts

#### a) Methodology

The analysis of impacts on police protection addresses the Project's effects on the ability of police personnel to adequately serve existing and future population in the Project vicinity, taking into consideration the Project's security and/or design features intended to reduce the demand for police protection services; and potential need for new or expanded police facilities. The analysis presents statistical data for the Central Area and citywide, including the ratio of crimes to residents and the ratio of officers to residents. The ratio of officers to residential population is used by LAPD as an indicator of the level of service offered and serves as a basis for measuring the increase in policing required for the Project.

The LAPD does not provide crime rates or officer service ratios for non-residential uses and does not use such ratios to measure service levels. The non-residential population is calculated using Police Service Population Conversion Factors presented in the 2006 L.A. California Environmental Quality Act (CEQA) Thresholds Guide (*Thresholds Guide*). The calculation is based on the increase in Project Site activity, while accounting for the net reduction in existing commercial uses to be removed.

The analysis reviews the Project characteristics and security and/or design features, and the use of on-site and private security provisions in assessing the potential effects of the Project on police services. Based on these considerations and consultation with the LAPD, a determination is made as to whether existing police facilities could accommodate the additional demand for police protection services resulting from the Project without the need for a new facility or the alteration of existing facilities.

The need for or deficiency in adequate police protection services in and of itself is not a CEQA impact, but rather a social and/or economic impact. Where a project causes a need for additional police protection services resulting in the need to construct new facilities or additions to existing facilities, and the construction results in a potential impact to the environment, then the impact would need to be assessed in this EIR. The ultimate determination of whether there is a significant impact to the environment related to police protection services will result from a project is determined by whether the construction of new or expanded police protection facilities is reasonably foreseeable direct or indirect effect of the project.

There are no current capital improvement plans for the construction or expansion of police facilities in the impact area.<sup>22</sup> In the event that the City determines that expanded or new emergency facilities are warranted, such facilities (1) would

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<sup>22</sup> Officer Christopher Gibson, Community Relationship Division, Los Angeles Police Department correspondence dated August 14, 2017.

occur where allowed under the designated land use, (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size, and (3) could qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332.

## **b) Thresholds of Significance**

In accordance with State CEQA Guidelines Appendix G, the Project would have a significant impact related to police protection if it would:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the *Thresholds Guide*, as appropriate, to assist in answering the Appendix G Threshold questions.

The *Thresholds Guide* identifies the following criteria to evaluate police protection:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

## **c) Project Design Features**

The following Project Design Features (PDFs) are applicable to the Project.

**PDF-POL-1: On-Site Construction Security Measures:** During construction, on-site security measures will include: an eight-foot tall construction security fence, with gated and locked entry, around the construction site during the construction period; the provision of 24-hour visible private security personnel that monitors vehicle and pedestrian access to, and patrols, the construction site; and a construction management plan to ensure that emergency service providers have adequate access to the Project Site and neighboring businesses during construction and that Project construction traffic does not interfere with emergency vehicle response. During construction activities, the Contractor

will document the security measures; and the documentation will be made available to the Construction Monitor.

**PDF-POL-2: Provision of Project Diagrams to LAPD:** Once prior to the issuance of a building permit and once prior to occupancy, the Applicant will provide the LAPD Central Area Commanding Officer with a diagram of the Project Site, including access routes, gate access codes, and additional information, as required, to facilitate potential LAPD responses.

**PDF-POL-3: On-Site Operational Security Measures:** The Project will provide an extensive security program to ensure the safety of residents, employees, and other visitors to the Project Site. The Project will incorporate strategies in design and planning, as well as active security features. On-site security measures during Project operation will include:

- Installing and utilizing a 24-hour security camera network throughout the underground and above-grade parking structure; the elevators; the common and amenity spaces; the lobby areas; and the rooftop and ground level outdoor open spaces.
- Maintaining all security camera footage for at least 30 days, and providing such footage to LAPD as needed.
- Controlling access to all building elevators, residences, and resident-only common areas through an electronic key fob specific to each user.
- Training employees on appropriate security policies for the Project's buildings. Duties of the staff will include, but would not be limited to, assisting residents and visitors with site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and monitoring the property.
- Providing a 24-hour/seven-day security program for the Paseo.
- Access to commercial uses will be unrestricted during business hours, with public access discontinued after businesses have closed.
- Secure access points will be limited and located in areas of high visibilities.
- Hallways and corridors will be straight forward with no dark corners, as possible.
- Outdoor areas will be exposed to windows and allow for natural surveillance.

- Clear transitional zones will be provided between public, semi-public and private spaces.
- Access key cards and cameras will be used.
- Interior and exterior spaces will be well lit with proper signage to direct the flow of people and decrease opportunities for crime.

## d) Analysis of Project Impacts

***Threshold a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?***

### (1) Construction

During short-term Project construction, equipment, building materials, vehicles, and temporary offices would be temporarily located on the Project Site and could be subject to theft or vandalism, potentially requiring LAPD involvement. The Project Site currently contains several commercial and office establishments and parking. These existing uses also require LAPD involvement on occasion. Construction conditions, together with the increased level of worker activity at the Project Site during construction, could result in a minor amount of temporarily increased demand for police services for the Project Site. However, PDF-POL-1 includes a number of security measures designed to ensure the security of on-site equipment, materials, and construction personnel including an eight-foot-tall construction security fence with gated and locked entry around the construction site and 24-hour visible private security personnel to monitor vehicle and pedestrian access of the construction site. This PDF would reduce the potential exposure to theft and safety conflicts on the Project Site and minimize any increase in demand for police protection over existing conditions.

Short-term Project construction activities would generate traffic associated with the movement of construction equipment, hauling of demolition and graded materials, and construction worker trips. Additionally, construction activities may involve temporary lane closures. Other implications of construction-related traffic include increased travel time due to flagging or stopping traffic to accommodate trucks entering and exiting the Project Site during construction. As such, construction activities could potentially affect emergency response for emergency vehicles traveling to the Project Site and nearby uses, including the LAPD Headquarters, along surrounding streets. As described in Section IV.P, *Transportation and*

*Traffic*, and PDF-TRAF-1, a Construction Management Plan, which would be subject to review and approval by the City of Los Angeles Department of Transportation (LADOT), would ensure that adequate and safe access remains available at the Project Site during construction activities. Furthermore, most construction staging would occur on the Project Site; thus, limiting the potential for the slowing of traffic on area streets and the potential for affecting LAPD emergency response. Additionally, construction workers generally start and end their work days in advance of peak traffic hours. As stated in Section IV.P, *Transportation and Traffic*, of the Draft EIR, construction workers often travel to and from a worksite outside of the typical peak commute hours. LAMC restricts construction activities to the hours of 7:00 A.M. to 9:00 P.M. on weekdays and from 8:00 A.M. to 6:00 P.M. on Saturdays and holidays. The hours of construction typically require workers to be on-site before the weekday A.M. commuter peak period and allow them to leave before or after the P.M. commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 P.M. or after 6:00 P.M.). Therefore, construction workers would reduce their potential effect on traffic and emergency response. Furthermore, construction-related traffic generated by the Project would not significantly impact LAPD emergency response within the Project vicinity as emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

The various safety features that would be implemented during Project construction would reduce the potential for incidents that would require police response. Thus, based on the above, temporary construction activities associated with the Project would not generate a demand for additional police protection services that would substantially exceed the capability of the LAPD to serve the Project Site, nor would Project construction substantially affect emergency response as a result of increased traffic. **Therefore, Project construction would not result in substantial adverse physical impacts associated with the provision or need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, impacts on police protection services during Project construction would be less than significant.**

## (2) Operation

As further described in Chapter II, *Project Description*, of this EIR, the Project would demolish the existing Executive Building and parking structure and develop the North and South Towers, which would contain 1,127 residential units and 34,572 square feet (sf) of commercial restaurant floor area. The Project would also rehabilitate and adaptively reuse the Times, Plant, and Mirror Buildings. Under the Project, there would be up to 307,288 sf of office uses, 53,389 sf of commercial restaurant uses, and a 50,000 sf grocery store. As shown in **Table IV.K-3, Project**

*Increases in Residential and Non-Residential Population for Police Services*, the Project would result in a net increase in service population of approximately 3,603 people.<sup>23</sup>

**TABLE IV.K-3  
PROJECT INCREASES IN RESIDENTIAL AND NON-RESIDENTIAL POPULATION FOR  
POLICE SERVICES**

<b>Land Use</b>	<b>Amount of Development</b>	<b>Generation Factor (population per unit)<sup>a</sup></b>	<b>Population</b>
<u><i>Residential Uses</i></u>			
Single, One- Two-BR Units	1,120 du	3 persons / unit	3,360
Three-, Four-BR Units	7 du	4 persons / unit	28
<b>Subtotal Residential Population Generated</b>			<b>3,388</b>
<u><i>Non-Residential Uses</i></u>			
Office	307,288 sf	4 persons / 1,000 sf	1,230
Restaurant (Times, Plant, and Mirror Buildings) <sup>b</sup>	18,817 sf	3 persons / 1,000 sf	57
Grocery Store <sup>b</sup>	50,000 sf	3 persons / 1,000 sf	150
Restaurant (North and South Towers)	34,572 sf	3 persons / 1,000 sf	104
<b>Subtotal Non-Residential Population Generated</b>			<b>1,541</b>
<b>Proposed New Total</b>			<b>4,929</b>
<u><i>Existing Uses to be Removed (Non-Residential)</i></u>			
Office	317,168 sf <sup>c</sup>	4 persons / 1,000 sf	1,269
Bank <sup>b</sup>	7,500 sf	3 persons / 1,000 sf	23
Cafeteria <sup>b</sup>	11,250 sf	3 persons / 1,000 sf	34
<b>Subtotal Estimated Existing Non-Residential Population to be Removed</b>			<b>1,326</b>
<b>Net Total Residential Population</b>			<b>3,388</b>
<b>Net Total Non-Residential Population</b>			<b>215</b>
<b>Net Total (Residential and Non-Residential) Population</b>			<b>3,603</b>

<sup>23</sup> The number of retail/restaurant customers was estimated based on the Police Service Population Conversion Factors of 3 customers per 1,000 square feet of restaurant/retail space from the *Thresholds Guide*. The number of residents was calculated based on the *Thresholds Guide* as it provides a more conservative generation rate for police service than the average household size of 2.43 as provided by the Citywide Person Per Household factor for multi-family units as published in the 2016 American Community Survey. Calculations based on the 2016 American Community Survey.

Land Use	Amount of Development	Generation Factor (population per unit) <sup>a</sup>	Population
<p><sup>a</sup> The generation factors for non-residential uses are based on the Police Service Population Conversion Factors from the <i>Thresholds Guide</i>. The number of residents was calculated based on the <i>Thresholds Guide</i> as it provides a more conservative generation rate for police service than the average household size of 2.43 as provided by the Citywide Person Per Household factor for multi-family units as published in the 2016 American Community Survey. Calculations based on the 2016 American Community Survey would provide a new residential population of only 2,739, which does not capture any visitors that would be associated with the new residential development.</p> <p><sup>b</sup> As a separate factor is not provided for restaurant, grocery store, bank, or cafeteria, the Retail conversion factor was used.</p> <p><sup>c</sup> Approximately 40 percent of the existing office space has been vacant for the past 10 years. Therefore, 60 percent of the existing 559,863 square feet of floor area (approximately 335,918 square feet) is currently occupied. Of the 335,918 square feet of occupied space, 317,168 square feet are office uses.</p> <p>SOURCE: ESA, 2018.</p>			

The Project would introduce new residents, employees, and visitors to the Project Site which could potentially increase the need for LAPD police protection services. As discussed in the Environmental Setting section above, the Project Site is served by the Central Community Police Station, which has approximately 370 sworn officers. This station currently serves a residential population of approximately 40,000 people and reported 3,352 total crimes in 2016.<sup>24</sup> This represents an officer-to-population ratio of approximately 1:108 and an annual crime rate of 0.084 crimes per capita.<sup>25</sup> As discussed above, Project operation would result in an increased residential service population of approximately 3,388 persons in the Central Area. Assuming the 2016 annual crime rate of 0.084 would remain constant and without accounting for security-related PDFs, the Project could potentially result in approximately 285 additional crimes annually within the Central Area.<sup>26</sup> Metrics typically used for determining adequate police service include the officer-to-population ratio and the police service population. With the increase of a residential service population of approximately 3,388 from the Project, the police residential service population would increase to approximately 43,388 residents. Given this increase, there would be a need for approximately 32 additional sworn officers to maintain the existing officer-to-resident population service ratio of 1:108. If there are no additional sworn officers, the officer-to-resident population service ratio would be reduced to 1:118, assuming that the LAPD does not hire any new officers for the Central Area. With implementation of the Project, the resulting service ratio of 1:118 would still be well above the citywide average of 1:401 and

<sup>24</sup> Officer Christopher Gibson, Los Angeles Police Department, correspondence on August 14, 2017. Provided in Appendix K-1 to this Draft EIR.

<sup>25</sup> Officer-to-population ratio calculation:  $40,000/370 = 108$  persons per officer or 1:180; Annual crime rate =  $3,352/40,000 = 0.0838$ , rounded up to 0.084 crimes per capita.

<sup>26</sup> The 285 additional crimes are derived from the Project's resident population of 3,388 residents multiplied by Central Community Police Station annual crime rate of 0.084 crime per capita.



would represent an incremental change of approximately 8.5 percent from existing conditions. Thus, the Project would not substantially change the officer-to-resident ratio in the Central Area. Additionally, it is likely that crime in this area would be deterred given the Project Site's location adjacent to the LAPD Headquarters.

LAPD does not provide crime rates for non-resident population; rather, crime associated with non-resident population is reflected within the overall community service ratio based on the residential population. As shown above in Table IV.K-3 above, the Project would result in a net increase of 215 non-residential population (e.g., employees and commercial customers). If the non-residential population were combined with the residential population, the Project would generate a net total increase of 3,603 people (residents, employees, visitors) who would require police protection services.

When considering the total increase of 3,603 people, the Project would contribute a potential need for approximately 34 additional officers to maintain existing service ratios (one officer to 108 population).<sup>27</sup> The additional 34 officers would increase the existing officer total of 370 to 404 total officers or an increase of approximately 9.0 percent of officers at the Central Community Police Station.<sup>28</sup> The increase in population from 40,000 to 43,603 people in the LAPD Central Area would reduce the officer to resident ratio from one officer per 108 residents to one officer per 118 residents, assuming no additional officers were hired.<sup>29</sup> This is still significantly below the Citywide average of one officer per 401 residents and does not account for benefits provided through Project security personnel and features. The potential need for police services would be reduced and/or facilitated by the Project characteristics and security features listed above and further described below.

Even with the addition of the new residential population to the Project Site, demand for police protection services would be reduced as a result of the PDFs and other security measures provided by the Project. As provided in the PDF-POL-3, the Project would include design features to enhance safety around the Project Site, including private on-site security, a closed circuit television system, and a 24-hour/seven-day security program for the Paseo. These security features could reduce the opportunity for potential criminal activity in the immediate Project vicinity. Thus, due to the inclusion of PDF-POL-3, public safety would be enhanced at and around the Project Site and would help offset the increased demand for police protection services resulting from the increase in residential service population.

<sup>27</sup> 3,603 police service population X (one officer per 108 residents) = 33.3, rounded up to 34 additional officers.

<sup>28</sup> 34 additional officers/370 existing officers = 9.0 percent.

<sup>29</sup> 40,000 existing residents + 3,603 police service population = 43,603 population/370 existing officers = one officer per 118 "population."

Emergency response to a site is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Thus, Project-related traffic is not anticipated to impair the LAPD's ability to respond to emergencies at the Project Site. As discussed in more detail in Section IV.P, *Transportation and Traffic*, of the Draft EIR, the adjacent LAPD Headquarters would retain full access to the Headquarters' existing driveway on Spring Street. Emergency access to the Project Site would be available from all four roadway frontages. Accordingly, impacts associated with emergency response and emergency access would be less than significant.

Furthermore, LAPD has stated that while there could be an increased need for police services, there are no current plans to expand the Central Community Police Station or increase the number of personnel assigned to the Central Area.<sup>30</sup>

**Based on the above, and because there would be no construction associated with the expansion of the Central Community Police Station or the need to increase the number of personnel assigned to the Central Area, Project operation would not result in substantial adverse physical impacts associated with the provision or need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Impacts on police protection services during Project operation would be less than significant.**

### (3) Cumulative Impacts

Chapter III, *General Description of the Environmental Setting*, of this Draft EIR, identifies 170 related projects that are planned or are under construction in the Project study area. As discussed in Chapter III, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected

<sup>30</sup> Officer Christopher Gibson, Los Angeles Police Department, correspondence dated August 14, 2017.

buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

For purposes of this analysis of cumulative impacts on police protection services, only those related projects located within the Central Community Police Station service area (e.g., Central Area) are considered.<sup>31</sup> **Table IV.K-4, Cumulative Population for Police Services**, shows the estimated residential and non-residential populations associated with these related projects.

**TABLE IV.K-4  
CUMULATIVE POPULATION FOR POLICE SERVICES**

Land Use	Amount of Development <sup>a</sup>	Generation Factor (population per unit) <sup>b</sup>	Residential Population	Non-Residential Population
<b>Cumulative Projects</b>				
Residential	38,305 du	4 persons / du	153,220	--
Retail/Restaurant <sup>c</sup>	3,984 ksf	3 persons / ksf	--	11,952
Office	16,795 ksf	4 persons / ksf	--	67,180
Hotel	7,813 rooms	1.5 persons / room	--	11,720
Schools <sup>d</sup>	1,169 students	--	--	1,169
Other <sup>e</sup>	699 ksf	4 persons / ksf	--	2,796
<b>Total Cumulative Projects</b>			<b>153,220</b>	<b>94,817</b>
<b>Proposed Project</b>	--	--	<b>3,388</b>	<b>215</b>
<b>Cumulative + Project</b>	--	--	<b>156,608</b>	<b>95,032</b>

<sup>a</sup> Based on Table III-1, Related Project List, in Chapter III, *General Description of Environmental Setting*, in this Draft EIR, minus the related projects located outside LAPD's Central Area.

<sup>b</sup> Based on residential and non-residential Police Service Population Conversion Factors from the *Thresholds Guide*.

<sup>c</sup> The retail/restaurant land use includes all retail, commercial, restaurant, coffee shop, bar, theater (assuming each seat occupies 15 sf), and gym uses, as separate factors are not provided for these uses.

<sup>d</sup> As a separate generation factor was not provided for schools, the number of students was used for the non-residential population generated by schools.

<sup>e</sup> As a separate generation factor was not provided for various miscellaneous uses, such as event spaces, museums, or convention centers, the office generation factor was assumed to provide a conservative estimate.

SOURCE: ESA, 2018.

<sup>31</sup> Related Project #s 6, 10, 12, 13, 21, 26, 43, 44, 46, 50, 63, 67, 70, 71, 72, 79, 83, 84, 85, 91, 112, 120, 122, 129, 145, 147, 155, 164, and 165 are located outside the LAPD's Central Area, and are thus not included in the cumulative growth calculations.

As shown above, the Project (3,388 residents and 215 non-residents) plus the cumulative projects (153,220 residents plus 94,817 non-residents) would together generate an increase of approximately 156,608 residents and 95,032 non-residents within LAPD's Central Area. These are conservative estimates because they do not take into account existing development, and the associated existing resident and non-resident populations, to be removed due to the development of the cumulative projects. Additionally, the residential service population generated by the related projects are conservative as they assume that all units would contain three or four bedrooms, thus resulting in a higher generation factor of residents per unit.

*(a) Construction*

In general, impacts to LAPD services and facilities during construction of each related project would be addressed as part of each individual project's development review process conducted by the City. Similar to the Project, each related project would be subject to coordination with LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police services. Related projects that would be constructed in proximity to the Project Site and potentially concurrently with the Project's construction would require coordination through the Project's Construction Management Plan (PDF-TRAF-1) which would serve to ensure emergency access and traffic flow maintenance for the Project. Therefore, the Project's contribution to cumulative impacts on police services would be less than significant.

*(b) Operation*

The Project, considered together with development of the related projects, would cumulatively increase the demand for police services and correspondingly decrease the officer-per-resident ratio in the Central Area. The added new residents, in addition to the Project's residents and existing Central Area population, would translate to a police service ratio upon buildout of cumulative developments would be an officer-to-resident ratio of 1:532. The Project's share of this would only be 2.2 percent of the increased number of residents in the Central Area. Additionally, the Project's PDFs and proximity to the LAPD Headquarters would provide for adequate public safety. If the non-residential population were assumed to be residents, the officer-to-resident ratio would increase to 1:788. The related projects would cumulatively generate, together with the Project, increased demand for police protection services from the Central Community Station compared to existing conditions.

However, LAPD specifically stated, after analyzing the potential demand for police services in the area, that there are no current plans to expand the Central Community Police Station or personnel in order to maintain adequate police

services in the Central Area.<sup>32</sup> Furthermore, similar to the Project, the related projects would be required to demonstrate general conformance with applicable General Plan goals, objectives, and policies pertaining to police services as part of environmental review. As part of this process, the related projects would be required to consult and coordinate with LAPD to implement sufficient security measures to reduce potential impacts to police protection services. Similarly, many of the related projects would also be expected to provide on-site security, personnel and/or other design features that would reduce demand for police protection services. Further, the protection of public safety is the first responsibility of local government, and local officials have an obligation to give priority to the provision of adequate public safety services. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time.

With regard to emergency response, the Project, related projects, and other future development would introduce new uses to their respective sites that would generate additional traffic in the vicinity of the Project Site. Traffic from the Project, related projects, and other future development within the Central Area would have the potential to affect emergency vehicle response to the Project Site and surrounding properties due to travel time delays caused by the additional traffic. As discussed above, the Project is not anticipated to substantially affect existing emergency response in the Central Area, and the Project would not contribute to a cumulative impact regarding emergency response. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As is the case under existing conditions, emergency vehicles would access the Project Site directly from the surrounding roadways. As such, emergency access to the Project Site and surrounding uses would be maintained at all times.

With regard to cumulative impacts on police protection, consistent with *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2) in Subsection 3.b.(1) above, the obligation to provide adequate police protection services is the responsibility of the City. Through the City's regular budgeting efforts, LAPD's resource needs, and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time. At this time, LAPD has not identified that it will be constructing a new station in the area impacted by this Project either because of this Project or this Project and other projects in the service area. If LAPD determines that new facilities are necessary at some point in the future, such facilities (1) would occur where allowed under the designated land use, (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size, and (3) could

<sup>32</sup> Officer Christopher Gibson, Los Angeles Police Department, correspondence dated August 14, 2017.

qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332 and would not be expected to result in significant impacts. Further analysis, including a specific location, would be speculative and beyond the scope of this document. As such, cumulative impacts on police protection services would be less than significant.

As demonstrated, the Project would not have cumulatively considerable impacts on police protection services. The Project would not independently, or when combined with the related projects, directly require the development of a new or expanded police facility. Therefore, the Project would not result in a cumulatively considerable or substantial adverse physical impact associated with the provision or need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for police protection. **Project impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.**

### **e) Mitigation Measures**

Project-related police protection impacts would be less than significant, and no mitigation measures are required.

### **f) Level of Significance After Mitigation**

The police protection impacts of the Project would be less than significant.

## **IV. Environmental Impact Analysis**

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### **L. Fire Protection**

#### **1. Introduction**

This section analyzes the Project's potential effects on fire protection and emergency medical services provided by the City of Los Angeles (City) Fire Department (LAFD). The analysis addresses fire protection facilities and services, response times, emergency access, and fire flow. The analysis is based, in part, on information provided by the LAFD and included in Appendix K-2 of this Draft EIR.<sup>1</sup> The analysis is also based, in part, on water infrastructure and fire flow capability information provided in the Project's Utility Infrastructure Technical Report (Utility Report), which includes Fire Service Pressure Flow Reports from the Los Angeles Department of Water and Power (LADWP).<sup>2</sup> The Utility Report is included in Appendix M of this Draft EIR.

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) Federal**

The federal Occupational Safety and Health Administrations (OSHA) and California OSHA (Cal-OSHA) enforce the provisions of the federal and state Occupational Safety and Health Acts, respectively, which collectively require safety and health regulations for construction under Part 1926 of Title 29 Code of Federal Regulations. The fire-related requirements of the federal Occupational Safety and Health Act are specifically contained in Subpart F, Fire Protection and Prevention, of Part 1926. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site fire-fighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

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<sup>1</sup> Los Angeles Fire Department, Request for Fire Services Report, correspondence dated August 13, 2018.

<sup>2</sup> KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, September 26, 2018.

## (2) State

### (a) *California Code of Regulations, Title 24*

The California Code of Regulations (CCR) Title 24 (California Building Code [CBC]) is a compilation of building standards, including fire safety standards for residential and commercial buildings. CBC standards are based on building standards that have been adopted by State agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature, not covered by the national model code. The California Fire Code is part of the CBC. Typical fire safety requirements of the California Fire Code include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and, the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas. The California Fire Code applies to all occupancies in California, except where more stringent standards have been adopted by local agencies. Specific California Fire Code regulations have been incorporated by reference with amendments, in the Los Angeles Building Code, Fire Safety Regulations.

The LAFD participates in the California Fire Service and Rescue Emergency Mutual Aid System through which the California Governor's Office of Emergency Service (OES), Fire and Rescue Division is responsible for the development, implementation and coordination of the California Fire Service and Rescue Emergency Mutual Aid Plan (Mutual Aid Plan).<sup>3</sup> The Mutual Aid Plan outlines procedures for establishing mutual aid agreements at the local, operational, regional, and State levels, and divides the State into six mutual aid regions to facilitate the coordination of mutual aid. The LAFD is located in Region I. Through the Mutual Aid Plan, the OES is informed of conditions in each geographic and organizational area of the state, and the occurrence or imminent threat of disaster. All OES Mutual Aid Plan participants monitor a dedicated radio frequency for fire events that are beyond the capabilities of the responding fire department and provide aid in accordance with the management direction of the OES.

### (b) *California Constitution Article XIII, Section 35*

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California

<sup>3</sup> Governor's Office of Emergency Services, Fire and Rescue Division, California Fire Service and Rescue Emergency Mutual Aid System, Mutual Aid Plan, revised December 2014, <http://www.caloes.ca.gov/FireRescueSite/Documents/CalOES%20-%20Fire%20and%20Rescue%20-%20Mutual%20Aid%20Plan%20-%2020141201.pdf>. Accessed December 2018.



Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.<sup>4</sup>

(c) *California Vehicle Code*

Section 21806 of the California Vehicle Code pertains to emergency vehicles responding to Code 3 incidents/calls. This section of the California Vehicle Code states the following:

Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following: (a)(1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed. (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.... (c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.

(3) *Local*

(a) *City of Los Angeles General Plan Framework*

The City of Los Angeles General Plan Framework, originally adopted in December 1996 and re-adopted in August 2001, sets forth general guidance regarding land use issues for the entire City and defines citywide policies regarding land use, including public services. Specific fire protection and emergency medical service

<sup>4</sup> *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847.

goals and objectives within the General Plan, Chapter 9, Infrastructure and Public Services, that are applicable to the Project include:

**Goal 9J:** Every neighborhood has the necessary level of fire protection service, emergency medical service and infrastructure.

**Objective 9.16:** Monitor and forecast demand for existing and projected fire facilities and service.

**Objective 9.17:** Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.

**Objective 9.18:** Phase the development of new fire facilities be phased with growth.

**Objective 9.19:** Maintain the LAFD's ability to assure public safety in emergency situations.

*(b) General Plan Safety Element*

The General Plan Safety Element, adopted on November 26, 1996. It contains policies related to the City's response to hazards and natural disasters. The specific fire protection and emergency medical policy within the Safety Element that is applicable to the Project includes:

*Policy 2.1.6 (Standards/Fire):* Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression. (All peak load water and other standards, code requirements [including minimum road widths, access, and clearances around structures] and other requirements or procedures related to fire suppression implement this policy.)

The LAFD and/or appropriate City agencies shall revise regulations or procedures to include the establishment of minimum standards for location and expansion of fire facilities, based upon fire-flow requirements, intensity and type of land use, life hazard, occupancy and degree of hazard so as to provide adequate fire and emergency medical event response.

*(c) Central City Community Plan*

The Central City Community Plan, adopted in 2003, covers the downtown area of the City including the Project Site, and contains the following fire protection objective and policy applicable to the Project in Chapter III, Land Use Policies and Programs, Government and Public Facilities, Fire Protection:<sup>5</sup>

<sup>5</sup> City of Los Angeles Department of City Planning, Central City Community Plan, 2003, page III-13, <https://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>. Accessed December 2018.

**Objective 6.1:** To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses of Central City.

*Policy 6.1.1:* Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands

(d) *Los Angeles Municipal Code*

As detailed in Chapter V, Article 7, Fire Protection and Prevention (Fire Code) of the Los Angeles Municipal Code (LAMC), which has been repealed and replaced by Ordinance No. 184,913<sup>6</sup>, approved May 19, 2017, the LAFD Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations set by the State Fire Marshal. The Fire Code also provides regulations for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions which may arise in the use or occupancy of buildings, structures, or premises. Construction of the Project would be in compliance with Fire and Building Code requirements. Construction managers would be trained in fire suppression and emergency response, and fire suppression equipment specific to construction would be maintained on site. The Project's components, including doors, materials, walkways, stairwells, and elevators, would be designed to meet Fire Code requirements. Key regulations pertaining to the Project are discussed below.

Section 520 of the Los Angeles City Charter states that the LAFD shall have the power and duty to control and extinguish injurious or dangerous fires and remove that which is likely to cause those fires; enforce all ordinances and laws relating to the prevention or spread of fires, fire control, and fire hazards within the City; conduct fire investigations; and protect lives and property in case of disaster or public calamity. Additionally, LAMC Section 57.106.5.2 authorizes the Fire Chief to require drawings, plans, or sketches that may be necessary to identify: (1) occupancy access points; (2) devices and systems within the scope of Chief's Regulation No. 4; (3) utility controls; (4) stairwells; and (5) hazardous materials/waste. Furthermore, LAMC Section 57.107.7 requires that the installation, alteration, and major repair of the following shall be performed under permit of the Department of Building and Safety: (1) LAFD communication systems; (2) building communication systems; (3) automatic elevators; (4) heliports and emergency helicopter landing facilities; (5) emergency power systems; (6) fire escapes; (7) private fire hydrants; (8) fire assemblies; (9) fire protective signaling systems; (10) pilot lights and warning lights for heat-producing equipment; (11) refrigerant discharge systems; (12) smoke detectors; (13)

<sup>6</sup> City of Los Angeles, Los Angeles Municipal Code, Ordinance No. 184913, Section 57.507.3.1, Fire-Flow Requirements, [http://clkrep.lacity.org/online/docs/2016/16-0852\\_ORD\\_184913\\_5-22-17.pdf](http://clkrep.lacity.org/online/docs/2016/16-0852_ORD_184913_5-22-17.pdf). Accessed December 2018.

emergency smoke control systems; (14) automatic sprinkler systems; (15) standpipe systems; and (16) gas detection systems.

Generally, Section 57.118 of the Fire Code sets forth the services of the LAFD to perform fire/life safety plan review and fire/life safety inspection for new constructions. Section 57.118.1.1 of the Fire Code requires that all new high-rise buildings greater than 75 feet in height (measured from the lowest point with fire access) must include fire/life safety reviews by the Department of Building and Safety and LAFD. Under Section 57.4705.1.6, there must be at least one elevator which shall be available for fire EMS and shall have its controls designed so that key switches located in the building control station/fire command center will recall said elevator or elevators to the designated main floors.

For high-rise buildings, Section 57.408 requires the preparation of an Emergency Plan that establishes dedicated personnel and emergency procedures to assist the LAFD during an emergency incident, and establishes a drill procedure to prepare for emergency incidents. The Emergency Plan would also establish an on-site emergency assistance center and establish procedures to be followed during an emergency incident. The Emergency Plan must be submitted to the LAFD for approval prior to implementation, and must be submitted annually (and revised if required by the LAFD).

Section 57.4704 requires that all smoke detectors must be maintained in dependable operating condition and tested every 6 months or as required by the Fire Chief. In addition, no person is permitted to use, maintain, or allow to exist any portable, fuel-burning, unvented room heater in any building classified as residential occupancy, or any compressed gases or liquefied flammable gases.

Section 57.507.3.1 addresses access, hydrants, fire-flow requirements, and response distances. Fire-flow is defined as the quantity of water available or needed for fire protection in a given area and normally measured in gallons per minute (gpm) as well as duration of flow. Fire-flow adequacy is determined by the type of land use with high-density land uses requiring higher flows from a greater number of hydrants. A minimum residual water pressure of 20 pounds per square inch (psi) is required to remain in the water system in addition to the required gpm water flow.

Section 57.507.3.2 determines fire hydrant spacing and hydrant type according to land use (Table 57.507.3.2). For industrial and commercial uses, one hydrant per 80,000 sf of land is required with a 300-foot distance between hydrants. Furthermore, all first-story portions of a commercial building must be within 300 feet of an approved hydrant. Section 57.507.3.3 sets forth response distances to an LAFD station based on type of land use that if exceeded require the installation of an automatic fire sprinklers system (Table 57.507.3.3). The maximum response

distance from an industrial and commercial development to a fire station is 1 mile for an Engine Company and 1.5 miles from a Truck Company.

(e) *Propositions F, J and Q*

Proposition F, the City of Los Angeles Fire Facilities Bond, was approved by voters in November 2000. This bond allocated \$532.6 million of general obligation bonds to finance the construction and rehabilitation of fire stations and animal shelters. Under Proposition F, new regional fire stations to provide training and other facilities at or near standard fire stations must be designed and built on a single site of at least 2 acres. This is to ensure that firefighters in training remain in the service area and are available to respond to emergency calls. Proposition F allocated \$378.6 million to build 18 new or replacement neighborhood fire/paramedic stations, one regional fire station and training facility, and one emergency air operations and helicopter maintenance facility, for a total of 20 Proposition F projects. As of January 2017, all of the proposed projects have been completed.<sup>7</sup>

Measure J, which was approved by voters at the November 7, 2006 General Election, is a charter amendment and ordinance that involves technical changes to Proposition F. Measure J allows new regional fire stations funded by Proposition F to be located in densely developed areas to be designed and built on one or more properties equaling less than 2 acres. Components of a regional fire station can be built on two or more sites within close proximity, or the facility can be designed to fit on a single site of less than 2 acres. Components of a regional fire station can be built on two or more sites within close proximity, or the facility can be designed to fit on a single site of less than two acres.

Proposition Q, the Citywide Public Safety Bond Measure was approved by voters in March 2002. Proposition Q allocated \$600 million to renovate, improve, expand and construct police, fire, 911, and paramedic facilities. In March 2011, the program was expanded to include renovations to existing LAFD facilities throughout the City. A total of 80 renovation projects at LAFD facilities were scheduled. These renovation projects include the installation of diesel exhaust capture systems, upgrades to air filtration and electrical systems, re-roofing, remodeling, parking lot repair, painting, and other improvements. The fire renovation projects identified under this measure have been completed.<sup>8</sup>

<sup>7</sup> Los Angeles Fire Department, Los Angeles 2000 Prop F Fire Facilities Bond, Progress Report Feb-March 2016.

<sup>8</sup> City of Los Angeles, A 2002 Proposition Q Citywide Safety Bond Program Progress Report – February/March 2016, <http://www.lapropq.org/modules/fileUpload/files/Prop%20Q%20Monthly%20Feb%20Mar%2016%20Report.pdf>. Accessed December 2018.

(f) *Los Angeles Fire Department Strategic Plan 2015-2017*

The Los Angeles Fire Department Strategic Plan 2015-2017 (LAFD's Strategic Plan) is a collaborative effort between LAFD staff, City leaders, and community members to accomplish the LAFD's organizational vision.<sup>9</sup> LAFD's Strategic Plan identifies nine goals and corresponding strategic actions that will guide the LAFD for the next three years. The key goals and strategic actions of the LAFD's Strategic Plan focus on improving service delivery, implementing advanced technologies, employing sound budgeting practices, and enhancing leadership. In addition, the LAFD seeks to enhance LAFD risk management systems; strengthen community relationships to improve infrastructure and enhance resiliency during emergency events; implement green initiatives that will improve emergency systems and reduce impact; recruit, develop and retain a professional and diverse workforce; and support new business and improve development services. As described in the Strategic Plan, the LAFD also seeks to provide improved response times and superior emergency medical services by implementing modern technology, effective resource deployment, and a reorganization of the LAFD that closely aligns with the Los Angeles Police Department and the City's Emergency Management Department.

(g) *Reorganization by the LAFD*

In January 2015, LAFD implemented a significant organizational change, when the LAFD divided the Department into four geographic bureaus aligned with the boundaries of the Los Angeles Police Department's (LAPD) geographic bureaus.<sup>10</sup> This new structure was developed to unify efforts between the LAFD, LAPD and the Emergency Management Department to make City service providers more responsive and resilient in an emergency. The LAFD also implemented a new emergency medical dispatch card system (Tiered Dispatch System) to reduce call processing times. That reduction minimizes the amount of time a resident is on the phone reporting an emergency. Additionally, the LAFD's Automatic Vehicle Location, used in combination with GPS devices, helps to ensure the closest possible emergency resource is dispatched. The LAFD launched FireStatLA in 2014, a regular evaluation of leadership and management that is designed to quantify and evaluate the performance of the LAFD's fire and EMS units at the Station, Battalion, Bureau and Department level.<sup>11</sup>

<sup>9</sup> Los Angeles Fire Department, Strategic Plan 2015-2017, [www.issuu.com/lafd/docs/262609736-lafd-strategic-plan-2015-?e=17034503/13744980](http://www.issuu.com/lafd/docs/262609736-lafd-strategic-plan-2015-?e=17034503/13744980). Accessed December 2018.

<sup>10</sup> Los Angeles Fire Department, LAFD Implements New Bureau Command Structure, January 12, 2015, <http://lafd.org/news/lafd-implements-new-bureau-command-structure>. Accessed December 2018.

<sup>11</sup> Los Angeles Fire Department, A Safer City Strategic Plan, 2015-2017, <https://issuu.com/lafd/docs/262609736-lafd-strategic-plan-2015-?e=17034503/13744980>. Accessed December 2018.

## b) Existing Conditions

### (1) Fire Protection Facilities, Services, and Emergency Response

Fire prevention, fire suppression, life safety, and emergency medical services within the City are provided by the LAFD. The LAFD is a full-spectrum life safety agency that serves a population of approximately four million people. The LAFD's 3,246 uniformed personnel and 353 civilian support staff provide fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. At any given time, there are a total of 1,018 uniformed firefighters, including 270 paramedics, on-duty at 106 fire stations across the LAFD's 471 square mile jurisdiction.<sup>12</sup>

The Project Site is located in LAFD's Central Bureau, Battalion 1, Division 1 and as shown in **Figure IV.L-1, LAFD Fire Stations in the Project Vicinity**, there are five LAFD fire stations within the vicinity of the Project Site.<sup>13</sup> The distance of each of these stations from the Project Site and their average response times, staffing, and equipment are summarized in **Table IV.L-1, LAFD Fire Stations in the Project Vicinity**. The Project Site is within the service area of Fire Station 3, located at 108 N. Fremont Avenue, approximately 0.6 miles to the northwest.<sup>14</sup>

The other four fire stations in the vicinity of the Project include: (1) Fire Station 4, located at 450 E. Temple Street, approximately 0.8 miles southeast of the Project Site; (2) Fire Station 11, located at 1819 W. 7th Street, approximately 1.1 miles west of the Project Site; (3) Fire Station 9, located at 430 E. 7th Street, approximately 1.2 miles south of the Project Site; and (4) Fire Station 10, located at 1335 S. Olive Street, approximately 1.7 miles southwest of the Project Site. According to the City's Fire Code (Section 57.507.3.3), the first-due Engine Company should be within 1 mile of the Project Site and the first-due Truck Company should be within 1.5 miles.

<sup>12</sup> Los Angeles Fire Department, Department Overview, <http://www.lafd.org/about/about-lafd/our-mission>. Accessed December 2018.

<sup>13</sup> Los Angeles Fire Department, Request for Fire Services Report.

<sup>14</sup> Los Angeles Fire Department, Find Your Station, Generated for 100 S. Broadway, Los Angeles, CA 90015, <https://www.lafd.org/fire-stations/station-results>. Accessed December 2018.





SOURCE: Open Street Map, 2016.

Times Mirror Square

**Figure IV.L-1**

LAFD Fire Stations in the Project Vicinity



**TABLE IV.L-1  
LAFD FIRE STATIONS IN THE PROJECT VICINITY**

Station No./Location	Distance From Project Site	Average Response Times <sup>a,b,c</sup>		Staff <sup>d</sup>	Equipment <sup>d</sup>
		Non-EMS	EMS		
Fire Station 3 108 N. Fremont Ave.	0.6 mi.	5:49	6:31	16	Engine Truck Task Force Paramedic Rescue Ambulance BLS Rescue Ambulance Emergency Lighting Unit Command Post Vehicle Medical Supply Trailer Back-up US&R Apparatus
Fire Station 4 450 E. Temple St.	0.8 mi.	6:05	6:14	14	Assessment Engine Paramedic Rescue Ambulance EMS Battalion Captain BLS Rescue Ambulance
Fire Station 11 1819 W. 7th Street	1.1 mi.	5:33	5:54	14	Assessment Engine Paramedic Rescue Ambulance BLS Rescue Ambulance Light Force
Fire Station 9 430 E. 7th Street	1.2 mi.	5:35	5:46	12	Assessment Engine Assessment Truck BLS Rescue Ambulance
Fire Station 10 1335 S. Olive Street	1.7 mi.	5:51	6:15	14	Assessment Truck Paramedic Rescue Ambulance BLS Rescue Ambulance Assessment Light Force

<sup>a</sup> Los Angeles Fire Department, FireStatLA, <http://www.lafd.org/fsla/stations-map>. Accessed November 2018.

<sup>b</sup> Average Response times from January through September of 2018. Average Response Times include call processing, turn out, and travel time. The Citywide average response time from January through August 2018 is 6:28 for EMS and 6:14 for non-EMS.

<sup>c</sup> Non-EMS = Fire and others services. EMS = Emergency Medical Services.

<sup>d</sup> Los Angeles Fire Department, Request for Fire Services Report, August 13, 2018. Provided in Appendix K-2 of this Draft EIR.

SOURCE: ESA, 2018.

As indicated in Table IV.L-1, Fire Station 3, which consists of the first-due Engine Company and first-due Truck Company, is approximately 0.6 miles from the Project Site and, therefore, meets the LAFD distance standard for both an Engine Company and Truck Company. Additionally, three additional fire stations, Fire Stations 4, 9, and 11 are also located within 1.5 miles of the Project Site. Of these three, Fire Station 4 contains an Engine Company and would meet the 1 mile LAFD distance standard for an Engine Company. Fire Station 9 contains a Truck Company and would meet the 1.5 mile LAFD distance standard for a Truck Company. The last fire station, Fire Station 10, is located within 1.7 miles of the Project Site. Based on the response distances from existing fire stations, fire protection for the Project Site is considered adequate.<sup>15</sup>

Fire protection adequacy for a given area is based on required fire flow, response distance from existing fire stations, and the LAFD's judgement for needs in an area. If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal, App. 4th 833, 847 ruling, the City is meeting its constitutional obligation to provide adequate public safety services, including fire protection and emergency medical services.

Specific response times for the stations for January through September 2018 are included in Table IV.L-1. Fire Station 3, the closest station to the Project Site, had an average response time of 5:49 and 6:31 for non-EMS and EMS incidents, respectively. Fire Station 4 had an average response time of 6:05 and 6:14 for non-EMS and EMS incidents, respectively. Fire Station 11 had an average response time of 5:33 and 5:54 for non-EMS and EMS incidents, respectively. Fire Station 9 had an average response time of 5:35 and 5:46 for non-EMS and EMS incidents, respectively. Fire Station 10 had an average response time of 5:51 and 6:15 for non-EMS and EMS incidents, respectively. The Citywide average response times between January and September 2018 were 6:14 and 6:28 for non-EMS and EMS incidents, respectively.

LAFD has not established response times standards for emergency response, nor adopted the National Fire Protection Association (NFPA) standard of 5 minutes for EMS response and 5 minutes, 20 seconds for fire suppression response.<sup>16</sup> Roadway congestion, intersection level of service (LOS), weather conditions, and construction traffic along a response route can affect response time. Generally,

<sup>15</sup> Los Angeles Fire Department, Request for Fire Services Report. Provided in Appendix K-2 of this EIR.

<sup>16</sup> National Fire Protection Association, NFPA 1710 – Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2016 Edition. Response time is turnout time plus travel time for EMS and fire suppression incidents.

multi-lane arterial roadways allow emergency vehicles to travel at higher rates of speed and permit other traffic to maneuver out of a path of an emergency vehicle. Additionally, the LAFD, in collaboration with Los Angeles Department of Transportation (LADOT), has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling along designated City streets to aid in emergency response.<sup>17</sup> The City of Los Angeles has over 205 miles of major arterial routes that are equipped with FPS.<sup>18</sup>

According to the LAFD, although response time is considered to assess the adequacy of fire protection services, it is one factor among several that LAFD utilizes in considering its ability to respond to fires and life and health safety emergencies, including required fire flow, response distance from existing fire stations, and the LAFD's judgement for needs in an area. If the number of incidents in a given area increases, it is the LAFD's responsibility to assign new staff and equipment, and potentially build new or expanded facilities, as necessary, to maintain adequate levels of service. In conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. Board Trustee of California State University* (2015) ruling, the City has and will continue to meet its legal obligations to provide adequate public safety services, including fire protection and emergency medical services.

## (2) Emergency Access

The Project Site is accessible by emergency vehicles from a number of major roadways, including W. 1st Street, W. 2nd Street, S. Spring Street, and S. Broadway. Emergency access to the Project Site is available from two streets bordering the Project Site, including: (1) an ingress/egress driveway off S. Broadway Street; and (2) an ingress-only driveway off W. 2nd Street.

## (3) Water Infrastructure/Fire-Flow for Firefighting Services

In general, fire-flow requirements are closely related to land use as the quantity of water necessary for fire protection varies with the type of development, life hazard, type of occupancy, and degree of fire hazard. Fire-flow requirements vary from 2,000 gpm in low-density residential areas to 12,000 gpm in high-density industrial and commercial areas with a minimum residual water pressure of 20 psi.<sup>19</sup> The

<sup>17</sup> Los Angeles Department of Transportation, Los Angeles Signal Synchronization Fact Sheet, [http://ladot.lacity.org/sites/g/files/wph266/f/LADOT%20ATSAC%20%26%20Signals%20\\_%20Fact%20Sheet%202-14-2016.pdf](http://ladot.lacity.org/sites/g/files/wph266/f/LADOT%20ATSAC%20%26%20Signals%20_%20Fact%20Sheet%202-14-2016.pdf). Accessed December 2018.

<sup>18</sup> LAFD, Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Bulletin No. 133, October 2008.

<sup>19</sup> City of Los Angeles, Los Angeles Municipal Code, Ordinance No. 182822, Section 57.507.3.1, Fire-Flow Requirements.

LAFD has determined that the required fire flow for the Project, which falls within the industrial and commercial category, would have a required fire flow of 6,000 to 9,000 gpm from four adjacent hydrants flowing simultaneously.<sup>20</sup> The Information of Fire Flow Availability Request (IFFAR) shows that the six nearby hydrants could flow simultaneously for a combined flow of 9,000 gpm with a residual pressure of 20 psi.<sup>21,22</sup> Therefore, the Project Site has adequate fire flow available.

Water for firefighting purposes is supplied to the Project Site by the LADWP. Based on the Utility Report prepared for the Project, the approved Service Advisory Report (SAR) showed a static pressure of 52 psi and that a flow of up to 2,500 gpm could be delivered to the Project Site with a residual pressure of 50 psi, which exceeds the 20 psi requirements for the surrounding public hydrants.<sup>23</sup>

#### (4) Fire Hazard Areas

There are no wildlands located adjacent to or in the vicinity of the Project Site. In addition, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone.<sup>24</sup> Therefore, the Project Site is not located within a fire hazard area.

### 3. Project Impacts

#### a) Methodology

Fire protection and emergency medical service needs relate to the size of the population and geographic area served, the number and types of calls for service, and the characteristics of the community and the Project. Changes in these factors resulting from the Project may increase the demand for services. The LAFD evaluates the demand for fire prevention and protection services on a project-by-project basis, including review of the Project's emergency features, to determine if the Project would require additional equipment, personnel, new facilities, or alterations to existing facilities. Beyond the standards included in the Fire Code, consideration is given to the size of the Project, uses proposed, fire-flow necessary to accommodate the Project, distance for engine and truck companies (the distance standard is 1 mile for an Engine Company and 1.5 miles for a Truck Company), fire hydrant sizing and placement standards, access, and the Project's potential to use or store hazardous materials. Based on these factors, a

<sup>20</sup> KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, page 27.

<sup>21</sup> KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, Exhibit 3.

<sup>22</sup> Los Angeles Fire Department, Request for Fire Services Report. Provided in Appendix K-2 of this EIR.

<sup>23</sup> KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, Exhibit 1.

<sup>24</sup> City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 100 S. Broadway, <http://zimas.lacity.org/>. Accessed December 2018.

determination is made as to whether the LAFD would require the addition of a new or physically altered facility to maintain acceptable service levels, the construction of which could result in a potentially significant environmental impact. As part of the analysis, the LAFD was consulted and responses were incorporated regarding the Project, the LAFD website was reviewed, and applicable provisions of the Fire Code were reviewed.

The need for or deficiency in adequate fire protection and emergency medical services in and of itself is not a CEQA impact, but rather a social and/or economic impact.<sup>25</sup> Where a project causes a need for additional fire protection and emergency medical services resulting in the need to construct new facilities or additions to existing facilities, and the construction results in a potential impact to the environment, then the impact would need to be assessed in this EIR. The ultimate determination of whether there is a significant impact to the environment related to fire protection and emergency medical services from a project is determined by whether construction of new or expanded fire protection and emergency medical facilities is reasonably foreseeable direct or indirect effect of the project.

There are no current capital improvement plans for the construction or expansion of fire facilities in the impact area. Therefore, the City makes the following assumptions based on existing zoning standards and based on historical development of fire and emergency facilities, that in the event the City determines that expanded or new emergency facilities are warranted, such facilities (1) would occur where allowed under the designated land use, (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size, and (3) could qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332.

## **b) Thresholds of Significance**

In accordance with State CEQA Guidelines Appendix G, the Project would have a significant impact related to fire protection if would:

- a) 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 fire protection.***

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<sup>25</sup> *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal, App. 4<sup>th</sup> 833, 847

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The *L.A. CEQA Thresholds Guide* (Thresholds Guide) identifies the following criterion to evaluate fire protection and emergency medical services:

- Requires the addition of a new fire station, or the expansion, consolidation or relocation of an existing facility to maintain service.

### c) Project Design Features

No project design features (PDFs) are proposed for fire protection services.

### d) Analysis of Project Impacts

**Threshold a)** *Would the Project would have a significant impact on fire protection if it would 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 fire protection?*

#### (1) Construction

Fires associated with construction activities could be caused by exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with OSHA, Fire Code, and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response. Fire suppression equipment specific to construction would be maintained on-site. Additionally, Project construction would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials.

Project construction activities could also potentially affect emergency response times and emergency access to the Project Site and the vicinity due to Project construction traffic and temporary street closures. As indicated in Table IV.L-1, the average response times for the fire stations in the Project area for January through September of 2018 range from 5:46 to 6:31 minutes for EMS (emergency) calls and 5:33 to 6:05 minutes for non-EMS (fire and other services) calls. The Citywide response times for EMS and non-EMS calls are 6:28 and 6:14 minutes,

respectively. All of the stations except for Fire Station 3 have a response time shorter than the Citywide response time for EMS calls. All of the stations have a response time shorter than the Citywide response time for non-EMS calls. Moreover, although the average response times for LAFD fire stations in the Project vicinity and citywide do not meet the NFPA response time standards, LAFD has not formally adopted the NFPA standards and the current average response times are not considered deficient.

Additionally, Construction Traffic Management Plan, would be implemented to minimize disruptions to through traffic flow and maintain emergency vehicle access to the Project Site and neighboring land uses (PDF-TRAF-1). As described in the Construction Traffic Management Plan and as pertains to traffic flow, deliveries and pick-ups of construction materials would be scheduled during non-peak travel periods; worksite traffic control plans would be implemented to route vehicular traffic, bicyclists, and pedestrians around any parking lane and/or sidewalk closures; safety precautions would be provided for pedestrians and bicyclists; requirements for loading/unloading would ensure safety of pedestrians and access to local businesses and residences; all access would remain unobstructed during construction; and regular coordination with Metro and LADOT regarding construction associated with the Metro Regional Connector. Regarding emergency access, the Construction Traffic Management Plan would also ensure coordination with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences during construction. Additionally, as part of PDF-TRAF-2, Construction Worker Parking Plan, construction worker parking would either be accommodated on the Project Site or in an alternate location that would not affect the adjacent streets.

In addition, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic pursuant to California Vehicle Code (CVC) Section 21806. Furthermore, Project construction activities would be temporary and intermittent, and construction haul routes would require approval by the Los Angeles Department of Transportation (LADOT) prior to construction. Therefore, Project construction would not result in substantial adverse impacts to emergency response times and emergency access.

Lastly, Fire Station 3, which consists of the first-due Engine Company and first-due Truck Company, is approximately 0.6 miles from the Project Site and, therefore, meets the LAFD distance standard for both an Engine Company and Truck Company. As also indicated in Table IV.L-1, three additional fire stations, Fire Stations 4, 9, and 11 are also located within 1.5 miles of the Project Site. Of these three, Fire Station 4 contains an Engine Company and would meet the 1 mile LAFD distance standard for an Engine Company. Fire Station 9 contains a Truck Company and would meet the 1.5 mile LAFD distance standard for a Truck Company. Therefore, these four fire stations, in addition to Fire Station 3 which

meets both standards for Engine Companies and Truck Companies, collectively meet the LAFD's first-in distance standards to the Project Site of one mile for an Engine Company and 1.5 miles for a Truck Company.

**Based on the above, Project construction would not result in substantial adverse physical impacts associated with the provision of or need for new or altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be less than significant.**

## (2) Operation

### (a) *Fire Protection Facilities and Services*

As previously discussed, the adequacy of fire protection and EMS for a given area is based on response distance from existing fire stations, required fire-flow, and the LAFD's assessment of the capacity of the local fire stations to respond to incidents in the area.

Fire Station 3 is located closest to the Project Site (0.6 miles) and would be the first station to respond to an emergency. Additional back up response to the Project Site is provided by Fire Stations 4, 11, 9, and 10, in order of increasing distance from the Project Site. As shown in Table IV.L-1, two of the five total stations meet the LAFD's distance standards to the Project Site of 1 mile for an Engine Company (Fire Stations 3 and 4). Three of the five stations meet the LAFD's distance standards of 1.5 miles for a Truck Company (Fire Station 3, 4, and 9). Based on these distance criteria, correspondence with LAFD, and on the equipment and staffing levels at each of the fire stations set forth in Table IV.L-1, the existing fire protection resources are adequate to serve the Project.

The Project would comply with the applicable OSHA, Building Code, Fire Code, other LAMC, and LAFD requirements including: the provision of fire resistant doors, materials, walkways, stairwells, and elevator systems (including emergency and fire control elevators); installation of automatic sprinkler systems, smoke detectors, signage, fire alarms, building emergency communication systems, smoke control systems; implementation of an Emergency Safety Plan; compliance with LAFD fire apparatus and personnel access requirements; water systems and roadway improvements improved to the satisfaction of the LAFD; and LAFD review and approval of definitive plans and specifications.

Also, based on the distance criteria and compliance with LAFD requirements, the Project would not require the addition of a new fire facility, or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Additionally, there are no immediate plans from the LAFD to increase staffing or



resources in these stations which would serve the Project, thereby necessitating the construction of new fire protection facilities.<sup>26</sup>

The Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area. A number of factors would serve to facilitate responses to emergency calls. Emergency response is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel, driving in the lanes of opposing traffic pursuant to CVC Section 21806, the use of alternate routes, and multiple station response. The Project vicinity is also well served by the LAFD, including Fire Stations 4, 3, 9, 10, and 11. Also, because of the grid pattern of the local street system and the proximity to multiple freeways, each of these fire stations have multiple routes available to respond to emergency calls at the Project Site.

Furthermore, there are a number of additional factors that influence and improve emergency response times in addition to proximity, emergency response routes and traffic, including alarm transfer time, alarm answering and processing time, mobilization time, risk appraisal, signals, and roadway characteristics. The LAFD has recently been taking a number of steps to improve their related systems, processes and practices. Upgrades recently completed or pending include: installation of automated vehicle locating systems on all LAFD apparatus; replacement of fire station alerting systems that control fire station dispatch audio, signal lights, and other fire station alerting hardware and software; development of a new computer aided dispatch system to manage fire and emergency medical service incidents from initial report to conclusion of an incident; and, use of traffic pre-emption systems.<sup>27</sup> A traffic pre-emption system allows the normal operation of traffic lights to be preempted by an emergency vehicle to improve response times by stopping conflicting traffic in advance, providing the emergency vehicle the right-of-way. Therefore, the increase in traffic generated by the Project would not significantly impact emergency vehicle response times to the Project Site and surrounding area.

#### *(b) Emergency Access*

Emergency access to the Project Site would be provided on two streets bordering the Project Site, including: (1) an ingress/egress driveway off S. Broadway Street and (2) an ingress-only driveway off W. 2nd Street. There would be an additional Paseo Entrance off of W. 1st Street and W. 2nd Street for access across the Project Site. The Project would provide the LAFD with access roadways, fire lanes, building access, and emergency directional signage as required by the City's Building Code and LAMC. Furthermore, the Project would be subject to the review and approval of the LAFD for compliance with emergency access requirements, prior to the issuance of building permits. The Project also would not include the

<sup>26</sup> Los Angeles Fire Department, Request for Fire Services Report.

<sup>27</sup> Los Angeles Fire Department, A Safer City Strategic Plan, 2015-2017.

installation of barriers that could impede emergency vehicle access. Therefore, adequate emergency access would be provided.

(c) *Fire-Flow and Demand*

As previously stated, the LAFD has determined that the required fire-flow for the Project would be 6,000 to 9,000 gpm (total) from four adjacent hydrants flowing simultaneously with a residual water pressure of 20 psi.<sup>28</sup> Project impacts with respect to fire-flow requirements would be less than significant because the IFFAR shows six nearby hydrants flowing simultaneously for a combined 9,000 gpm. Therefore, LADWP has confirmed that existing fire-flow from six hydrants in the Project vicinity would be available at sufficient gpm to serve the Project. The Project would be designed to comply with applicable regulatory requirements of the Fire Code, and development plans would be subject to review and approval by the LAFD.

(d) *Conclusion*

**Based on the above, Project operation would not result in substantial adverse physical impacts associated with the provision of or need for new or altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be less than significant.**

(3) *Cumulative Impacts*

Chapter III, *General Description of the Environmental Setting*, of this Draft EIR, identifies 170 related projects that are planned or are under construction in the Project study area. As discussed in Chapter III, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above,

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<sup>28</sup> KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, page 27 and 28.

would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

The geographic context for cumulative analysis for fire protection and EMS is the service areas of the LAFD stations that would serve the Project Site, including Fire Stations Nos. 3, 4, 9, 10, and 11. Of the 170 related projects identified in Chapter III, 131 are located within the service areas of the fire stations listed above and are listed below in **Table IV.L-2, Cumulative Projects for Fire Protection**. The increase in development and service population from these related projects would generate, in conjunction with the Project, the need for additional fire protection and EMS from these fire stations. As discussed below, however, the incremental increase in demand on LAFD services would not result in a cumulative impact.

**TABLE IV.L-2**  
**CUMULATIVE PROJECTS FOR FIRE PROTECTION**

No.	Project Address	Fire Station Service Station
1	454 E. Commercial Street	4
2	225 S. Los Angeles Street	4
4	1133 S. Hope Street	10
5	1115 S. Hill Street	9
7	609 W. 8th Street	9
8	1050 S. Grand Avenue	10
9	848 S. Grand Avenue	9
10	1430 W. Beverly Boulevard	11
11	900 W. Wilshire Boulevard	9
13	1435 W. 3rd Street	11
14	237 S. Grand Avenue (100 S. Grand Avenue; Grand Avenue Project)	3
15	899 S. Francisco Street	10
16	150 N. Los Angeles Street	4
17	1027 S. Olive Street	9
18	1300 S. Hope Street	10
19	928 S. Broadway	9
20	1200 S. Grand Avenue	10
21	1329-1419 W. 7th Street	11
22	534 S. Main Street	9
23	840 S. Olive Street	9
24	950 E. 3rd Street	4
25	201 S. Broadway	4
26	1057 S. San Pedro Street	9

No.	Project Address	Fire Station Service Station
27	400 S. Broadway	9
28	1001 S. Olive Street	9
29	955 S. Broadway	9
30	801 S. Olive	9
31	1212 S. Flower Street	10
32	820 S. Olive Street	9
33	601 S. Main Street	9
35	1111 S. Broadway	9
36	1148 S. Broadway	9
37	1120 S. Grand Avenue & 1155 S. Olive Street	10
38	1230 S. Olive Street	10
39	1247 S. Grand Avenue	10
40	527 N. Spring Street	4
41	1036 S. Grand Avenue	9
42	963 E. 4th Street	4
43	1345 W. 1st Street	3
44	401 N. Boylston Street	3
45	737 S. Spring Street	9
46	1218 W. Ingraham Street	11
48	732 S. Spring Street	9
49	340 S. Hill Street	3
50	1145 W. 7th Street	11
52	360 S. Alameda Street	4
53	118 S. Astronaut E.S. Onizuka Street	4
54	765 W. College Street	4
56	700 W. Cesar Chavez Avenue	4
58	649 S. Wall Street	9
59	410 N. Center Street	4
61	300 S. Main Street	4
62	850 S. Hill Street	9
64	400 S. Alameda Street	4
65	700 W. 9th Street	10
66	649 S. Olive Street	9
67	1111 W. 6th Street	11
69	1229 S. Grand Avenue	10
70	675 S. Bixel Street	11

No.	Project Address	Fire Station Service Station
71	740 S. Hartford Avenue	11
72	1235 W. 7th Street	11
73	940 S. Hill Street	9
74	719 E. 5th Street	4
75	1340 S. Olive Street	10
76	929 E. 2nd Street	4
77	633 S. Spring Street	9
78	1020 S. Figueroa Street	10
83	106-136 S. Beaudry	3
84	495 S. Hartford Avenue	11
85	1316 W. Court Street	3
86	744 S. Figueroa Street	9
88	811, 813, 815 W. Olympic Boulevard	10
89	433 S. Main	9
90	926 W. James M Woods Boulevard	10
91	459 S. Hartford Avenue	11
93	920 S. Hill Street	9
95	330 S. Alameda	4
97	717 Maple Avenue	9
98	445 S. Colyton	4
103	732-765 Wall Street	9
104	1248 S. Figueroa Street	10
106	1100 S. Main Street	9
107	1340 S. Hill Street	10
108	845 S. Olive Street	9
109	755 S. Los Angeles Street	9
111	333 W. 5th Street	9
112	1246 W. Court Street	3
113	1101 E. 5th Street	4
114	333 S. Alameda Street	4
115	401 S. Hewitt Street	4
116	1001 W. Olympic Boulevard; 911-955 S. Georgia Street.; 1000-1015 W. James M. Wood Boulevard; 936-950 S. Bixel Street; 1013-1025 W. Olympic Boulevard	10
117	609 E. 5th Street	4
118	713 E. 5th Street	4

No.	Project Address	Fire Station Service Station
119	911 S. Figueroa Street	10
121	940 E. 4th Street	4
122	810 E. Pico Boulevard	9
123	643 N. Spring Street	4
125	1201 S. Grand Avenue	10
126	888 S. Hope Street	9
127	755 S. Figueroa Street	11
128	825 S. Hill Street	9
129	1000 W. Temple Street	3
130	237 S. Los Angeles Street	4
131	450 N. Main Street	4
134	430 S. Hewitt Street	4
135	437 W. 5th Street	9
136	508 E. 4th Street	4
137	552-554 S. San Pedro Street	4
139	600 S. San Pedro Street	4
140	508 E. 4th Street	4
143	754 S. Hope Street	9
144	900 N. Alameda Street	4
145	1027 W. Wilshire Boulevard	11
146	1000 S. Hill Street	9
147	1018 W. Ingraham Street	11
149	1219 S. Hope Street	10
150	1323 S. Grand Avenue	10
151	222 E. 7th Street	9
152	354 S. Spring Street	9
153	361 S. Spring Street	9
154	400-402 W. 7th Street; 701-715 S. Hill Street	9
157	550 S. Main Street	9
158	110 11th Street	9
160	905 E. 2nd Street	4
161	1334 S. Flower Street	10

No.	Project Address	Fire Station Service Station
163	1300 S. Figueroa Street	10
165	1322 W. Maryland Street	11
166	Alameda District Plan	4
167	Los Angeles Sports & Entertainment District	10
169	Main and Spring Forward	3, 4, 9, and 10
170	First and Broadway Civic Center Park	3

<sup>a</sup> This table corresponds with map numbers on Figure III-1 of this Draft EIR.

SOURCE: ESA, 2018.

With regard to facilities and equipment, similar to the Project, the related projects would be required to implement all applicable Building Code and Fire Code requirements regarding structural design, building materials, site access, fire-flow, storage and management of hazardous materials, and alarm and communications systems. Compliance with applicable Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, prior to the issuance of a building permit. Compliance with applicable regulatory requirements would ensure that adequate fire prevention features would be provided and reduce demand on LAFD facilities and equipment. As with the Project, other related projects may also include the installation of automatic fire sprinklers to enhance fire safety that would further reduce the demand placed on the LAFD facilities and equipment. The Project, as well as the related projects, would also generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate by the City. Furthermore, over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction, which may become necessary to achieve the required level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time, as appropriate.<sup>29</sup>

With regard to response distance, given that the Project Site is located within an urban area, each of the related projects within the geographic scope would likewise be developed within urbanized locations serviced by one or more existing fire stations. Additionally, in accordance with Fire Code requirements, if a related

<sup>29</sup> City of Los Angeles, Budget for the Fiscal Year 2017-18, [http://www.lacontroller.org/2017\\_2018\\_adopted\\_budget](http://www.lacontroller.org/2017_2018_adopted_budget). Accessed December 2018.

project would not be within the acceptable distance from a fire station, that related project would be required to install an automatic fire sprinkler system to comply with response distance requirements. Similarly, as with the Project, the related projects would be required to comply with all applicable Building Code and Fire Code requirements regarding site access, including providing adequate emergency vehicle access. Compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review prior to the issuance of a building permit.

With regard to cumulative impacts on fire protection, consistent with City of *Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2) in Subsection 3.b.(1) above, the obligation to provide adequate fire protection and emergency medical services is the responsibility of the City. Through the City's regular budgeting efforts, LAFD's resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time. At this time, LAFD has not identified that it will be constructing a new station in the area impacted by this Project either because of this Project or this Project and other projects in the service area. If LAFD determines that new facilities are necessary at some point in the future, such facilities (1) would occur where allowed under the designated land use, (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size, and (3) could qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332 and would not be expected to result in significant impacts.<sup>30</sup> Further analysis, including a specific location, would be speculative and beyond the scope of this document. As such, cumulative impacts on fire protection and emergency medical services would be less than significant.

Therefore, the Project, when considered together with certain related projects, would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable fire protection and EMS. **The Project's impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.**

<sup>30</sup> Although an EIR was prepared for the construction of Fire Station 39, the EIR concluded there would be no significant impacts. See, Notice of Determination for Van Nuys Fire Station 39, at [http://eng2.lacity.org/techdocs/emg/docs/vannuys\\_fs39/NOD\\_160701.pdf](http://eng2.lacity.org/techdocs/emg/docs/vannuys_fs39/NOD_160701.pdf). Accessed December 2018.



### **e) Mitigation Measures**

Project-level and cumulative impacts on fire protection would be less than significant. No mitigation measures would be required.

### **f) Level of Significance After Mitigation**

Project-level impacts and cumulative impacts on fire protection would be less than significant.

## **IV. Environmental Impact Analysis**

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### **M. Schools**

#### **1. Introduction**

This section evaluates potential impacts on school facilities and services operated by Los Angeles Unified School District (LAUSD). The analysis estimates the number of students that would be generated by the Project using the LAUSD student generation rates and focuses on whether LAUSD school facilities would have sufficient available capacity to accommodate these students. The analysis addresses all levels of educational facilities operated by LAUSD (i.e., elementary, middle, and high schools). The analysis is based, in part, on written correspondence with LAUSD, which is included in Appendix K-3, of this Draft EIR.<sup>1</sup>

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) California Education Code**

Educational services for the Project are subject to the rules and regulations of the California Education Code and governance of the State Board of Education. The State also provides funding through a combination of sales and income taxes. In addition, pursuant to Proposition 98, the State is also responsible for the allocation of educational funds that are acquired from property taxes. Further, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities.<sup>2</sup>

###### **(2) Senate Bill 50**

The Leroy F. Greene School Facilities Act of 1998 (known as Senate Bill [SB] 50), enacted in 1998, is a program for funding school facilities largely based on matching funds. The new construction grant provides funding on a 50/50 State and local match basis. The modernization grant provides funding on a 60/40 basis.

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<sup>1</sup> The first Los Angeles Unified School District correspondence was received on July 11, 2017. Due to an edit in the calculation for overcrowding, a second correspondence containing updated data tables was received on September 26, 2017 which corrects the overcrowded status of the schools serving the Project Site.

<sup>2</sup> California Education Code Section 17620(a)(1).

Districts that are unable to provide some, or all, of the local match requirement and are able to meet the financial hardship provisions may be eligible for additional State funding.<sup>3</sup>

SB 50 permits the LAUSD to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, for the purpose of funding the construction or reconstruction of school facilities. SB 50 also sets a maximum level of fees a developer may be required to pay. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to a less than significant level.<sup>4</sup>

### (3) Central City Community Plan

The City's Central City Community Plan (Community Plan), adopted in 2003, which covers Downtown and includes the Project Site. The Community Plan includes Objective 7-1 in regards to siting public schools in locations complementary to existing land uses, recreational facilities, and community identity and as a re-use of historic structures.<sup>5</sup> As the Objective does not apply to private development projects, the Community Plan does not include goals, objectives, or policies regarding schools that are applicable to the Project.<sup>6</sup>

## b) Existing Conditions

The LAUSD is the largest (in terms of number of students) public school system in California and the second-largest in the U.S. The LAUSD encompasses approximately 710 square miles and serves the City of Los Angeles, all or portions of 26 other cities, as well as several unincorporated areas of Los Angeles County. Approximately 4.8 million persons live within the District's boundaries. The LAUSD provides kindergarten through high school (K–12) education to a total of 664,774 students with a total enrollment of 734,641 students when including adult education, enrolled throughout 1,302 schools and centers, including 19 primary school centers, 451 elementary schools, 83 middle schools, 96 senior high schools, 54 option schools, 44 magnet schools, 24 multi-level schools, 12 special education schools, 2 home/hospital, 169 K-12 magnet centers (on regular

<sup>3</sup> State of California, Office of Public School Construction, School Facility Program Guide, October 24, 2012, [https://www.documents.dgs.ca.gov/opsc/publications/handbooks/sfp\\_guide.pdf](https://www.documents.dgs.ca.gov/opsc/publications/handbooks/sfp_guide.pdf). Accessed December 2018.

<sup>4</sup> California Government Code Section 65996.

<sup>5</sup> Objective 7-1 concerns the siting of new public schools and not with schools with respect to proposed private development projects. Therefore, the Objective does not apply to the Project.

<sup>6</sup> City of Los Angeles Department of City Planning, Central City Community Plan, 2003, page III-13, <http://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>. Accessed December 2018.

campuses), 228 charter schools, and 120 other schools/centers.<sup>7</sup> For the 2016-2017 school year, the LAUSD employed 60,191 personnel, about half (44 percent) of whom are classroom teachers.<sup>8</sup> The LAUSD's Fiscal Year 2016-2017 total budget was around \$7.59 billion.<sup>9</sup>

The LAUSD Facilities Services Division (FSD) is responsible for the execution of the District's school construction bond programs, the maintenance and operations of schools, the utilization of existing assets, and master planning for future capital projects. The LAUSD's voter-approved Bond Program is currently valued at \$27.5 billion.<sup>10</sup> The FSD is managing a \$25.6 billion program to build new schools to reduce overcrowding and modernize existing campuses throughout the LAUSD.<sup>11</sup> Until recently, the primary goal of the bond program had been to reduce overcrowding by providing students with the opportunity to attend a neighborhood school operating on a traditional, two-semester calendar. As the LAUSD nears achievement of this goal and shifts the bond program towards further investments in school facilities, the FSD is addressing the development and prioritization of future capital projects, for school sites with the most critical physical conditions and improve them so they are safe, healthy, and functional places for education. In 2014, the Board of Education approved the allocation of \$7.8 billion to the School Upgrade Program (SUP), the next phase of the LAUSD's bond program.<sup>12</sup> A current status of the FSD bond program is below:

- More than 600 new construction projects providing more than 170,000 new classroom seats have been delivered;
- More than 19,600 school modernization projects have completed construction to provide upgraded facilities to improve the learning environment for students;
- Only one school continues to operate on a multi-track calendar, a 99 percent decrease, and there are no longer any schools operating on a Concept 6 calendar in compliance with the Williams settlement agreement;
- Solar panels on rooftops and parking shade structures throughout the LAUSD are anticipated to generate approximately 21.4 megawatts of solar energy;

<sup>7</sup> Los Angeles Unified School District, Fingertip Facts 2016-2017, [http://achieve.lausd.net/cms/lib08/CA01000043/Centricity/Domain/32/Fingertip%20Facts2016-17\\_FINAL.pdf](http://achieve.lausd.net/cms/lib08/CA01000043/Centricity/Domain/32/Fingertip%20Facts2016-17_FINAL.pdf). Accessed December 2018.

<sup>8</sup> Los Angeles Unified School District, Fingertip Facts 2016-2017.

<sup>9</sup> Los Angeles Unified School District, Fingertip Facts 2016-2017.

<sup>10</sup> Los Angeles Unified School District, Facilities Services Division, <http://www.laschools.org/new-site/>. Accessed December 2018.

<sup>11</sup> Los Angeles Unified School District, Facilities Services Division.

<sup>12</sup> Los Angeles Unified School District, Facilities Services Division.

- School network infrastructure upgrades at all of the LAUSD's K-12 school sites are nearly completed; and
- Over 575 Board approved projects valued at \$4.0 billion are in pre-construction phase and another 300 plus projects valued at \$475 million are under construction.<sup>13</sup>

The LAUSD is currently divided into six local districts (Northeast, Northwest, East, West, Central, and South). The Project Site being located in the Local District Central.<sup>14</sup> As shown in **Figure IV.M-1, Schools Located in the Vicinity of the Project Site**, the Project Site is located within the attendance boundaries of 9th Street Elementary School and Sal Castro Middle School, and within a LAUSD Zone of Choice with multiple high school options, including Miguel Contreras Learning Complex (Academic Leadership Community, Business and Tourism, School of Social Justice, and LA School of Global Studies), Ramon C. Cortines School of Visual & Performing Arts, Belmont Senior High School, and Edward R. Roybal Learning Center.<sup>15</sup>

**Table IV.M-1, Existing Capacity and Enrollment of LAUSD Schools Serving the Project Site**, lists these schools, as well as their location, distance/direction from the Project Site, current capacity, residential and actual enrollments, and available seating capacity. Per the LAUSD, available seating capacity is based on residential enrollment (i.e., the number of students living in a school's attendance area who are eligible to attend the school) compared to the respective school's capacity. LAUSD considers a school to have a shortage of capacity if the school is on a multi-track calendar, there is a seating shortage, or if there is a seating overage of less than or equal to a "safety margin" of 20 seats. As shown in Table IV.M-1, which is based on the information that is available from the LAUSD, the 9th Street Elementary School is operating within capacity while the Sal Castro Middle School is currently overcrowded.

<sup>13</sup> Los Angeles Unified School District, Facilities Services Division.

<sup>14</sup> Los Angeles Unified School District, Local District Central Map, July 2015, <https://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=22573&dataid=24319&FileName=Central.pdf>. Accessed December 2018.

<sup>15</sup> Los Angeles Unified School District, Resident School Finder for 100 S. Broadway Avenue, Los Angeles, CA 90012, <http://rsi.lausd.net/ResidentSchoolIdentifier/>. Accessed December 2018. LAUSD Zones of Choice are geographic areas comprising multiple high school options. The school options in each Zone are open to all resident students and represent the demographics of the local area.



SOURCE: Open Street Map, 2017.

Times Mirror Square

### Figure IV.M-1

Schools Located in the Vicinity of the Project Site

**TABLE IV.M-1**  
**EXISTING CAPACITY AND ENROLLMENT OF LAUSD SCHOOLS SERVING THE PROJECT SITE**

<b>School/Location</b>	<b>Distance/Direction from Project Site <sup>a</sup></b>	<b>Current Capacity <sup>b</sup></b>	<b>Resident Enrollment <sup>c</sup></b>	<b>Actual Enrollment <sup>d</sup></b>	<b>Current Seating Overage / (Shortage) <sup>e</sup></b>
<b>9th Street Elementary School</b> (K-5), 835 Stanford Avenue, Los Angeles	1.1 miles southeast	360	287	342	73
<b>Sal Castro Middle School</b> (6-8), 1575 W. 2 <sup>nd</sup> Street, Los Angeles	1.2 miles west	462	688	359	(226)
<b>Belmont High School Zone of Choice</b> (9-12) <sup>f</sup>	--	7,041	6,932	5,331	109
<b>Miguel Contreras LC Academic Leadership Community</b> 322 S. Lucas, Los Angeles	1.0 miles west	453	--	431	--
<b>Miguel Contreras LC Business and Tourism</b> 322 S. Lucas, Los Angeles	1.0 miles west	511	--	446	--
<b>Miguel Contreras LC School of Social Justice</b> 322 S. Lucas, Los Angeles	1.0 miles west	521	--	477	--
<b>Miguel Contreras LC LA School of Global Studies</b> 322 S. Lucas, Los Angeles	1.0 miles west	392	--	344	--
<b>Ramon C. Cortines School of Visual &amp; Performing Arts</b> 450 N. Grand Avenue, Los Angeles	0.4 miles northwest	1,796	--	1,470	--

School/Location	Distance/Direction from Project Site <sup>a</sup>	Current Capacity <sup>b</sup>	Resident Enrollment <sup>c</sup>	Actual Enrollment <sup>d</sup>	Current Seating Overage / (Shortage) <sup>e</sup>
<b>Belmont Senior High School</b> 1575 W. 2 <sup>nd</sup> Street, Los Angeles	1.1 miles west	1,861	--	975	--
<b>Edward R. Roybal Learning Center</b> 1200 W. Colton Street, Los Angeles	0.7 miles northwest	1,507	--	1,188	--

<sup>a</sup> Approximate distance/direction from Project Site in miles is a straight line distance, not a drive distance.

<sup>b</sup> School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

<sup>c</sup> The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students. Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities. A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

<sup>d</sup> The number of students actually attending the school presently, including magnet students.

<sup>e</sup> Current capacity minus residential enrollment.

<sup>f</sup> Schools and programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries. The individual school and calculated total capacities and enrollments for school choice areas are reported to show current and projected seating overage/shortage and overcrowding. If any of the school choice area schools is multi-track, then the service area is considered overcrowded.

SOURCE: Rena Perez, Director, Los Angeles Unified School District, Facilities Services Division, correspondence dated July 11, 2017 and September 26, 2017.

The 9th Street Elementary School at 835 Stanford Avenue is located approximately 1.1 miles southeast of the Project Site. Based on the school's current capacity of 360 students and a residential enrollment of 287 students, the school has an estimated available capacity of 73 seats. The Sal Castro Middle School at 1575 W. 2nd Street is located approximately 1.2 miles west of the Project Site. Based on the school's current capacity of 462 students and a resident enrollment of 688 students, the school is over capacity by 226 students. The Project Site is located in the Belmont High School Zone of Choice. The Zones of Choice is a strategy whereby LAUSD increases the number of personalized educational options available to students. A Zone of Choice is a geographic area comprised of multiple high school options. The options are open to all resident students and represent the demographics of the local area. Students residing within the zone attendance boundaries are eligible to apply to any of the school options offered. Based on the Zone of Choice current capacity of 7,041 students and a residential enrollment of 6,932 students, the school has an estimated available capacity of 109 seats.



### 3. Project Impacts

#### a) Methodology

The analysis of enrollment effects on schools is based in part on the ability of LAUSD school facilities to accommodate the potential increase in students generated from development of the Project. The analysis estimates the number of students that would be generated by the Project using LAUSD student generation rates, and focuses on whether LAUSD school facilities expected to serve the Project would have sufficient available capacity to accommodate these students. School planning for future enrollments is done by the LAUSD at five-year intervals, and is based on the estimated future residential enrollment (i.e. estimated number of eligible resident students). Current and projected enrollments/capacities use the 2016-2017 school year as a baseline. The analysis addresses all levels of education facilities operated by LAUSD (i.e., elementary, middle, and high schools) and focuses on the schools that would serve the Project Site. It also addresses state regulations and cumulative development fees as a mechanism for providing new school facilities and addressing school impacts of the Project.

#### b) Thresholds of Significance

In accordance with State CEQA Guidelines Appendix G, the Project would have a significant impact related to schools if it would:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criteria to evaluate schools:

- The population increase resulting from the proposed project, based on the increase in residential units or square footage of non-residential floor area;
- The demand for school services anticipated at the time of project build-out compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand;

- Whether (and 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 which would create a temporary or permanent impact on the school(s); and
- Whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

### **c) Project Design Features**

No specific Project Design Features are proposed with regard to schools.

### **d) Analysis of Project Impacts**

***Threshold a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?***

#### **(1) Construction**

Construction of the Project would require construction workers who would be hired from a mobile regional construction work force that moves from project to project. Typically, construction workers pass through various development projects on an intermittent basis as their particular trades are required. Given the mobility and temporary durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Project. Therefore, Project construction would not generate new students needing to attend local schools.

There are no schools located in the immediate vicinity that would be affected by construction activities occurring at the Project Site. The nearest school, Ramon C. Cortines School of Visual and Performing Arts, is located approximately 0.4 miles northwest of the Project Site and is separated by intervening development. There would be no Project-related construction staging or road closures at or adjacent to this school, nor is the school on the haul route for the Project and, thus, would not be affected by Project construction traffic. Therefore, construction activities would not adversely affect the operations of nearby schools.

**The Project would not require the addition of a new school or the expansion, consolidation or relocation of an existing facility to maintain service levels, and construction activities would not adversely affect local schools. Therefore, construction impacts on schools would be less than significant.**

## (2) Operations

The Project would include 1,127 for-rent multi-family residential units, 307,288 sf of commercial office uses, 53,389 sf of restaurant uses, and a 50,000 sf grocery store. The LAUSD has established student generation rates for a variety of uses including residential development (multi-family) as well as other employment generating uses (e.g., retail and office uses). Based on the LAUSD generation rates, the number of students that could be generated by the Project is illustrated in **Table IV.M-2, *Estimated Number of Students Generated by the Project***. As shown in Table IV.M-2, the Project is expected to generate a net 187 elementary school students, 52 middle school students, and 108 high school students for a total of 347 school students.

Because of the anticipated household sizes of the future residents of the Project, the Project's projected student generation is likely to be less than estimated in the above analysis, which is based on LAUSD generation factors. The Project's large number of studio apartments (355 units) and one-bedroom apartments (360 units) would likely generate few, if any, students. This analysis is also conservative in that it assumes that none of the future Project residents with families would already have students attending the affected schools. Furthermore, a portion of the Project's school-aged children would possibly attend non-LAUSD schools (e.g., private or charter schools), thus reducing attendance at LAUSD schools. For these reasons, the above analysis likely overestimates the Project's actual potential to generate new students.

The projected number of students generated by the Project are compared against the existing enrollment and capacity in **Table IV.M-3, *Project Impacts on Existing Capacity and Enrollment***. As shown therein, the 9th Street Elementary School and Sal Castro Middle School would have a shortage in seats with the Project, and the Belmont High School Zone of Choice schools would have an overage in seats with the Project.

**TABLE IV.M-2**  
**ESTIMATED NUMBER OF STUDENTS GENERATED BY THE PROJECT**

Land Use	Development	Units	Elementary School	Middle School	High School	Total <sup>d</sup>
<b>Proposed Uses</b>						
Residential Multi-Family <sup>a,b</sup>	1,127	units	186	51	107	344
Restaurant (North and South Towers) <sup>c</sup>	34,572	sf	1	1	1	3
Office <sup>c</sup>	307,288	sf	9	5	6	20
Restaurant (Times, Plant, and Mirror Buildings) <sup>c</sup>	18,817	sf	1	1	1	3
Grocery <sup>c</sup>	50,000	sf	1	1	1	3
<b>Total Students Generated by Proposed Uses</b>			<b>198</b>	<b>59</b>	<b>116</b>	<b>373</b>
<b>Existing Uses</b>						
Office <sup>c</sup>	317,168 <sup>e</sup>	sf	9	5	6	20
Bank <sup>c</sup>	7,500	sf	1	1	1	3
Cafeteria <sup>c</sup>	11,250	sf	1	1	1	3
<b>Total Students Generated by Existing Uses</b>			<b>11</b>	<b>7</b>	<b>8</b>	<b>26</b>
<b>Net Increase (Proposed-Existing)</b>			<b>187</b>	<b>52</b>	<b>108</b>	<b>347</b>

<sup>a</sup> Student generation rates for residential uses are based on the LAUSD 2012 School Facilities Needs Analysis, September 2012.

<sup>b</sup> Residential generation rates per Multi-family residential unit are: Elementary = 0.1649; Middle School = 0.0450; High School = 0.0943.

<sup>c</sup> Student generation rates for commercial uses are taken from the LAUSD 2010 Commercial/Industrial Development School Fee Justification Study, September 27, 2010, which provides the most recent data available for non-residential uses. Retail generation rates per 1,000 sf are: Elementary = 0.0178; Middle School = 0.0089; High School = 0.0111. Office generation rates per 1,000 sf are: Elementary = 0.0278; Middle School = 0.0139; High School = 0.0173. As there is no separate student generation rate for restaurants, groceries, and banks, the Retail generation rate is applied.

<sup>d</sup> Rounded to the nearest whole number.

<sup>e</sup> Approximately 40 percent of the existing office space has been vacant for the past 10 years. Therefore, 60 percent of the existing 559,863 square feet of floor area (approximately 335,918 square feet) is currently occupied. Of the 335,918 square feet of occupied space, 317,168 square feet are office uses.

SOURCE: ESA, 2018.

**TABLE IV.M-3  
PROJECT IMPACTS ON EXISTING CAPACITY AND ENROLLMENT**

<b>School</b>	<b>Current Capacity<sup>a</sup></b>	<b>Current Seating Overage / (Shortage)<sup>a</sup></b>	<b>Project-Generated Students<sup>b</sup></b>	<b>Projected Enrollment with Project<sup>c</sup></b>	<b>Existing Seating Overage/ (Shortage) With Project<sup>d</sup></b>
<b>9th Street Elementary School (K-5)</b>	360	73	187	474	(114)
<b>Sal Castro Middle School (6-8)</b>	462	(226)	52	740	(278)
<b>Belmont High School Zone of Choice (9-12)</b>	7,041	109	108	7,040	1
<b>Miguel Contreras LC Academic Leadership Community</b> 322 S. Lucas, Los Angeles	453	--	-	-	-
<b>Miguel Contreras LC Business and Tourism</b> 322 S. Lucas, Los Angeles	511	--	-	-	-
<b>Miguel Contreras LC School of Social Justice</b> 322 S. Lucas, Los Angeles	521	--	-	-	-
<b>Miguel Contreras LC LA School of Global Studies</b> 322 S. Lucas, Los Angeles	392	--	-	-	-
<b>Ramon C. Cortines School of Visual &amp; Performing Arts</b> 450 N. Grand Avenue, Los Angeles	1,796	--	-	-	-
<b>Belmont Senior High School</b> 1575 W. 2 <sup>nd</sup> Street, Los Angeles	1,861	--	-	-	-
<b>Edward R. Roybal Learning Center</b> 1200 W. Colton Street, Los Angeles	1,507	--	-	-	-

<sup>a</sup> Table IV.M-1.

<sup>b</sup> Table IV.M-2.

<sup>c</sup> Projected enrollment with Project is equal to the Resident Enrollment (as stated in Table IV.M-1) plus the Estimated Number of Students Generated by the Project (as stated in Table IV.M-2).

<sup>d</sup> Existing seating/overage (or shortage) with Project is equal to the current capacity minus the projected enrollment with Project.

SOURCE: ESA, 2018.

As previously discussed, students generated by the Project would attend 9th Street Elementary School, Sal Castro Middle School, and schools within the Belmont High School Zone of Choice. Information regarding LAUSD projections for 2022-2023 (Project buildout year) capacities and enrollments at the local schools are shown in **Table IV.M-4, Projected 2022-2023 Capacity and Enrollment of LAUSD Schools Serving the Project Site.**

**TABLE IV.M-4**  
**PROJECTED 2022-2023 CAPACITY AND ENROLLMENT OF LAUSD SCHOOLS SERVING**  
**THE PROJECT SITE**

School	Projected Capacity <sup>a</sup>	Projected Enrollment <sup>b</sup>	Projected Seating Overage/ (Shortage) <sup>c</sup>	Project-Generated Students <sup>d</sup>	Projected Enrollment With Project	Projected Seating Overage/ (Shortage) <sup>c</sup> With Project
<b>9th Street Elementary School (K-5)</b>	324	381	(57)	187	568	(244)
<b>Sal Castro Middle School (6-8)</b>	430	652	(222)	52	704	(274)
<b>Belmont High School Zone of Choice (9-12)<sup>e</sup></b>	6,618	6,880	(262)	108	6,988	(370)
<b>Miguel Contreras LC Academic Leadership Community</b> 322 S. Lucas, Los Angeles	426	-	-	-	-	-
<b>Miguel Contreras LC Business and Tourism</b> 322 S. Lucas, Los Angeles	480	-	-	-	-	-
<b>Miguel Contreras LC School of Social Justice</b> 322 S. Lucas, Los Angeles	490	-	-	-	-	-
<b>Miguel Contreras LC LA School of Global Studies</b> 322 S. Lucas, Los Angeles	368	-	-	-	-	-
<b>Ramon C. Cortines School of Visual &amp; Performing Arts</b> 450 N. Grand Avenue, Los Angeles	1,688	-	-	-	-	-

School	Projected Capacity <sup>a</sup>	Projected Enrollment <sup>b</sup>	Projected Seating Overage/ (Shortage) <sup>c</sup>	Project-Generated Students <sup>d</sup>	Projected Enrollment With Project	Projected Seating Overage/ (Shortage) <sup>c</sup> With Project
<b>Belmont Senior High School</b> 1575 W. 2 <sup>nd</sup> Street, Los Angeles	1,749	-	-	-	-	-
<b>Edward R. Roybal Learning Center</b> 1200 W. Colton Street, Los Angeles	1,417	-	-	-	-	-

<sup>a</sup> School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

<sup>b</sup> Projected 5-year total number of students living in the school's attendance areas and who are eligible to attend the school. Includes magnet students.

<sup>c</sup> Projected seating/overage (or shortage) is equal to the projected capacity minus projected enrollment.

<sup>d</sup> As shown in Table IV.M-2, the Project is expected to generate approximately 198 elementary school students, 59 middle school students, and 116 high school students for a total of 373 school students. However, subtracting the existing school students, the Project would result in a net increase of 187 elementary school students, 52 middle school students, and 108 high school students for a total of 347 school students over existing conditions.

<sup>e</sup> Schools and programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries. The total school and calculated total capacities and enrollments for school choice areas are reported to show current and projected seating overage/shortage and overcrowding.

SOURCE: Rena Perez, Director, Los Angeles Unified School District, Facilities Services Division, correspondence dated July 11, 2017 and September 26, 2017; ESA, 2018.

As shown in Table IV.M-4 above, all of the schools serving the Project Site would have overcrowding and would have a shortage in seats in 2022-2023. The addition of the Project would further add to the shortage in seats. With the addition of Project-generated number of elementary students, 9th Street Elementary School would have a shortage of 244 seats. Sal Castro Middle School would have a shortage of 274 seats. The Belmont High School Zone of Choice schools would have a shortage of 370 seats. Therefore, the Project would further contribute to the projected shortfall in the schools that serve the Project Site.

As stated above, the Project's estimated student generation likely overestimates the Project's actual potential to generate new students. Nevertheless, pursuant to Section 65995 of the California Government Code, the Project Applicant would be required to pay fees in accordance with SB 50. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools serving the Project in question are at capacity or not and, pursuant to Section 65995(h), payment of such fees is deemed full mitigation of a project's

development impacts.<sup>16</sup> As such, Project impacts to schools would be less than significant. **Project operation would not require the addition of a new school or the expansion, consolidation or relocation of an existing facility to maintain service levels. Therefore, impacts on schools would be less than significant.**

### e) Cumulative Impacts

Chapter III, *General Description of Environmental Setting*, of this Draft EIR, identifies 170 related projects that are anticipated to be developed within the vicinity of the Project Site. As discussed in Chapter III, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

For purposes of this cumulative impact analysis on schools, only those related projects located within the attendance boundaries of the schools serving the Project Site (9th Street Elementary School, Sal Castro Middle School, and within the Belmont High School Zone of Choice with the options of Miguel Contreras, Ramon C. Cortines, Belmont Senior High School, and Roybal Learning Center) have been considered. Of the 170 related projects identified in Chapter III, 154 are located within the attendance boundaries of one or more of the schools serving the Project Site and are included in the estimate of students generated by the related projects.<sup>17</sup> The related projects include various residential, office,

<sup>16</sup> Government Code Section 65995(h) states in part: "The payment or satisfaction of a fee ...specified in Section 65995 ... are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property ... on the provision of adequate school facilities.

<sup>17</sup> The following related projects are located outside of the attendance boundaries of one or more of the schools serving the Project Site: 1, 3, 24, 42, 52, 59, 76, 87, 95, 144, 160, 161, 162, 163, 166. Related Project Number 166 (Alameda District Plan) is also assumed to be outside of the attendance boundaries, while Related Project Numbers 167 (Los Angeles Sports & Entertainment District), 168 (2nd and Broadway Metro Station), 169 (Main and Spring Bike Lane



commercial/retail/restaurant, hotel and school uses. The location of these cumulative projects in relation to the school boundaries are shown in **Figure IV.M-2, School Service Boundaries and Related Projects**. Similar to the Project, the number of students anticipated to be generated by related projects was estimated based on the type of development proposed. **Table IV.M-5, Cumulative Student Generation**, shows the number of students projected to be generated by the related projects by the schools within the same attendance boundaries of the schools serving the Project Site. As shown in Table IV.M-5, the applicable related projects would potentially generate 7,795 students at 9th Street Elementary School, 2,356 students at Sal Castro Middle School, and 4,563 students within the Belmont High School Zone of Choice schools.

The Project, in conjunction with the related projects could therefore generate 7,982 students at 9th Street Elementary School, 2,408 students at Sal Castro Middle School, and 4,671 students within the Belmont High School Zone of Choice schools.

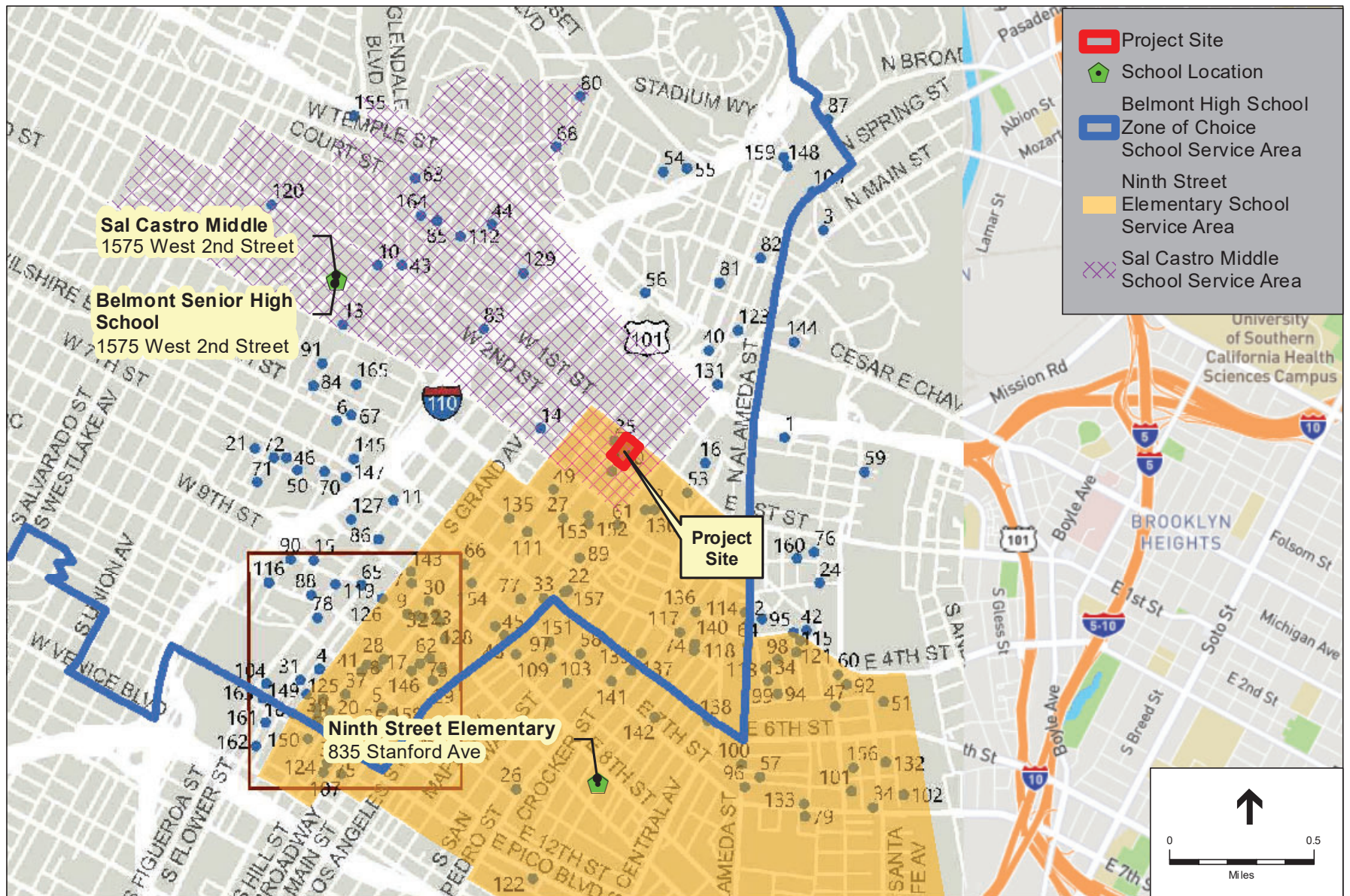
**Table IV.M-6, Cumulative Impacts on Existing Capacity and Enrollment**, and **Table IV.M-7, Cumulative Impacts on Projected Capacity and Enrollment**, illustrate the cumulative impacts on existing and projected enrollment, capacity, and seating at 9th Street Elementary School, Sal Castro Middle School, and within the Belmont High School Zone of Choice.

Based on the existing seating capacity provided by LAUSD and as shown in Table IV.M-6, 9th Street Elementary School would have a shortage of 7,909 seats (287 resident enrollment + 7,982 Project and cumulative enrollment). Sal Castro Middle School would have a shortfall of 2,634 seats (688 resident enrollment + 2,408 Project and cumulative enrollment). Belmont High School Zone of Choice schools would have a shortage of 4,562 seats (6,932 resident enrollment + 4,671 Project and cumulative enrollment). Cumulative development, therefore, has the potential to generate more students than the LAUSD schools in Local District Central currently have capacity for.

Based on the 2022-2023 projected seating capacity estimates provided by LAUSD and as shown in Table IV.M-7, 9th Street Elementary School would have a shortage of 8,039 seats (381 projected enrollment + 7,982 Project and cumulative enrollment). Sal Castro Middle School would have a shortfall of 2,630 seats (652 projected enrollment + 2,408 Project and cumulative enrollment). Belmont High School Zone of Choice schools would have a shortage of 4,933 seats (6,880 projected enrollment + 4,671 Project and cumulative enrollment). Cumulative development, therefore, has the potential to generate more students than the LAUSD schools in Local District Central are projected to be able to accommodate.

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Project), and 170 (First and Broadway Civic Center Park) are considered to be within the attendance boundaries.



SOURCE: Fehr and Peers; Open Street Map, 2017.

Times Mirror Square

**Figure IV.M-2**

School Service Boundaries and Cumulative Projects

**TABLE IV.M-5  
CUMULATIVE STUDENT GENERATION**

<b>Land Use<sup>a</sup></b>	<b>Development Amount</b>	<b>Elementary School (K-6) <sup>b,c,d</sup></b>	<b>Middle School (6-8) <sup>b,c,d</sup></b>	<b>High School (9-12) <sup>b,c,d</sup></b>
Residential	43,920 du	7,243	1,977	4,142
Retail/Restaurant <sup>e</sup>	3,630 ksf	60	30	37
Office	9,836 ksf	253	123	154
Hotel	3,232 ksf	27	14	17
Schools <sup>f</sup>	637 students	212	212	213
<b>Cumulative Projects</b>		<b>7,795</b>	<b>2,356</b>	<b>4,563</b>
<b>Proposed Project</b>	--	187	52	108
<b>Total</b>		<b>7,982</b>	<b>2,408</b>	<b>4,671</b>

<sup>a</sup> Related Projects are obtained from Table III-1 of this Draft EIR.

<sup>b</sup> Rounded to the nearest whole number.

<sup>c</sup> Calculated by multiplying each of the proposed uses by its respective student generation rate issued by LAUSD. Student generation rates for residential uses are based on the LAUSD 2012 School Facilities Needs Analysis, September 2012. Student generation rates for commercial uses are taken from the LAUSD 2010 Commercial/Industrial Development School Fee Justification Study, September 27, 2010, which provides the most recent data available for non-residential uses.

<sup>d</sup> Please note that the attendance boundaries are not the same for all three levels of schools. A related project may be located within the attendance boundaries of the elementary school (9th Street Elementary School) but not within the attendance boundaries of the middle school (Sal Castro Middle School). If a related project is located in the boundary for multiple schools, it is conservatively assumed that all students generated by the related project would attend all applicable schools.

<sup>e</sup> The Retail/Restaurant category includes a variety of commercial uses, including retail, restaurant, bars, and art spaces/galleries.

<sup>f</sup> As the Related Projects List did not provide the specific type of schools that were being developed (elementary, middle, or high school), the total number of students was split evenly into the three types.

SOURCE: ESA, 2018.

**TABLE IV.M-6  
CUMULATIVE IMPACTS ON EXISTING CAPACITY AND ENROLLMENT**

<b>School</b>	<b>Current Capacity<sup>a</sup></b>	<b>Current Seating Overage/ (Shortage)<sup>a</sup></b>	<b>Project + Related Projects Students<sup>b</sup></b>	<b>Existing Enrollment with Project + Related Projects<sup>c</sup></b>	<b>Existing Seating Overage/ (Shortage) With Project + Related Projects</b>
<b>9th Street Elementary School (K-5)</b>	360	73	7,982	8,269	(7,909)
<b>Sal Castro Middle School (6-8)</b>	462	(226)	2,408	3,096	(2,634)
<b>Belmont High School Zone of Choice (9-12)<sup>e</sup></b>	7,041	109	4,671	11,603	(4,562)
<b>Miguel Contreras LC Academic Leadership Community</b> 322 S. Lucas, Los Angeles	453	-	-	-	-
<b>Miguel Contreras LC Business and Tourism</b> 322 S. Lucas, Los Angeles	511	-	-	-	-
<b>Miguel Contreras LC School of Social Justice</b> 322 S. Lucas, Los Angeles	521	-	-	-	-
<b>Miguel Contreras LC LA School of Global Studies</b> 322 S. Lucas, Los Angeles	392	-	-	-	-

School	Current Capacity <sup>a</sup>	Current Seating Overage/ (Shortage) <sup>a</sup>	Project + Related Projects Students <sup>b</sup>	Existing Enrollment with Project + Related Projects <sup>c</sup>	Existing Seating Overage/ (Shortage) With Project + Related Projects
<b>Ramon C. Cortines School of Visual &amp; Performing Arts</b> 450 N. Grand Avenue, Los Angeles	1,796	-	-	-	-
<b>Belmont Senior High School</b> 1575 W. 2 <sup>nd</sup> Street, Los Angeles	1,861	-	-	-	-
<b>Edward R. Roybal Learning Center</b> 1200 W. Colton Street, Los Angeles	1,507	-	-	-	-

<sup>a</sup> Table IV.M-4.

<sup>b</sup> Table IV.M-5.

<sup>c</sup> Projected enrollment with Project and Related Projects is equal to the Resident Enrollment (as stated in Table IV.M-1) plus the Estimated Number of Students Generated by the Project and Related Projects (as stated in Table IV.M-5).

SOURCE: ESA, 2018.

**TABLE IV.M-7  
CUMULATIVE IMPACTS ON PROJECTED CAPACITY AND ENROLLMENT**

<b>School</b>	<b>Projected Capacity<sup>a</sup></b>	<b>Projected Enrollment<sup>a</sup></b>	<b>Projected Seating Overage/ (Shortage)<sup>a</sup></b>	<b>Project + Related Projects Students<sup>b</sup></b>	<b>Projected Enrollment with Project + Related Projects<sup>c</sup></b>	<b>Projected Seating Overage/ (Shortage) With Project + Related Projects</b>
<b>9th Street Elementary School (K-5)</b>	324	381	(57)	7,982	8,363	(8,039)
<b>Sal Castro Middle School (6-8)</b>	430	652	(222)	2,408	3,060	(2,630)
<b>Belmont High School Zone of Choice (9-12)<sup>e</sup></b>	6,618	6,880	(262)	4,671	11,551	(4,933)
<b>Miguel Contreras LC Academic Leadership Community</b> 322 S. Lucas, Los Angeles	426	-	-	-	-	-
<b>Miguel Contreras LC Business and Tourism</b> 322 S. Lucas, Los Angeles	480	-	-	-	-	-
<b>Miguel Contreras LC School of Social Justice</b> 322 S. Lucas, Los Angeles	490	-	-	-	-	-

School	Projected Capacity <sup>a</sup>	Projected Enrollment <sup>a</sup>	Projected Seating Overage/ (Shortage) <sup>a</sup>	Project + Related Projects Students <sup>b</sup>	Projected Enrollment with Project + Related Projects <sup>c</sup>	Projected Seating Overage/ (Shortage) With Project + Related Projects
<b>Miguel Contreras LC</b>						
<b>LA School of Global Studies</b> 322 S. Lucas, Los Angeles	368	-	-	-	-	-
<b>Ramon C. Cortines School of Visual &amp; Performing Arts</b> 450 N. Grand Avenue, Los Angeles	1,688	-	-	-	-	-
<b>Belmont Senior High School</b> 1575 W. 2 <sup>nd</sup> Street, Los Angeles	1,749	-	-	-	-	-
<b>Edward R. Roybal Learning Center</b> 1200 W. Colton Street, Los Angeles	1,417	-	-	-	-	-

<sup>a</sup> Table IV.M-4.

<sup>b</sup> Table IV.M-5.

<sup>c</sup> Projected enrollment with Project and Related Projects is equal to the Resident Enrollment (as stated in Table IV.M-1) plus the Estimated Number of Students Generated by the Project and Related Projects (as stated in Table IV.M-5).

SOURCE: ESA, 2018.

The impacts of cumulative development on local schools is likely to be overstated, since the projected population increase from cumulative projects is conservative (i.e., overstated), as this analysis does not take into account projects that would not be constructed and occupied within the timeframe analyzed, projects that may be reduced in size, or demolition of existing housing to accommodate the planned new development. Further, as indicated above, actual enrollment at the affected elementary school tends to run lower than the number of residential students upon which this analysis is based; and the future LAUSD enrollment estimates already account for at least some growth that may be inclusive of the cumulative projects cited here. Further, the Project would only contribute 2.4, 2.3, and 2.4 percent of the projected future students from the related projects for elementary, middle, and high school, respectively.

As with the Project, pursuant to Government Code Section 65995, the payment of developer fees under the provisions of SB 50 addresses the impacts of new development on school facilities serving that development. The Project would have less-than-significant impacts on the capacities of the schools that would serve it, and the Project and all cumulative projects would be subject to developer fees that would mitigate impacts on school facilities. **Project impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.**

#### **f) Mitigation Measures**

Potential impacts to schools as a result of Project implementation would be less than significant.

#### **g) Level of Significance After Mitigation**

Not applicable. Project-level and cumulative impacts on schools would be less than significant.



# **IV. Environmental Impact Analysis**

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## **N. Parks and Recreation**

### **1. Introduction**

This section analyzes the potential impacts of the Project on parks and recreational facilities. The demand for park and recreational facilities by Project residents are evaluated in light of the open space and recreational facilities to be provided as part of the Project and applicable City of Los Angeles (City) goals and regulatory requirements regarding the need for such facilities. Information and analysis in this section is based, in part, on existing service ratios, existing parks and recreational facilities, and other information provided by the Los Angeles Department of Recreation and Parks (LADRP) in correspondence dated October 11, 2017. This correspondence is included in Appendix K-4 of this Draft EIR.

### **2. Environmental Setting**

#### **a) Regulatory Framework**

##### **(1) State**

##### **(a) *Quimby Act***

California Government Code Section 66477, also known as the Quimby Act, was enacted by the California legislature in 1965 to promote the availability of park and open space areas in response to California's rapid urbanization and the need to preserve open space and provide parks and recreation facilities in response to this urbanization. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land or payment of in-lieu fees for parks and recreational facilities by developers of residential subdivisions as a condition to parcel or tentative map approval.

Under the Quimby Act, dedications of land shall not exceed three acres of parkland per 1,000 persons residing within a residential subdivision, and in-lieu fee payments shall not exceed the proportionate amount necessary to provide three acres of parkland unless the amount of existing neighborhood and community parkland exceeds that limit. Los Angeles Municipal Code (LAMC) Section 17.12 implements the Quimby Act at the City level and is discussed further below.

## (2) Local

### (a) *City of Los Angeles Public Recreation Plan (PRP)*

As a part of the City's General Plan, the PRP establishes policies and standards related to parks, recreational facilities, and open space areas in the City. Adopted in 1980 by the Los Angeles City Council, the PRP focuses on the development of physical facilities by emphasizing the provision of neighborhood and community recreation sites, including community buildings, gymnasiums, swimming pools, and tennis courts.<sup>1</sup> To a larger extent, the PRP focuses on facility planning in residential areas, as these areas generate the greatest demand for parks and recreational facilities. The PRP also establishes general locations for future facilities based on a proposed service radii and projected population levels.

The PRP also states that the allocation of acreage for community and neighborhood parks should be based on the resident population within a park's service radius. The PRP identifies the goals of one acre each of neighborhood and community parkland per 1,000 persons in the short/ intermediate term, and two acres each of neighborhood and community parkland per 1,000 persons in the long-term.<sup>2</sup> However, to determine existing service ratios, the LADRP commonly uses the geographic area covered by the applicable Community Plan rather than the park service radius.<sup>3</sup>

### (b) *Los Angeles Department of Recreation and Parks 2009 Citywide Community Needs Assessment*

In 2009, the LADRP commissioned an update of the last Recreation and Parks Needs Assessment from 1999 as a preliminary step in developing a citywide park master plan and five-year capital improvement plan. The report provides an inventory of existing facilities, defines geographic areas of need and recommended facilities to serve specific populations, and identifies priorities for additional parks and recreation facilities. The report provides a more current assessment of conditions and future needs than the PRP. Based on the existing supply of parks and recreation facilities, and the estimated population within the City as of 2009, the Citywide Community Needs Assessment recommends preliminary service levels of a total of 9.60 acres of park lands per 1,000 persons Citywide, including 0.10 acres of mini parks per 1,000 persons, 1.50 acres of neighborhood parks per 1,000 persons, two acres of community parks per 1,000 persons, and six acres of regional and large urban parks per 1,000 persons.<sup>4</sup>

<sup>1</sup> City of Los Angeles Department of City Planning, Public Recreation Plan, page 1.

<sup>2</sup> City of Los Angeles Department of City Planning, Public Recreation Plan, page 3.

<sup>3</sup> City of Los Angeles Department of City Planning, Public Recreation Plan, page 1.

<sup>4</sup> City of Los Angeles Department of Recreation and Parks, 2009 Citywide Community Needs Assessment,

(c) *Central City Community Plan*

The City's Central City Community Plan, adopted in 2003, contains the following parks, recreation, and open space objectives, policies, urban design standards, and guidelines applicable to the Project:<sup>5</sup>

Chapter III, Land Use Policies and Programs, Open Space and Recreation:

**Objective 4-1:** To encourage the expansion and addition of open spaces as opportunities arise.

**Policy 4-1.1:** Review existing open space standards in order to expand the range of potential open space resources at the neighborhood and community levels.

**Objective 4-2:** To maximize the use of the City's existing and envisioned open space network and recreation facilities by providing connections to the open space system.

**Objective 4-3:** To encourage increased use of existing park and recreational spaces.

**Objective 4-4:** To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.

**Policy 4-4.1:** Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.

(d) *City of Los Angeles Municipal Code*

(i) *LAMC Section 12.21-G (Usable Open Space Requirements)*

LAMC Section 12.21-G requires that all residential developments containing six or more dwelling units on a lot provide, at a minimum, the following usable open space area per dwelling unit: 100 square feet (sf) for each unit having less than three habitable rooms; 125 sf for each unit having three habitable rooms; and 175 sf for each unit having more than three habitable rooms.

Section 12.21-G also identifies which areas of a project would qualify as usable open space for the purposes of meeting the project's open space requirements. Usable open space is defined as areas designated for active or passive recreation and may consist of private and common areas. Common open space areas must

<http://www.laparks.org/sites/default/files/projects/2009%20Community%20Needs%20Assessment%20-%20Final.pdf>. Accessed December 2018.

<sup>5</sup> City of Los Angeles Department of City Planning, Central City Community Plan, 2003, <http://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>. Accessed December 2018.

be readily accessible to all residents of the site and constitute at least 50 percent of the total required usable open space. Common open space areas can incorporate recreational amenities such as swimming pools, spas, children's play areas, and sitting areas. A minimum of 25 percent of the outdoor common open space area must be planted with ground cover, shrubs, or trees. Indoor recreation amenities can account for up to 25 percent of the usable open space requirements. Private open space is an area which is contiguous to and immediately accessible from an individual dwelling unit, may have a dimension no less than six feet in any direction and must contain a minimum of 50 sf. No more than 50 sf per dwelling unit can be counted towards the total required usable open space.

(ii) *LAMC Section 17.12 (Park and Recreational Facility Requirements)*

LAMC Section 17.12, authorized under the Quimby Act and comprising the City's "Quimby Code," requires developers of residential subdivisions to dedicate land and/or pay in-lieu fees for parks and recreational facilities.<sup>6</sup> Under Section 17.12, the area of land within a residential subdivision that is required to be dedicated for park and recreational uses is determined by the maximum residential density at which the land may or will be developed, with dedication requirements ranging from 0.9 percent for subdivisions with a net density of one dwelling unit per acre to 32.0 percent for subdivisions with a net density of 100 dwelling units per acre. Land dedication and in-lieu fee payment are subject to the restrictions set forth in Section 17.12 (i.e., land must be used for park or recreational uses and fees must be used for the acquisition or development of, and not the operation or maintenance of, park land).

Section 17.12-F allows private recreational areas developed within a project site for use by the particular project's residents to be credited against the project's land dedication and/or in lieu fee requirement.

Recreational areas that qualify under this provision of Section 17.12 include, in part, indoor recreation areas, gyms, swimming pools and spas (when the spas are an integral part of a pool complex). Furthermore, in accordance with LAMC Section 17.12-F,1, the recreational areas proposed as part of a project must meet the following standards in order to be credited against the requirement for land dedication: (1) each facility is available for use by all of the residents of a project;

<sup>6</sup> LAMC Section 17.12 was amended by Ordinance No. 184,505 (effective January 11, 2017). The Ordinance authorizes LAMC Section 12.33 (Park Fees and Land Dedication) as the City's "Quimby Code." As per Section 12.33.K, because the Project has a vesting tentative map pursuant to Section 17.15, the application for which was deemed complete prior to January 11, 2017, the Project would not be subject to the amended park fee pursuant to Section 12.33. See City of Los Angeles Department of City Planning, Ordinance 184,505, and instead would be subject to the City's Quimby regulations that were in effect when the Project's application was deemed complete. <https://planning.lacity.org/ordinances/docs/ParksDedication/updateOrdinance.pdf>. Accessed December 2018.

and (2) the area and the facilities satisfy the park and recreation needs of a project so as to reduce that project's need for public recreation and park facilities.

(iii) *LAMC Section 21.10.3 (Dwelling Unit Construction Tax)*

LAMC Section 21.10.3 establishes the payment of a dwelling unit construction tax of \$200 per new residential unit. The tax is to be paid to a "Park and Recreational Sites and Facilities Fund" for the acquisition and development of park and recreational sites and facilities. If park and recreation provisions (i.e. fees, improvements, or land dedication) have been provided pursuant to Section 12.33, the fair market value of those provisions is credited against the payment of this tax.

## **b) Existing Conditions**

The LADRP is responsible for the establishment, operation, and maintenance of parks and recreational facilities in the City. These facilities include parks, swimming pools, public golf courses, recreation centers, museums, youth camps, tennis courts, sports programs and programs for senior citizens. The LADRP also supervises construction of new facilities and improvements to existing ones. Currently, the LADRP maintains over 16,000 acres of parkland within approximately 444 regional, community and neighborhood parks, 422 playgrounds, 321 tennis courts, 184 recreational centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, 9 dog parks, and 187 summer youth camps. The LADRP maintains the City's park urban tree canopy, 13 lakes and 92 miles of hiking trails. The LADRP also oversees Griffith Park and operates Venice Beach, Cabrillo Marine Aquarium, and 12 museums.<sup>7</sup>

The adequacy of parkland is typically measured in terms of acres of parkland per 1,000 residents.<sup>8</sup> The City has an estimated existing City-wide ratio of 0.76 acres of neighborhood and community parkland per 1,000 residents, while the Central City Community Plan (Community Plan) portion of the City has a ratio of 0.10 acres of neighborhood and community parkland per 1,000 residents.<sup>9</sup> Each of these ratios is below the Citywide goals set forth in the Public Recreation Plan (PRP), a portion of the Service Systems Element of the City's General Plan, of four acres per 1,000 residents of neighborhood and community parks (two acres per for

<sup>7</sup> City of Los Angeles Department of Recreation and Parks, Who We Are, <http://www.laparks.org/departments/who-we-are>. Accessed December 2018.

<sup>8</sup> City of Los Angeles Department of City Planning, Public Recreation Plan, a portion of the Service Systems Element of the Los Angeles General Plan, adopted October 9, 1980, [https://planning.lacity.org/Code\\_Studies/GeneralElement/PublicRecreationPlan.pdf](https://planning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf). Accessed December 2018.

<sup>9</sup> Michael A. Shull, General Manager, and Darryl Ford, Senior Management Analyst I, Planning, Maintenance, and Construction Branch, City of Los Angeles Department of Recreation and Parks, correspondence dated October 11, 2017.

neighborhood parks and community parks).<sup>10</sup> As determined by LADRP, the existing recreational facilities in the Project vicinity are heavily utilized.<sup>11</sup>

The PRP identifies multiple park types based on size, type, intended users, and service radius size. Regional parks are ideally greater than 50 acres in size, provide specialized recreation facilities and/or attractions (wilderness areas, campgrounds, lakes, golf courses, etc.), and have a service radius encompassing the entire Los Angeles region.<sup>12</sup> Community parks are ideally 15 to 20 acres in size, provide park facilities servicing several neighborhoods (e.g., playfields, courts, swimming pools, etc.), and have a service radius of two miles.<sup>13</sup> Neighborhood parks are ideally five to 10 acres in size, are intended to serve residents of all ages in its immediate neighborhood (playfields, turfed picnic areas, etc.), are pedestrian-accessible without crossing a major arterial street or highway/freeway, and have a service radius of one mile.<sup>14</sup> Pocket parks and specialty parks are ideally one-half acre in size, intended to service a school or immediate surroundings, and have a service radius of approximately half a mile.<sup>15</sup>

The LADRP has identified the following parks and recreational facilities in the Project vicinity: eight neighborhood parks located within a two-mile radius; 54 community parks located within a five-mile radius; and 21 regional parks located within a 10-mile radius. For a comprehensive list refer to Appendix K-4, Public Service Correspondence, of this Draft EIR. The nearest LADRP park, Spring Street Park, is located at 428 S. Spring Street approximately 0.4 miles southwest of the Project Site. This neighborhood park includes walking paths, benches, and a grassy area. In addition to the LADRP parks, there are multiple parks (non-LADRP or not categorized as a park under LADRP guidelines) within the immediate vicinity of the Project Site. The City Hall Park, located at 200 N. Main Street, is approximately 0.07 miles east of the Project Site. Additionally, a dog park located behind the Los Angeles Police Department (LAPD) Headquarters at 139 W. 2nd Street is directly adjacent to the Project Site across S. Spring Street to the east. Grand Park, located at 200 N. Grand Avenue, is approximately 0.08 miles north of the Project Site. The First and Broadway Civic Center Park immediately to the north of W. 1st Street would also serve the Project Site and is due to be completed in 2019. Existing parks and recreational facilities located within two miles of the Project Site are shown in **Table IV.N-1, Parks and Recreational Facilities Located**

<sup>10</sup> Michael A. Shull, General Manager, and Darryl Ford, Senior Management Analyst I, Planning, Maintenance, and Construction Branch, City of Los Angeles Department of Recreation and Parks, correspondence dated October 11, 2017.

<sup>11</sup> Michael A. Shull, General Manager, and Darryl Ford, Senior Management Analyst I, Planning, Maintenance, and Construction Branch, City of Los Angeles Department of Recreation and Parks, correspondence dated October 11, 2017.

<sup>12</sup> City of Los Angeles Department of City Planning, Public Recreation Plan, page 2.

<sup>13</sup> City of Los Angeles Department of City Planning, Public Recreation Plan, page 3.

<sup>14</sup> City of Los Angeles Department of City Planning, Public Recreation Plan, page 3.

<sup>15</sup> City of Los Angeles Department of City Planning, Public Recreation Plan, page 3.

*in the Vicinity of the Project Site, and illustrated in **Figure IV.N-1, Parks and Recreational Facilities Located in the Vicinity of the Project Site.***

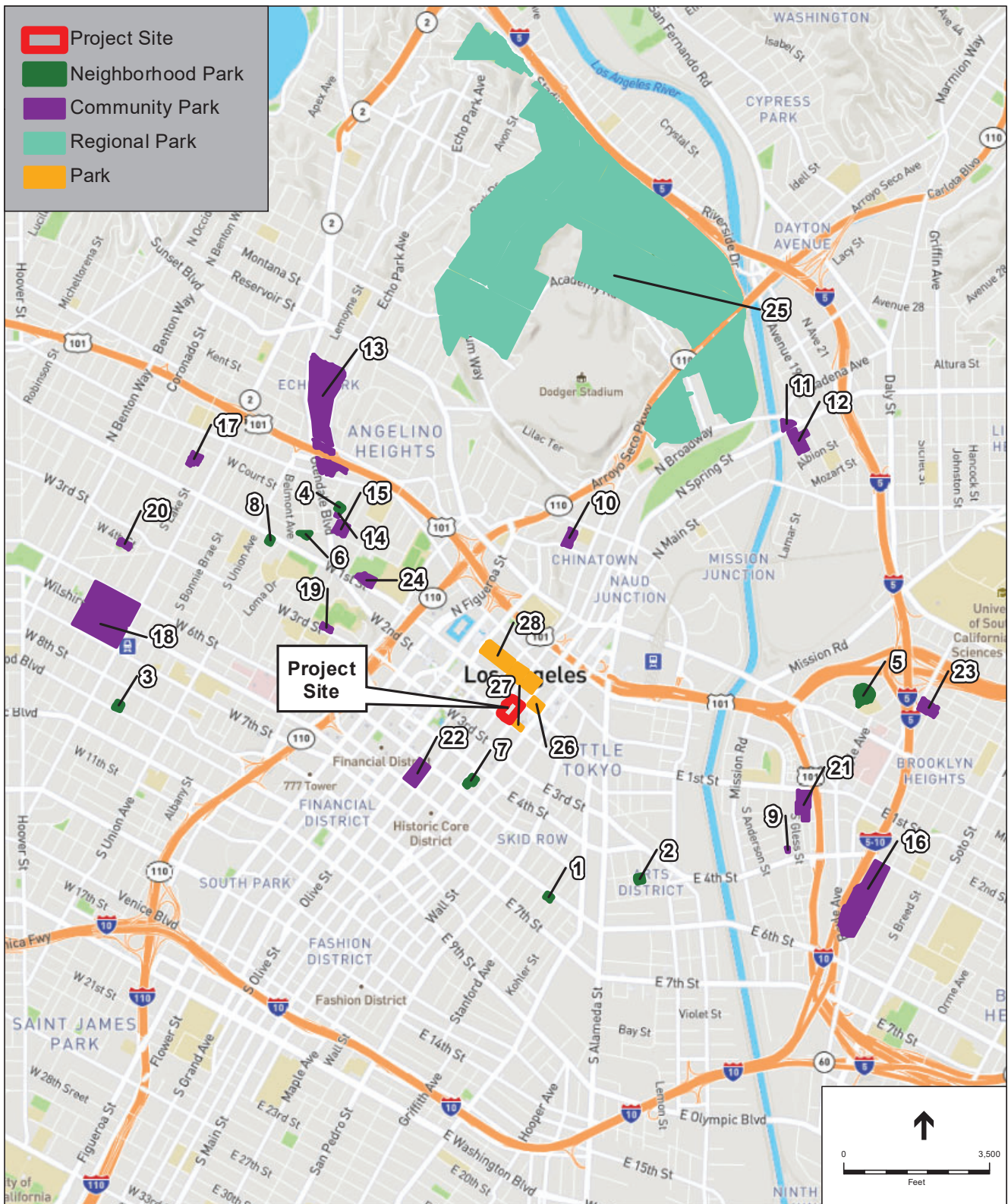
**TABLE IV.N-1**  
**PARKS AND RECREATIONAL FACILITIES LOCATED IN THE VICINITY OF THE PROJECT SITE**

Number	Address	Name	Park Type
1	824 E. 6th Street	6th and Gladys Street Park	Neighborhood Park
2	501 S. Hewitt Street	Arts District Park	Neighborhood Park
3	843 S. Bonnie Brae Street	Hope and Peace Park	Neighborhood Park
4	317-327 Patton Street	Patton Street Pocket Park	Neighborhood Park
5	Echandria Street and Judson Street	Prospect Park	Neighborhood Park
6	1571 Rockwood Street	Rockwood Community Park	Neighborhood Park
7	428 S. Spring Street	Spring Street Park	Neighborhood Park
8	1644-48 Beverly Boulevard	UNIDAD PARK	Neighborhood Park
9	370 S Clarence Street	Aliso-Pico Recreation Center	Community Park
10	817 Yale Street	Alpine Recreation Center	Community Park
11	1775 N. Spring Street	Downey Pool	Community Park
12	1772 N. Spring Street	Downey Recreation Center	Community Park
13	751 Echo Park Boulevard	Echo Park	Community Park
14	303 Patton Street	Echo Park Boys and Girls	Community Park
15	1419 Colton Street	Echo Park Deep Pool	Community Park
16	415 S. St. Louis Street	Hollenbeck Park	Community Park
17	227 N. Lake Street	Lake Street Park	Community Park
18	2230 W. 6th Street	MacArthur Park	Community Park
19	322 S. Lucas Avenue	Miguel Contreras Learning Center Pool	Community Park
20	2332 W. 4th Street	Parkview Photo Center	Community Park
21	127 S. Pecan Street	Pecan Recreation Center	Community Park
22	525 S. Olive Street	Pershing Square	Community Park
23	716 N. State Street	State Street Recreation Center	Community Park
24	1301 W. 1st Street	Vista Hermosa Soccer Field	Community Park
25	929 W. Academy Road	Elysian Park	Regional Park
26	200 N. Main Street	City Hall Park	Park
27	139 W. 2nd Street	LAPD Dog Park	Park
28	200 N. Grand Avenue	Grand Park	Park

Numbers 1 to 25 represent LADRP parks and recreational facilities within a 2-mile radius of the Project Site. Park 26 does qualify as a park under the LADRP guidelines but is managed by LADRP. Parks 27 and 28 are parks located within 0.5 miles of the Project Site but are not under the jurisdiction of LADRP.

SOURCE: Michael A. Shull, General Manager, and Darryl Ford, Senior Management Analyst I, Planning, Maintenance, and Construction Branch, City of Los Angeles Department of Recreation and Parks, correspondence dated October 11, 2017.





Numbers 1 to 25 represent LADRP parks and recreational facilities within a 2-mile radius of the Project Site. Numbers 26 to 28 represent non-LADRP parks or parks that do not qualify as a park under LADRP guidelines that are within 0.5 miles of the Project Site. Please see Table 4.15-1 for the names and addresses for each park or recreational facility.

SOURCE: Open Street Map, 2017.

Times Mirror Square

### Figure IV.N-1

Parks and Recreational Facilities  
Located in the Vicinity of the Project Site



### 3. Project Impacts

#### a) Methodology

The analysis of parks and recreation impacts is based on an estimate of the Project's resident population size, given the number of proposed residential units, and a description of the Project's park, recreation, and open space features and their effects in serving Project residents and thereby reducing potential impacts on local park facilities. The amounts of the estimated population and Project facilities are converted to a service ratio expressed as acres of parkland per 1,000 residents. The ratio is compared to existing service ratios within the Community Plan area and the City as a whole, as well as service standards set forth by the City's Quimby Act provisions, the PRP, and the LAMC. The analysis addresses consistency of the Project with the requirements of these regulations and the role of the regulations is reducing potential Project impacts. The analysis also addresses potential impact on park facilities that might occur due to construction activities.

#### b) Thresholds of Significance

In accordance with State CEQA Guidelines Appendix G, the Project would have a significant impact related to recreational resources if it would:

- a) ***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.***
- b) ***Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.***

It was determined in Section 17, Public Services, of the NOP Initial Study (Appendix A) that the proposed Project may have a potentially significant impact related to parks. Given the similarity to Recreation thresholds stated above, this analysis will also consider the following criterion. Therefore, in accordance with Appendix G, the Project would have a significant impact related to parks if it would:

- a) ***Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criteria to evaluate recreation and parks:

- The net population increase resulting from the proposed project.
- The demand for recreation and park services anticipated at the time of project build-out compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand.
- Whether the project includes features that would reduce the demand for recreation and park services (e.g., on-site recreation facilities, land dedication or direct financial support to the Department of Recreation and Parks).

### **c) Project Design Features**

No specific project design features with regard to parks and recreation are proposed.

### **d) Analysis of Project Impacts**

***Threshold 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?***

***Threshold b) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

***Threshold c) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?***

## (1) Construction

The nearest LADRP park to the Project Site is the Spring Street Park, located at 428 S. Spring Street, and approximately 0.4 miles southwest of the Project Site. In addition, there are three non-LADRP parks within 0.1 miles of the Project Site, including the City Hall Park, Grand Park, and a dog park behind the LAPD Headquarters. There would also be the First and Broadway Civic Center Park, which is a future park planned immediately to the north of W. 1st Street and is slated for completion in 2019.

During construction of the proposed Project, there would be a temporary increase in construction workers on the Project Site. These construction workers would likely come from an existing local and/or regional (County) construction labor force and would not likely relocate their households as a consequence of working on the Project. Therefore, the short-term increased employment of construction workers on the Project Site would not result in a notable increase in the residential population of the area surrounding the project site. Accordingly, there would not be a corresponding substantial demand or use of the existing parks and recreation facilities during this time as construction workers are more likely to use parks and recreation facilities near their places of residence. It is anticipated that construction workers would not use nearby parks during their lunch break, as lunch breaks are not typically long enough for workers to take advantage of such facilities and return to work within the typical 30- to 60-minute lunch break; however, if construction workers were to use the existing recreational facilities during their lunch break, it would only increase use at those facilities for 30 to 60 minutes a day, which would be considered a less than substantial impact. **Thus, Project construction would not generate an increase in demand for park and recreation facilities such that it would result in the accelerated physical deterioration of a park or recreation facilities, or result in the need for new or altered park or recreational facilities. Impacts on parks and recreational resources during construction would be less than significant.**

While Project construction activities would have the potential to result in an increase in short-term impacts related to air quality (dust), noise, and traffic (restrict pedestrian access) these typically do not result in physical impacts to the parks or accelerate deterioration of park and recreational facilities. However, impacts related to these topics on sensitive receptors, which includes parks, are considered in Section IV.B, *Air Quality*, Section IV.I, *Noise*, and Section IV.P, *Transportation and Traffic*, of this Draft EIR.

## (2) Operational

**Table IV.N-2, *Project Recreation and Open Space Amenities***, identifies the recreation and open space amenities proposed as part of the Project.

**TABLE IV.N-2  
PROJECT RECREATION AND OPEN SPACE AMENITIES**

<b>Amenity</b>	<b>Size/Area</b>
<b><i>Publicly Accessible Open Space (For the General Public and Project Residents)</i></b>	
Paseo (Level 1)	15,708 sf
<b><i>Common Open Space (For Project Residents)</i></b>	
Lounge – North Tower (Level 1)	1,270 sf
Lounge – South Tower (Level 1)	1,755 sf
Amenity – North Tower (Level 6)	13,331 sf
Amenity – South Tower (Level 6)	12,287 sf
Residential Terrace (Level 6)	28,777 sf
<b><i>Total (Publicly Accessible + Common)</i></b>	<b>73,128 sf</b>
<b><i>Private Open Space (For Project Residents)</i></b>	
Private Balconies	56,349 sf
<b><i>Private Open Space (For Office Employees)</i></b>	
Office Terrace (Level 6)	18,400 sf
<b><i>Total (Publicly Accessible + Common + Private)</i></b>	<b>147,878 sf</b>
Total Landscaped Area	16,242 sf

SOURCE: ESA, 2018, based on information from AC Martin Partners, Inc. 2017.

As indicated therein, three recreation and open space amenity types are proposed, as set forth below:

- a) Publicly Accessible: This would include 15,708 sf (0.36 acres [ac]) of ground-level outdoor landscaped and open space area in the form of a ground-floor Paseo. The Paseo would be lined with an outdoor café, food court, and retail uses. Decorative pavement would be installed along W. 2nd Street and W. 1st Street, leading to the Paseo entrance, which would also be similarly paved. Bench planters, public art, bicycle parking, and trees would be located throughout the Paseo, as well as at the corners of W. Broadway and W. 2nd Street. The Paseo would also allow views and a pedestrian connection to the future First and Broadway Civic Center Park immediately to the north of W. 1st Street.
- a) Common: This would include 57,420 sf (1.32 ac) of common recreation and open space amenities open to Project residents only, including a Level 1 lounge space and Level 6 amenity space in each of the North and South Towers. The Level 1 lounge spaces would be available in the form of lobbies for each of the Towers. The Level 6 amenity spaces is expected to include

a gym, club rooms, meeting rooms, film screening room, private dining, and potentially other common areas to serve residents. The Residential Terrace on Level 6 would be used by residents of the North and South Tower and would be open to sky and provide approximately 7,700 square feet of landscaping, a pool deck, a dog run, cabanas, steam room and sauna, and other amenities such as dining tables and fire-side seating.

- b) Private: This would include 56,349 sf (1.29 ac) of recreation and open space amenities accessible to the occupants of each residential apartment only in the form of private balconies. Private open space would also include the 18,400 sf (0.42 ac) Level 6 Office Terrace on the Plant Building. The existing mechanical equipment would be relocated and reconfigured to be used by office tenants. This area would provide conference/presentation areas and eating/break areas and would not be accessible to the general public.

Please see the Open Space and Landscaping subsection of Chapter II, *Project Description*, of this Draft EIR, for further information. This includes Figure 2-20, *Ground Level Overall Landscape Plan*; Figure II-21, *Paseo and Outdoor Café*; and Figure II-22, *Level 6 – Residential Terrace*, which incorporate the elements described above.

#### (a) *Parks and Recreation Standards*

##### (i) *Public Recreation Plan*

The PRP's desired long-range citywide standard is two acres of community parkland per 1,000 persons, two acres of neighborhood parkland per 1,000 persons, and six acres of regional parkland per 1,000 residents, for a combined total of ten acres of parkland per 1,000 residents. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short and intermediate-range standards of one acre each of neighborhood and community parkland per 1,000 residents (the PRP does not provide a short- or intermediate-range standard for regional parks).

The Project's 1,127 residential units would generate an estimated 2,739 residents,<sup>16</sup> which would require 10.96 acres<sup>17</sup> of parkland to meet the PRP's long-range standard of four acres of parkland per 1,000 persons and 5.48 acres<sup>18</sup> to meet the PRP's more attainable short- and intermediate-range standard of two acres of parkland per 1,000 persons. The Project would provide approximately 147,878 sf, or 3.39 acres (1.24 acres per 1,000 residents), of on-site recreational amenities and open space. Thus, the Project would not meet the PRP's short- or

<sup>16</sup> The average household size reflects the Citywide Person Per Household factor for multi-family units as published in the 2016 American Community Survey.

<sup>17</sup> 2,739 residents/1,000 persons = 2.74 X 4 acres = 10.96 acres.

<sup>18</sup> 2,739 residents/1,000 persons = 2.74 X 2 acres = 5.48 acres.

long-range standards of two and four acres per 1,000 residents, respectively. However, as previously stated, the PRP contains Citywide goals, not requirements for individual projects.

In addition, as noted above, the Project would provide a variety of open space and recreational amenities for its residents, employees, and visitors. The Project would provide a 15,708 sf ground-level outdoor landscaped Paseo which would include an outdoor café, food court, bench planters, and decorative pavement. The Project would also include two lounge spaces and two amenity spaces containing gyms, club rooms, private dining, and other common areas to serve the Project's residents. An additional Level 6 Residential Terrace would contain a pool deck, dog run, cabanas, steam room, sauna, and dining tables. Given the Project's provision of a variety of open space and amenities, it is expected that the majority of recreation use would take place within the Project Site, which would reduce the use of area parks by Project residents.

There are multiple parks located within 0.1 miles of the Project Site, including City Hall Park, the 16-acre Grand Park, the LAPD Headquarters dog park, and the future 1st and Broadway Park, that would also off-set heavy uses on any given park and recreational facility. In addition to the parks in the immediate vicinity of the Project Site, residual off-site park usage would likely be dispersed among the eight neighborhood parks located within a two-mile radius, or even the 54 community parks located within a five-mile radius and 21 regional parks located within a 10-mile radius. Therefore, the impacts at any single park location would be small, and the Project's contribution to park use would not cause substantial degradation of existing facilities or require a new public park.

In addition to residential population, as stated in Section IV.J, *Population, Housing, and Employment*, of this Draft EIR, the Project would result in a net increase of 186 employees. The Project's employees would have access to the Level 6 Office Terrace, which is located on the rooftop of the Plant Building. As this space would only be accessible by office employees, Project employees would not cause substantial degradation of existing facilities or require a new public park.

While the Project's provision of on-site open space and recreation facilities would reduce the use of area parks by Project residents, nearby parks and recreational amenities would still be experience an increase in use. Nevertheless, as indicated in the analysis below, the Project would be subject to the regulatory requirements of the LAMC which have been formulated to reduce impacts of new development on parks and recreation by requiring the dedication of parkland, payment of in-lieu fees, or provision of comparable on-site recreational facilities in compliance with the LAMC.

(b) *Citywide Community Needs Assessment*

As discussed above, the City's 2009 Citywide Community Needs Assessment provides more recent standards for the provision of park space. This document recommends service levels of 9.60 acres of parkland per 1,000 persons Citywide, including (per 1,000 persons) 0.10 acre of mini-parks, 1.50 acres of neighborhood parks, two acres of community parks, and six acres of regional and large urban parks. The Project's 1,127 residential units are estimated to generate approximately 2,739 new residents, which would require 0.27 acres<sup>19</sup> of mini-parks, 4.11 acres<sup>20</sup> of neighborhood parks, 5.48 acres<sup>21</sup> of community parks, and 16.44 acres<sup>22</sup> of regional and large urban parks to meet the Citywide Community Needs Assessment standards. As indicated above, the Project would provide 3.39 acres of on-site recreational amenities and open space, 2.97 acres of which would be available to Project residents. Thus, the Project alone would not meet the Citywide Community Needs Assessment recommended Citywide service levels. However, these service levels are not requirements for individual development projects.

While the Project would not meet provide on-site park space per Citywide Community Needs Assessment standards, as indicated in the analysis below, the Project would be subject to and would comply with the regulatory provisions of the LAMC which require the dedication of parkland, payment of in-lieu fees, that would supplement on-site recreational facilities in compliance with the LAMC. Furthermore, it is anticipated that most Project residents would more frequently use on-site recreational amenities and open spaces (described above) rather than off-site public parks and recreational facilities due to convenience. In this way, the Project's provision of on-site recreational amenities and open space would reduce the use of area parks and recreational facilities by Project residents.

Nonetheless, some Project residents would still be expected to utilize other private or public parks and recreational facilities, including nearby public park amenities such as picnic areas, tennis courts, basketball courts and sports fields. As a result, the Project would result in an incremental increase in the use of area public parks and recreational facilities. However, given the number of parks in the vicinity, the impacts at any single park location would be minimal and the Project's contribution to park use would not cause substantial physical degradation of existing facilities or require a new public park. Furthermore, as discussed below, the Project would be subject to the regulatory provisions of the LAMC which require the dedication

<sup>19</sup> 2,739 residents/1,000 persons = 2.74 X 0.10 acres = 0.27 acres of mini-parks.

<sup>20</sup> 2,739 residents/1,000 persons = 2.74 X 1.50 acres = 4.11 acres of neighborhood parks.

<sup>21</sup> 2,739 residents/1,000 persons = 2.74 X 2.0 acres = 5.48 acres of community parks.

<sup>22</sup> 2,739 residents/1,000 persons = 2.74 X 6.0 acres = 16.44 acres of regional and large urban parks.

of parkland, payment of in-lieu fees, and/or provision of comparable on-site recreational facilities.

(c) *Los Angeles Municipal Code*

(i) *Open Space Requirements*

As previously discussed, LAMC Section 12.21-G defines usable open space as area designed for active or passive recreation (including private and common areas), and sets requirements for such open space in new residential subdivisions.

As indicated in **Table IV.N-3, Project Open Space Requirements**, the Project would include the development of 1,127 residential apartment units which, based on the per unit usable open space factors set forth in Section 12.21-G, would be required to provide an estimated usable open space requirement of 125,325 sf. Per Section 12.21-G, at least 50 percent (e.g., 62,662 sf) of this open space must be common open space, with at least 25 percent of this common open space (e.g., 15,666 sf) planted with ground cover, shrubs, or trees. As discussed above, the Project would provide approximately 129,477 sf (exclusive of the Level 6 Office Terrace which would only be accessible by office employees) of on-site recreational amenities and open space, thereby exceeding the City's open space requirements. In addition, approximately 16,242 sf of common open space would include planted landscaping, thereby exceeding the City's landscape requirements. Based on above, the Project would meet LAMC Section 12.21-G useable open space and landscape requirements. Therefore, this impact would be less than significant.

**TABLE IV.N-3  
PROJECT OPEN SPACE REQUIREMENTS**

<b>Proposed Residential Units</b>	<b>Number of Habitable Rooms</b>	<b>Quantity (units)</b>	<b>Factor (sf/unit)<sup>a</sup></b>	<b>Open Space Requirement</b>
Studio Apartments	2	90	100	9,000 sf
1 Bedroom	2	546	100	54,600 sf
1 Bedroom + Den <sup>b</sup>	3	160	125	20,000 sf
2 Bedroom	3	324	125	40,500 sf
3 Bedroom	4	4	175	700 sf
Penthouse	4	3	175	525 sf
<b>Total</b>		<b>1,127</b>		<b>125,325 sf</b>

<sup>a</sup> Factors from LAMC Section 12.21.G.  
SOURCE: ESA, 2018.



## (ii) *Parkland Requirements*

As previously discussed, LAMC Section 17.12 sets forth park and recreational facility dedication and/or in lieu fee requirements for new residential subdivisions based on the maximum residential density at which a site may or will be developed. The Project would include the development of 1,127 residential apartment units on the 3.6-acre Project Site, resulting in a residential density of 313 units per acre.

Based on the formula provided within LAMC Section 17.12, up to approximately 6.15 acres<sup>23</sup> of the Project Site would be required to be dedicated to the City (or equivalent in-lieu fees paid) for parkland and recreational facilities.

The Project would not include the dedication of any portion of the Project Site to the City for parks and recreational facilities. However, LAMC Section 17.12-F permits privately-held park and recreational facilities developed within a project site to be credited against the project's park dedication and/or in lieu fee requirement as long as these park and recreational facilities are available for use by all project residents. As indicated above, the Project would include 147,878 sf (3.39 ac) of open space and recreational amenities, of which 15,708 sf (0.36 ac) would be open space accessible to the public and 73,128 sf (1.68 ac), inclusive of the 15,708 sf publicly accessible open space, would be common open space for Project residents. Although the Project would not provide on-site park space to meet the park requirements LAMC Section 17.12, through the payment of required in-lieu fees for parks and recreational facilities, the Project would be consistent with the LAMC Section 17.12 parkland requirements.

As previously discussed, LAMC Section 21.10.3 sets a dwelling unit construction tax of \$200 for each new residential unit for City acquisition of new park space, with the set aside or dedication of parkland and recreational facilities and/or payment of in-lieu fees under LAMC Section 17.12-F credited against the payment of this tax. As the Project Applicant would pay or be provided with a credit for the \$200 tax, the Project would be consistent with LAMC Section 21.10.3 dwelling unit construction tax requirements.

Based on the above, with the proposed on-site open space and recreational facilities in addition to the required payment of in-lieu park fees, the Project would be consistent with LAMC open space and parkland requirements.

<sup>23</sup> LD = (DU x P) x F, where LD = Land to be dedicated in acres; DU = Total number of new market-rate dwelling units; P = Average number of people per occupied dwelling unit as determined by the most recent version of the U.S. Census for the City of Los Angeles (2.84 average persons per household); F = Park Service Factor, as indicated by the Department of Recreation and Parks rate and fee schedule (0.00192 per City of Los Angeles Parks Website, Park Fees, <https://www.laparks.org/planning/park-fees>. Accessed December 2018).

1,127 dwelling units X 2.84 average persons per household X 0.00192 acres park service factor = 6.15 acres to be dedicated.

In sum, based on the above, the Project's provision of on-site open space and recreation facilities would reduce the use of area parks by Project residents, and the Project's contribution to park use would not cause substantial physical degradation of existing facilities or require a new public park. Furthermore, the Project would be subject to the regulatory provisions of the LAMC, including those which require the dedication of parkland, payment of in-lieu fees, and/or provision of comparable on-site recreational facilities. **Therefore, Project operation would not generate an increase in demand for park and recreation facilities such that it would result in the accelerated physical deterioration of a park or recreation facilities, or result in the need for new or altered park or recreational facilities. Impacts on parks and recreational resources during operation would be less than significant.**

### e) Cumulative Impacts

The LADRP conducts its planning for parks, makes projections of park demand, and identifies park standards, based on the residential population (as opposed to the employee population) of developments, since area residents as opposed to employees of area businesses are the source of most park visits. For this reason, the following cumulative analysis on parks and recreational facilities focuses on those related projects with residential components that are in the planning process or under construction in the Project vicinity.

As discussed in Chapter III, *General Description of the Environmental Setting*, of this Draft EIR, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

As listed and mapped in Chapter III, *General Description of the Environmental Setting*, of this Draft EIR, 170 related projects are currently under construction or are in the planning stages in the vicinity of the Project. Of these, 126 would have a residential component and, thus, would create a demand parks and recreational

facilities alongside the proposed Project. These related projects would generate an estimated 111,640 residents (114,379 with the Project) within Los Angeles.

This additional population would add to the cumulative demand for park and recreation facilities. The related projects represent a large number of large-scale projects that typically include parkland, recreational amenities, and/or open space to help meet project demand, as determined by consistency with LAMC park and open space requirements. In particular, it should be noted that there are two mixed-use related projects being construction in the immediate vicinity of the Project and, similar to the Project, residents from these related projects would likely use the same nearby parks. Related project number 25, 201 S. Broadway, and related project number 110, 222 W. 2nd Street, would introduce residential uses and, thus, have the potential to increase the population and use of parks and recreational facilities in the vicinity. As is the case with the Project, it is anticipated that impacts on local parks would be offset by use of on-site recreational amenities and open space, and would be dispersed over the other neighborhood, community, and regional parks in the Project vicinity in addition to the City Hall Park, the 16-acre Grand Park, the LAPD Headquarters dog park, and the future 1st and Broadway Park.

The City reduces potential impacts on park services to less than significant levels by requiring new development to provide parkland or pay Quimby fees to pay the cost of providing the parkland required to serve new development. The related projects would be subject to the requirements of LAMC Sections 12.21, 17.12 and 21.10.3. All residential projects would pay or be provided a credit for the \$200 per unit fee to the “Park and Recreational Sites and Facilities Fund” for the acquisition and development of additional park and recreational sites and facilities by the City pursuant to Section 21.10.3 of the LAMC. Residential projects that are vested against the current Parks Fee Ordinance 184,505 would still be subject to paying the Quimby Fees pursuant to LAMC Section 17.12. For the reasons above, cumulative impacts on parks and recreation facilities would be less than significant.

## **f) Mitigation Measures**

Project-level and cumulative impacts on parks and recreation would be less than significant.

## **g) Level of Significance After Mitigation**

Project-level and cumulative impacts on parks and recreation would be less than significant.

# **IV. Environmental Impact Analysis**

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## **O. Libraries**

### **1. Introduction**

This section describes existing library facilities and services in the Project area, and analyzes potential impacts on these facilities and services that could occur as a result of the Project. The analysis addresses available library capacity and whether it is sufficient to accommodate the population growth generated by the Project. The analysis is based, in part, on library standards and capacity data and information provided by City of Los Angeles Public Library (LAPL) and included in Appendix K-5 of this Draft EIR.<sup>1</sup>

### **2. Environmental Setting**

#### **a) Regulatory Framework**

##### **(1) City General Plan Framework**

The City General Plan Framework, adopted in December 1996 and readopted in August 2001, provides general guidance regarding land use issues for the entire City and defines Citywide policies regarding land use, including infrastructure and public services. Direction regarding the provision of adequate library services and facilities to meet the needs of the City's residents are set forth in Objectives 9.20 and 9.21. Objective 9.20 proposes to adopt a Citywide library service standard by the year 2000. Objective 9.21 proposes to ensure library services for current and future residents and businesses. The implementation plans and policies set forth in the General Plan Framework were addressed through the 2007 LAPL Branch Facilities Plan, which is discussed below.

##### **(2) Central City Community Plan**

The Central City Community Plan area is served by the Central Library and the Little Tokyo Branch Library.<sup>2</sup> The Plan includes one policy that pertains to library services: Policy 8-1.1 encourages flexibility in siting libraries in mixed-use projects, pedestrian-oriented areas, transit oriented districts, and similarly accessible

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<sup>1</sup> Tom Jung, Management Analyst II, Business Office, Los Angeles Public Library, correspondence dated December 20, 2017.

<sup>2</sup> City of Los Angeles Department of City Planning, Central City Community Plan, <https://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>, page III-14. Accessed December 2018.

facilities. A program included under the policy supports sites for new libraries as dictated by population demands and recommends that the policy be considered when the Library Department and decision-makers review potential sites for new libraries.

### (3) Los Angeles Public Library

The LAPL Branch Facilities Plan (Facilities Plan), which was first adopted in 1988 and later revised in 2007, guides the construction of branch libraries and specifies standards for the size and features of branch facilities based on the population served in each community.<sup>3</sup> The Facilities Plan also outlines the required facilities expansion needs of the libraries within the City based on the location and population served in each community. Under the 1988 Facilities Plan and as carried forward into the updated 2007 Facilities Plan, the service population for a branch library is determined by the size of the facility as set forth in **Table IV.O-1, LAPL Branch Facilities Plan - Library Building Size Standards**.

**TABLE IV.O-1**  
**LAPL BRANCH FACILITIES PLAN - LIBRARY BUILDING SIZE STANDARDS**

<b>Library Type</b>	<b>Population Served</b>	<b>Size of Facility (sf)</b>
Local Branch	< 45,000	12,500
Local Branch	> 45,000	14,500
Regional Branch	Unspecified	≤ 20,000
Central Library	System-Wide	Unspecified
Level at which new Branch Library recommended	90,000	12,500 – 14,500

SOURCE: Los Angeles Public Library, Strategic Plan, 2007 – 2010, Building on Success, [http://www.lapl.org/sites/default/files/media/pdf/about/Strategic\\_Plan.pdf](http://www.lapl.org/sites/default/files/media/pdf/about/Strategic_Plan.pdf). Accessed December 2018.

The 1988 Facilities Plan has been implemented with 2 bond measures: the 1989 Bond Program and the 1998 Bond Program.<sup>4</sup> In 1989, City voters approved Phase I of the Branch Facilities Plan through the 1989 Bond Program which provided a \$53.4 million for 26 library projects. Under Phase I, the 1988 Facilities Plan proposed to obtain new sites for building, renovating, and expanding libraries that were unable to serve the community sufficiently and/or were damaged by the Whittier earthquake. LAPL also obtained additional funds from the Community

<sup>3</sup> Los Angeles Public Library, Building on Success: Strategic Plan, 2007–2010, [http://www.lapl.org/sites/default/files/media/pdf/about/Strategic\\_Plan.pdf](http://www.lapl.org/sites/default/files/media/pdf/about/Strategic_Plan.pdf). Accessed December 2018.

<sup>4</sup> Los Angeles Public Library, Building on Success: Strategic Plan, 2007–2010, Building on Success. Page VI-1.

Development Block Grant Award of federal funds from the California State Library Proposition 85, as well as from Friends of the Library groups, for a total branch construction program of \$108 million. Under the 1989 Bond Program, 29 libraries were built.<sup>5</sup>

On November 3, 1998, Los Angeles voters approved Proposition DD, also known as the 1998 Library Facilities Bond. The 1998 Library Facilities Bond, which was Phase II of the 1988 Facilities Plan, authorized \$178.3 million in bonds for funding the construction, renovation, improvement, or expansion of 32 new branch libraries. Four additional projects were subsequently added to the scope of the overall facilities program. Of the 36 total projects, 18 existing library facilities were replaced with 18 new library facilities on the existing City-owned sites, nine libraries were constructed on newly acquired sites, five new libraries were constructed on acquired sites in communities that previously did not have library services, and with the four additional projects, existing libraries were renovated and expanded.

The projects proposed under the original 1988 Facilities Plan were completed by 2005.<sup>6</sup> With the completion of the projects identified in the 1988 Facilities Plan, LAPL began planning for future library services and facilities needs for population growth projections to the year 2030. A revised 2007 Branch Facilities Plan was reviewed and approved by the Board of Library Commissioners on February 8, 2007 as the new strategic plan for future LAPL developments.<sup>7</sup>

In March 2011, the City of Los Angeles approved Measure L to restore LAPL's service hours back to the levels available prior to the 2010 economic downturn.<sup>8</sup> Through Measure L, LAPL would also be able to expand its services, collections and technology. The LAPL Strategic Plan 2015-2020, published in June 2015, is a five-year plan to detail expanded programs and services, referred to as Key Activities within the Plan, offered by LAPL.<sup>9</sup> The LAPL Strategic Plan sets goals and objectives in order to increase participation from students and patrons for certain collections and online resources, as well as to increase the amount of collections and materials available both in the libraries and online.

<sup>5</sup> Los Angeles Public Library, Building on Success: Strategic Plan, 2007 – 2010, page VI-1.

<sup>6</sup> Los Angeles Public Library, Building on Success: Strategic Plan, 2007 – 2010, page 4.

<sup>7</sup> Los Angeles Public Library, Building on Success: Strategic Plan, 2007 – 2010, page VI-4.

<sup>8</sup> Los Angeles Public Library, Strategic Plan 2015-2020, [https://www.lapl.org/sites/default/files/media/pdf/about/LAPL\\_Strategic\\_Plan\\_2015-2020.pdf](https://www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf), page 3. Accessed December 2018.

<sup>9</sup> Los Angeles Public Library, Strategic Plan 2015-2020, page 6.

## b) Existing Conditions

The LAPL system provides library services to the City of Los Angeles. LAPL consists of the Central Library, 8 regional branches, and 64 community branches, with a multimedia inventory of over 6.5 million items and 2,600 computer workstations with access to the internet and electronic databases. All branch libraries provide free access to computer workstations that are connected to the LAPL's information network. In addition to providing internet access, these workstations enable the public to search LAPL's electronic resources including the online catalog, over 100 online databases, word processing, language learning, literacy, and a large collection of historic documents and photographs. In addition, specially designed websites are provided for children, teens, and Spanish-speaking patrons.<sup>10</sup>

LAPL is a member of the Southern California Library Cooperative (SCLC). SCLC is an association of 38 independent city, county, and special district public libraries located in Los Angeles and Ventura counties that shares resources to improve library service to the residents of all participating jurisdictions. Participation in this program enables mutual loan privileges and allows member libraries to receive compensation for such use.<sup>11</sup>

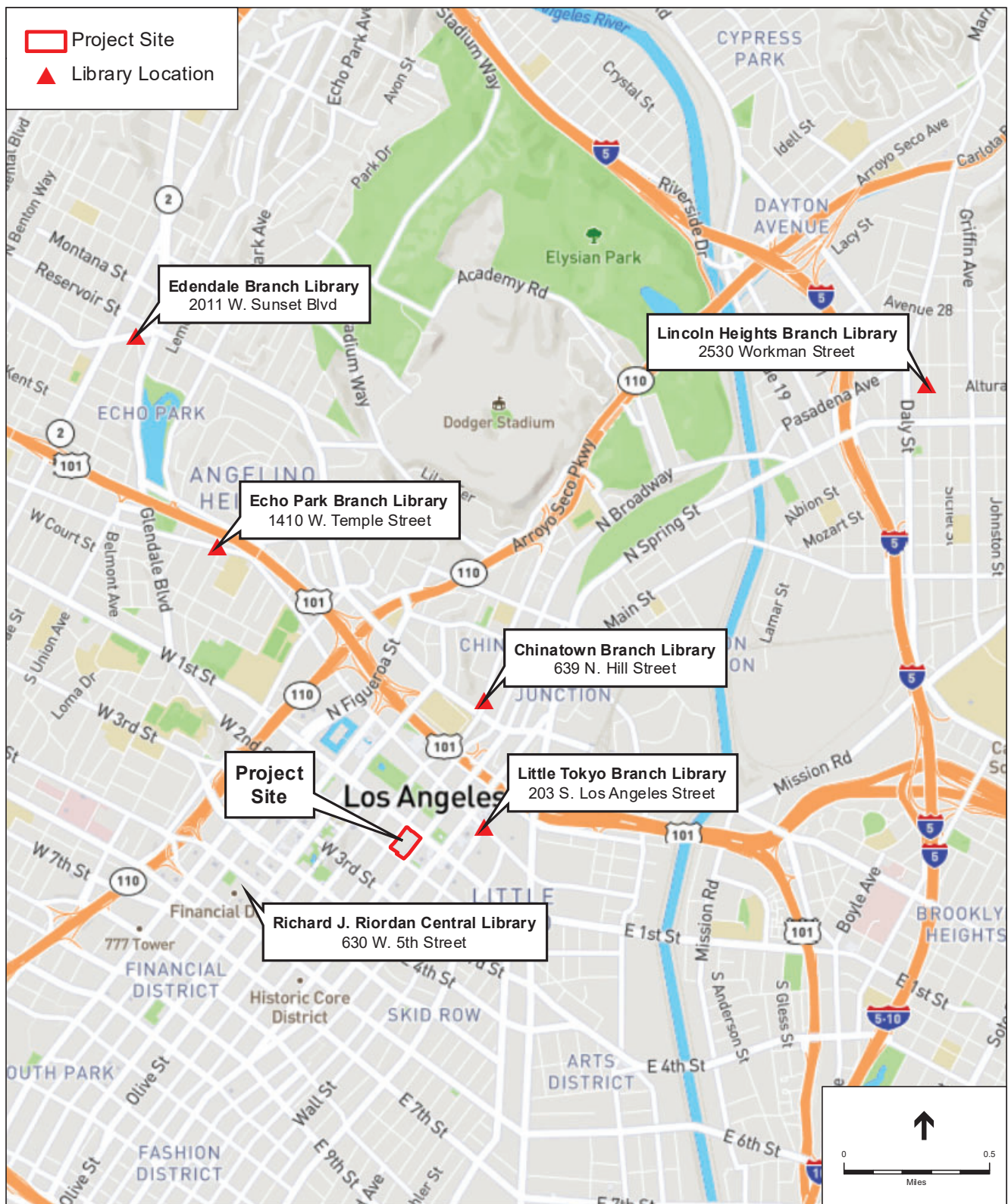
LAPL service populations are based on Mapping LA from the Los Angeles Times.<sup>12</sup> LAPL has identified six LAPL libraries that would serve the Project: the Richard J. Riordan Central Library (Central Library), Little Tokyo Branch Library, Chinatown Branch Library, Echo Park Branch Library, Lincoln Heights Branch Library, and Edendale Branch Library. **Figure IV.O-1, LAPL Libraries in the Project Vicinity**, shows the location of these libraries in relation to the Project Site. **Table IV.O-2, LAPL Libraries in the Project Vicinity**, provides information regarding these libraries, including their distance from the Project Site, facility size, collection/circulation size, the number of full time staff, and the current service population.

<sup>10</sup> Los Angeles Public Libraries, About the Library, News Room, Los Angeles Public Library Facts 2013 (for fiscal year 2012-13), <http://www.lapl.org/about-lapl/press/2013-library-facts>. Accessed December 2018.

<sup>11</sup> Southern California Library Cooperative, <http://www.socallibraries.org/>. Accessed December 2018.

<sup>12</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.





SOURCE: Open Street Map, 2017.

Times Mirror Square

## Figure IV.O-1

LAPL Libraries in the Project Vicinity



**TABLE IV.O-2  
LAPL LIBRARIES IN THE PROJECT VICINITY**

<b>Library</b>	<b>Distance from Project Site (miles)</b>	<b>Facility Size (sf)</b>	<b>Collection Size /Circulation</b>	<b>Full-Time Staff and Volunteers</b>	<b>Current Service Population</b>
Richard J. Riordan Central Library 630 W. 5th Street	0.7	538,000	2.6 million/ 1.2 million	390 Full-time and 284 Volunteers	3,792,621
Little Tokyo Branch Library 203 S. Los Angeles Street	0.3	12,500	66,634/ 143,317	10 Full-time; 43 Volunteers	45,796
Chinatown Branch Library 639 N. Hill Street	0.6	14,500	74,709/ 238,872	13.5 Full-time	11,225
Echo Park Branch Library 1410 W. Temple Street	1.5	17,543	43,908/ 111,188	10.5 Full-time	52,842
Lincoln Heights Branch Library 2530 Workman Street	2.6	12,912	41,549 /127,624	10.5 Full-time	34,651
Edendale Branch Library 2011 W. Sunset Boulevard	2.2	12,500	45,466/ 154,974	9 Full-time	23,254

SOURCE: Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

The closest library to the Project Site is the Little Tokyo Branch Library located at 203 S. Los Angeles Street, approximately 0.3 miles southeast of the Project Site. This 12,500 sf branch library has 66,634 volumes, an annual circulation of 143,317, 10 full-time staff and 43 volunteers, and a current service population of 45,796.<sup>13</sup> Special facilities include free Wi-Fi, wireless printing, computer reservations, meeting room rentals, and zoom text for the visually impaired.

The Chinatown Branch Library at 639 N. Hill Street is located approximately 0.6 miles northeast of the Project Site. According to the LAPL, this 14,500 sf branch library has 74,709 volumes, an annual circulation of 238,872, 13.5 full-time staff, and a current service population of 11,225.<sup>14</sup> Special facilities also include free Wi-Fi, wireless printing, computer reservations, and meeting room rentals.

The Central Library at 630 W. 5th Street is located approximately 0.7 miles southwest of the Project Site. The Central Library is the third largest central library

<sup>13</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

<sup>14</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

in the nation and serves as the headquarters for the LAPL.<sup>15</sup> The Central Library is a 538,000 sf facility that includes 2.6 million volumes, has an annual circulation of 1.2 million, 390 full-time staff and 284 volunteers, and a current service population of 3,792,621.<sup>16</sup> The Central Library also has an extensive historical photograph collection and U.S. patents collection, and language learning and multi-media materials. Special facilities also include free Wi-Fi, wireless printing, computer reservations, meeting room rentals and zoom text for the visually impaired.

The Echo Park Branch Library at 1410 W. Temple Street is located approximately 1.5 miles northwest of the Project Site. According to the LAPL, this 17,543 sf branch library has 43,908 volumes, an annual circulation of 111,188, 10.5 full-time staff, and a current service population of 52,842.<sup>17</sup> Special facilities include free Wi-Fi, wireless printing, computer reservations, and meeting room rentals.

The Lincoln Branch Library at 2530 Workman Street is located approximately 2.6 miles northeast of the Project Site. According to the LAPL, this 12,912 sf branch library has 41,549 volumes, an annual circulation of 127,624, 10.5 full time staff, and a current service population of 34,651.<sup>18</sup> Special facilities include free Wi-Fi, wireless printing, computer reservations, meeting room rentals, and zoom text for the visually impaired.

The Edendale Branch Library at 2011 W. Sunset Boulevard is located approximately 2.2 miles northwest of the Project Site. According to the LAPL, this 12,500 sf branch library has 45,466 volumes, an annual circulation of 154,974, 9 full-time staff, and a current service population of 23,254.<sup>19</sup> Special facilities include free Wi-Fi, wireless printing, computer reservations, meeting room rentals, and zoom text for the visually impaired.

The LAPL does not currently have plans to expand any of the six libraries serving the Project area, nor does it currently have plans to construct new libraries in the Project vicinity.<sup>20</sup>

### **3. Environmental Impacts**

#### **a) Methodology**

LAPL identifies service standards for service populations associated with each library location based on the 2010 Census (for the Central Library) and the Los

<sup>15</sup> Los Angeles Public Libraries, About the Central Library, <http://www.lapl.org/about-lapl/press/central-facts>. Accessed December 2018.

<sup>16</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

<sup>17</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

<sup>18</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

<sup>19</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

<sup>20</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

Angeles Times' Mapping L.A. (for all other libraries). Potential Project impacts on library services and facilities are therefore determined by identifying the primary library or libraries that serve the Project Site, determining the population capacity within the associated library service area(s), and comparing the number of new Project-related residents to the capacity of the library to serve new residents. Capacity to serve new residents is based on a comparison of the number of people residing in the service population for each library location based on either the 2010 Census or the Los Angeles Times Mapping LA.<sup>21</sup> The number of Project residents is calculated by multiplying the number of new residential units by the Citywide Person Per Household Factor for multi-family units.<sup>22</sup> More detailed information and calculations regarding the Project's population are discussed in Section IV.J, *Population and Housing*, of this Draft EIR.

## b) Thresholds of Significance

In accordance with State CEQA Guidelines Appendix G, the Project would have a significant impact related to libraries if it would:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criteria to evaluate libraries:

- The net population increase resulting from the proposed project;
- The demand for library service anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and
- Whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct support to LAPL).

<sup>21</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

<sup>22</sup> United States Census Bureau, 2012-2016 American Community Survey, 5-Year Estimates. Based on the information provided in the American Community Survey, multi-family homes have a Person Per Household Factor of 2.43.

### c) Project Design Features

No specific project design features are proposed with regard to libraries.

### d) Analysis of Project Impacts

***Threshold a) Would the Project result in substantial adverse physical impact associated with the provision of new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries?***

#### (1) Construction

The number of construction workers would vary on a day to day basis over the course of Project construction with the building construction phase generating the highest number of trips. Construction activities would last approximately four years and workers would be required for the entire duration. The number of construction workers needed would vary on a day-to-day basis over the course of Project construction, with a maximum of approximately 792 construction workers being on-site at one time during the more intensive overlapped construction phases. The Project's construction workers would come from an existing labor pool whose workers move between construction projects on short-term basis without requiring relocation. Workers traveling to the Project Site may stop at a library that is outside of their residential neighborhood. Such library stops would be incidental and typical of workers throughout the region. Such stops would increase library use at one location while reducing it at another. Such variations would occur on short-term basis. As such, there would be no notable increase in library usage at the libraries serving the Project Site. Therefore, there would be no need for the construction of library facilities to accommodate construction population.

There are no libraries located in the immediate vicinity that would be affected by construction activities occurring at the Project Site. The nearest libraries, the Little Tokyo Branch Library, Chinatown Branch Library, and Central Library, are located within one mile from the Project Site and are separated from the Project Site by intervening development. There would be no Project-related construction staging or road closures at or adjacent to the libraries. Therefore, construction activities would not adversely affect the operations of nearby libraries.

**The Project's increase in demand for library services due to construction activity would be negligible and construction activities would not result in the need for new or physically altered libraries, the construction of which could cause significant environmental impacts. Therefore, construction impacts on library services would be less than significant.**

## (2) Operation

The Project would provide up to 1,127 new residential units whose residents would use local libraries in the Project Site area. Based on the Citywide Person Per Household Factor for multi-family units of 2.43 persons, the 1,127 dwelling units would generate an estimated new residential population of 2,739.<sup>23</sup>

As reported in Table IV.O-2, LAPL has identified six LAPL facilities that serve the Project Site. The Little Tokyo and Chinatown Branch Library are the closest of the six libraries to the Project Site, located 0.3 and 0.6 miles from the Project Site, respectively. These two libraries are expected to be the primary facilities used by Project residents. Most residents are expected to use the Little Tokyo Branch Library as it is the closest to the Project Site. While Project residents could also use the rest of the remaining five libraries, they are slightly farther away.

The Little Tokyo Branch Library currently serves a population of 45,796 people. As reported in Table IV.O-2, the Little Tokyo Branch Library, at 12,500 square feet, is designed to accommodate a service population of less than 45,000 people. With a current service population of 45,796, the current design is already operating at overcapacity. If any of the Project's 2,739 residents chose to patronize this library, the library would continue to operate at overcapacity. LAPL has stated that there are no planned improvements to add capacity to the Little Tokyo Branch Library through expansion, and there are no plans for the development of any other new libraries to serve this community.<sup>24</sup> However, even if all of the Project residents were to use only the Little Tokyo Branch Library, its service population would not total 90,000 persons, which is the threshold for construction of a new Branch Library.

The next closest library, the Chinatown Branch Library, currently serves a population of 11,225 people. As reported in Table IV.O-2, the Chinatown Branch Library, at 14,500 square feet, is designed to accommodate a service population of more than 45,000 people. With a current service population of 11,225, the current design could accommodate an additional 33,775 residents. Even if all of the Project's 2,739 residents chose to patronize this library, the Project's population would only comprise approximately 8.1 percent of the additional resident population that could be accommodated by the Chinatown Branch Library. This represents a nominal increase in demand at this facility, and the library's existing service level would be maintained without an additional library or alterations to the existing library.

The Central Library, Echo Park Branch Library, Edendale Branch Library, and Lincoln Heights Branch Library are located approximately 0.7, 1.5, 2.2, and 2.6

<sup>23</sup> The average household size of 2.43 is provided by the Citywide Person Per Household factor for multi-family units as published in the 2016 American Community Survey.

<sup>24</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

miles from the Project Site, respectively. As reported in Table IV.O-2, the Echo Park, Edendale, and Lincoln Heights Branch Libraries are sized at or above their respective facility standards to serve their respective populations; therefore, even if Project residents chose to use those facilities, they would not be adversely impacted. The Central Library serves the entire LAPL service area and provides resources that go beyond those provided through local and regional branch libraries; therefore, there are no identified population served or facility size criteria for this facility. With the addition of the Project's 2,739 residents, these four libraries would continue to operate within or under capacity. The service populations for the Little Tokyo and Chinatown Branch Libraries would be below 90,000 persons with the addition of the Project's 2,739 residents and would not require the addition of a second branch to the area. Therefore, no new branch libraries in those areas would be developed as a result of Project implementation. Additionally, the LAPL does not currently have plans to expand any of the six libraries serving the Project area, nor does it currently have plans to construct new libraries in the Project vicinity.<sup>25</sup>

Given the Project Site's proximity to the Little Tokyo and Chinatown Branch Libraries, it is likely that Project residents would look to those two libraries as their first choices. The Chinatown Branch Library would have excess capacity to serve the Project, as shown in Tables IV.O-1 and IV.O-2. However, if some Project residents chose to use the Little Tokyo Branch Library, their use would add to its existing overcapacity. However, this potential impact would be reduced by several factors. First, the Chinatown Branch Library is just as readily accessible to Project residents and has a slightly larger collection size and a much smaller service population to compete for its services and resources. Second, as discussed above, these two libraries are not the only libraries close to the Project Site providing library services for Project residents. The Central Library is the next closest library to the Project Site and has a vastly larger facility, collection, and staff than the other libraries identified by LAPL. Third, even if all of the Project residents were to use only the Little Tokyo Branch Library, and thereby increase its service population to 47,690, that level of service population would still not be sufficient to trigger the need for the construction of a new branch library according to LAPL's standards; as discussed above, LAPL has determined by its Facilities Plan that a new branch library is not required until the service population for a particular branch library has reached 90,000. Additionally, LAPL has been increasing their online services, including a variety of e-books, study materials, and support, available to users through the LAPL online resources.<sup>26</sup> These online sources would further reduce the Project's impacts on LAPL services.

<sup>25</sup> Tom Jung, Los Angeles Public Library, correspondence dated December 20, 2017.

<sup>26</sup> Los Angeles Public Library, Strategic Plan 2015-2020, page 12.

The impacts on the other branch libraries identified by LAPL would be less than significant for the reasons discussed above. **For all these reasons, the Project's operational impacts to libraries would be less than significant.**

### e) Cumulative Impacts

Chapter III, *General Description of Environmental Setting*, of this Draft EIR lists the 170 projects that the City has determined to be the list of related projects for the Project. As discussed in Chapter III, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

However, since impacts on libraries are determined by the size of residential populations, this cumulative impact analysis is based on the population that would be generated by those related projects that include a residential component. The LAPL uses residential population as the basis for evaluating library service levels; although employees may use employment-location based libraries, such usage would be offset by other employees visiting other locations across residential boundaries. Of the 170 related projects, 137 related projects contain residential components. These 137 related projects are listed in **Table IV.O-3, *Estimated Cumulative Population in Library Service Areas***, along with their locations, number of dwelling units proposed, and their estimated resident populations.

**TABLE IV.O-3**  
**ESTIMATED CUMULATIVE POPULATION IN LIBRARY SERVICE AREAS**

<b>Map No.<sup>a</sup></b>	<b>Project Address</b>	<b>DU</b>	<b>Resident Population<sup>b,c</sup></b>
2	225 S. Los Angeles Street	300	729
3	1101 N. Main	318	773
4	1133 S. Hope Street	208	506
5	1115 S. Hill Street	172	418
6	1102 W. 6th Street	649	1,578
7	609 W. 8th Street	225	574
8	1050 S. Grand Avenue	151	367
9	848 S. Grand Avenue	420	1,021
10	1430 W. Beverly Boulevard	243	591
11	900 W. Wilshire Boulevard	100	243
12	2000 Stadium Way	800	1,944
13	1435 W. 3rd Street	122	297
14	237 S. Grand Avenue (100 S. Grand Avenue; Grand Avenue Project)	2,060	5,007
15	899 S. Francisco Street	836	2,032
17	1027 S. Olive Street	100	243
18	1300 S. Hope Street	419	1,019
19	928 S. Broadway	662	1,609
20	1200 S. Grand Avenue	640	1,589
21	1329-1419 W. 7th Street	87	212
22	534 S. Main Street	160	389
23	840 S. Olive Street	303	737
24	950 E. 3rd Street	635	1,544
26	1057 S. San Pedro Street	945	2,289
27	400 S. Broadway	450	1,094
28	1001 S. Olive Street	225	547
29	955 S. Broadway	163	397
30	801 S. Olive	363	883
31	1212 S. Flower Street	730	1,774
32	820 S. Olive Street	589	1,432
33	601 S. Main Street	452	1,099
34	2051 E. 7th Street	320	778
35	111 S. Broadway	391	951



Map No. <sup>a</sup>	Project Address	DU	Resident Population <sup>b,c</sup>
36	1148 S. Broadway	94	229
37	1120 S. Grand Avenue & 1155 S. Olive Street	666	1,619
38	1230 S. Olive Street	360	875
39	1247 S. Grand Avenue	115	280
40	527 N. Spring Street	345	839
43	1345 W. 1st Street	102	248
44	401 N. Boylston Street	121	295
45	737 S. Spring Street	320	778
46	1218 W. Ingraham Street	80	195
48	732 S. Spring Street	400	972
49	340 S. Hill Street	428	1,041
50	1145 W. 7th Street	241	586
52	360 S. Alameda Street	55	134
53	118 S. Astronaut E.S. Onizuka Street	77	188
55	959 E. Stadium Way	158	384
56	700 W. Cesar Chavez Avenue	299	727
57	1525 E. Industrial Street	328	798
61	300 S. Main Street	471	1,145
62	850 S. Hill Street	300	729
63	340 N. Patton street	44	107
65	700 W. 9th Street	341	829
67	1111 W. 6th Street	362	880
68	1185 W. Sunset Boulevard	226	551
69	1229 S. Grand Avenue	161	392
70	675 S. Bixel Street	422	1,026
71	740 S. Hartford Avenue	80	195
72	1235 W. 7th Street	304	739
73	940 S. Hill Street	232	564
74	719 E. 5th Street	160	389
75	1340 S. Olive Street	156	380
78	1020 S. Figueroa Street	435	1,058
79	1800 E. 7th Street	122	297
80	1013 N. Everett Place	49	120
81	708 N. Hill Street	162	394
82	211 W. Alpine Street	122	297

<b>Map No.<sup>a</sup></b>	<b>Project Address</b>	<b>DU</b>	<b>Resident Population<sup>b,c</sup></b>
83	106-136 S. Beaudry	220	535
84	495 S. Hartford Avenue	218	530
85	1316 W. Court Street	60	146
86	744 S. Figueroa Street	436	1,060
87	1201 N. Broadway	118	287
88	811, 813, 815 W. Olympic Boulevard	374	909
89	433 S. Main	161	392
91	459 S. Hartford Avenue	101	246
92	520 S. Mateo Street	600	1,458
93	920 S. Hill Street	239	581
94	527 Colyton Street	310	754
95	330 S. Alameda	186	452
96	668 S. Alameda	475	1,155
97	717 Maple Avenue	452	1,099
98	445 S. Colyton	129	314
99	1100 E. 5th Street	220	535
100	640 S. Alameda Street	1,735	4,220
101	676 Mateo Street	172	418
102	670 Mesquit Street	308	749
103	732-765 Wall Street	323	785
105	924 N. Spring Street	770	1,872
106	1100 S. Main Street	379	921
107	1340 S. Hill Street	233	567
108	845 S. Olive Street	208	506
110	222 W. 2nd Street	107	261
111	333 W. 5th Street	100	243
112	1246 W. Court Street	54	132
113	1101 E. 5th Street	129	314
114	333 S. Alameda Street	994	2,416
116	1001 W. Olympic Boulevard; 911-955 S. Georgia Street; 1000-1015 W. James M. Wood Boulevard; 936-950 S. Bixel Street; 1013-1025 W. Olympic Boulevard	1,367	3,322
117	609 E. 5th Street	151	367
118	713 E. 5th Street	51	124

Map No. <sup>a</sup>	Project Address	DU	Resident Population <sup>b,c</sup>
119	911 S. Figueroa Street	200	486
120	1800 W. Beverly Boulevard	243	591
121	940 E. 4th Street	93	226
123	643 N. Spring Street	203	494
124	215 W. 14th Street	154	375
125	1201 S. Grand Avenue	126	307
126	888 S. Hope Street	526	1,279
127	755 S. Figueroa Street	781	1,898
128	825 S. Hill Street	589	1,432
129	1000 W. Temple Street	1,500	3,645
133	1745 E. 7th Street	57	139
134	430 S. Hewitt Street	72	175
135	437 W. 5th Street	660	1,604
136	508 E. 4th Street	41	100
137	552-554 S. San Pedro Street	407	990
138	601 S. Central Avenue	236	574
139	600 S. San Pedro Street	303	737
140	508 E. 4th Street	41	100
141	655 S. San Pedro Street	81	197
142	656 S. Stanford Avenue	82	200
143	754 S. Hope Street	409	994
145	1027 W. Wilshire Boulevard	356	866
146	1000 S. Hill Street	498	1,211
147	1018 W. Ingraham Street	43	105
148	1030-1380 N. Broadway	920	2,236
150	1323 S. Grand Avenue	284	691
151	222 E. 7th Street	452	1,099
152	354 S. Spring Street	212	516
154	400-402 W. 7th Street; 701-715 S. Hill Street	165	401
156	641 Imperial Street	140	341
157	550 S. Main Street	159	387
160	905 E. 2nd Street	320	778
161	1334 S. Flower Street	188	457
162	1410 S. Flower Street	152	370

Map No. <sup>a</sup>	Project Address	DU	Resident Population <sup>b,c</sup>
164	1346 W. Court Street	43	105
165	1322 W. Maryland Street	47	115
166	166 Alameda District Plan	22	54
167	Los Angeles Sports & Entertainment District	1,152	2,800
<b>Total</b>		<b>45,914</b>	<b>111,673</b>
<i>Project</i>		<i>1,127</i>	<i>2,739</i>
<b>Total With Project</b>		<b>47,041</b>	<b>114,412</b>

<sup>a</sup> Corresponds with Figure III-1 and Table III-1 of this Draft EIR.

<sup>b</sup> Based on the average household size which reflects the Citywide Person Per Household factor of 2.43 for multi-family units as published in the 2016 American Community Survey.

<sup>c</sup> Totals are rounded up to the nearest whole number. For detailed calculations, see Section IV.J, *Population and Housing*, of this Draft EIR.

SOURCE: ESA, 2018.

If the entire cumulative residential population were to use one of the six libraries identified by LAPL in the Project vicinity, which is not a likely scenario given the diverse locations of these 137 related projects, the Branch Libraries would all have a service population of over 90,000, which would exceed LAPL's sizing standards for a new Branch Library. The Central Library services the entire City of Los Angeles and would therefore be able to serve all 137 related projects and the Project.

However, as stated above, any analysis that assumes that the entire cumulative population would use just one library is not a likely scenario, since library usage would more likely be distributed among all six libraries identified by LAPL, as well as any other libraries that would be located closer to the related projects that are further from the Project Site. The above analysis is also conservative because it does not take into account related projects that may not be built, or that may be reduced in size, or the demolition of any existing housing that may be required to accommodate the new development. The majority of the related projects would, similar to the Project, have several library options to choose from and, even with the increase in service population. Similar to the Project, each related project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, transient occupancy tax, etc.) that could be applied toward the provision of enhancing library services in the Community Plan area, as deemed appropriate. These revenues to the City's General Fund would help offset the increase in demand for library services as a result of the Project and the related projects. If LAPL determines that new facilities are necessary at some point in the future, it is reasonably anticipated that such facilities (1) would occur where allowed under the designated land use, (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size, and (3) could

qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332 and would not be expected to result in significant impacts. Furthermore, with the shift in technology from books to computers, the demand for library facilities is changing. As stated above, members of LAPL have access to thousands of podcasts, audiobooks, media publications, and instructional content online and via smartphone applications made available to library patrons.<sup>27</sup> The availability of such resources reduces the demand for physical library space. **Based on the above, Project impacts on libraries would not be cumulatively considerable, and cumulative impacts would be less than significant.**

Notwithstanding, the LAPL recommends a per capita fee of \$200 to be used for staff, books, computers, and other library materials. Fees would be paid by the Project Applicant, as applicable, as a condition of Project approval.

#### **f) Mitigation Measures**

Potential impacts to libraries would be less than significant. Therefore, no mitigation measures are required.

#### **g) Level of Significance After Mitigation**

Project-level and cumulative impacts on libraries would be less than significant.

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<sup>27</sup> Los Angeles Public Library, Los Angeles Public Library Facts 2013. Accessed December 2018.

# **IV. Environmental Impact Analysis**

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## **P. Transportation and Traffic**

### **1. Introduction**

This section assesses potential Project impacts associated with construction and operational transportation and parking. The section analyzes construction and operational traffic; intersection capacity; the regional transportation system; public transit; access and circulation, including pedestrian and bicycle safety; and parking. The evaluation of intersection capacity examines the impact of the Project relative to existing and future conditions. This section is based on the Traffic Study prepared by Fehr & Peers, dated May 2018 and included as Appendix L-1 of this Draft EIR, provides more detailed information, data, and analyses. The Traffic Study was prepared pursuant to a memorandum of understanding (MOU) with the Los Angeles Department of Transportation (LADOT), and its assumptions and technical methodologies were approved by LADOT per Inter-Departmental Correspondence with the Department of City Planning on March 30, 2017. The LADOT correspondence is included in Appendix A of the Traffic Study. LADOT reviewed the Traffic Study and provided an impact analysis on May 21, 2018, which is included as Appendix L-2 of this Draft EIR.

### **2. Environmental Setting**

#### **a) Regulatory Framework**

##### **(1) State**

##### **(a) Congestion Management Program**

The Congestion Management Program (CMP) is a State-mandated program enacted by the State legislature and was last updated in 2010. The program is intended to address the impact of local growth on the regional transportation system.<sup>1</sup> Level of Service (LOS) is a qualitative measure used to describe traffic flow conditions, which range from excellent, nearly free-flow, traffic conditions at LOS A to stop-and-go traffic conditions at LOS F. Statutory requirements of the CMP include monitoring LOS on the CMP Highway and Roadway network, measuring frequency and routing of public transit, implementing the Transportation

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program, Chapter 1, Executive Summary, page 1, [http://media.metro.net/projects\\_studies/cmp/images/CMP\\_Final\\_2010.pdf](http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf). Accessed December 2018.

Demand Management and Land Use Analysis Program, and helping local jurisdictions meet their responsibilities under the CMP.

Los Angeles County Metropolitan Transportation Authority (Metro), the local CMP agency, has established a Countywide approach to implement the statutory requirements of the CMP. This approach includes designating a highway network that includes all State highways and principal arterials within the County and monitoring traffic conditions on the designated transportation network; performance measures to evaluate current and future system performance; promotion of alternative transportation methods; analysis of the impact of land use decisions on the transportation network; and mitigation to reduce impacts on the network. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan. The CMP requires an Environmental Impact Report (EIR) to evaluate traffic and public transit impact analyses for select regional facilities based on the quantity of project traffic expected to use those facilities. The CMP guidelines state that areas selected for analysis should be those that include the following locations:<sup>2</sup>

- All CMP arterial monitoring intersections, including monitored on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic; and
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

*(b) Senate Bill No. 743*

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) for several categories of development projects including the development of infill projects in transit priority areas<sup>3</sup> and to balance the needs of congestion management with Statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions.

SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Section 21099(d)(1)

<sup>2</sup> Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program, page 46.

<sup>3</sup> As defined by the City of Los Angeles Department of City Planning ZI No. 2452, pursuant to Public Resources Code (PRC) 21099, a transit priority area is an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. For purposes of Section 21099 of the PRC, a transit priority area also includes major transit stops in the City of Los Angeles (city) that are scheduled to be completed within the planning horizon of the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS).

provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. As discussed in Chapter II, *Project Description*, the Project meets the criteria of SB 743 and, therefore, an analysis of parking impacts is not included in the evaluation of Transportation and Traffic Impacts. Nonetheless, an analysis of the Project's parking requirements using the Los Angeles Municipal Code (LAMC) was conducted for informational purposes only.

In addition, SB 743 will result in a change in the metrics for determining impacts relative to the transportation network through the development of new methodologies for traffic analyses for CEQA documents to promote the State's goals of reducing GHG emissions and traffic-related air pollution, promoting the development of multimodal transportation system, and providing clean, efficient access to destinations.

Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for increased delay often involves widening a roadway or the size of an intersection, which increases capacity and may therefore, increase auto use and emissions and discourage alternative forms of transportation. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of GHG emissions, creation of multimodal networks, and promotion of a mix of land uses.

Among other things, SB 743 requires that the Office of Planning and Research (OPR) prepare revisions to the *CEQA Guidelines* criteria for determining the significance of transportation impacts of projects within transit priority areas and submit the proposed changes to the Secretary of the Natural Resources Agency to certify and adopt. In August 2014, OPR released a report entitled "Updating Transportation Impacts Analysis in the CEQA Guidelines" for public comment. The report contained a new proposed Section 15064.3 to the *CEQA Guidelines* as well as proposed amendments to Appendix F (Energy Conservation) and Appendix G (Initial Study Checklist) of the *CEQA Guidelines*. The comment period closed November 21, 2014 and OPR reviewed and considered comments to determine if revisions were needed. OPR conducted many months of engagement with the public, public agencies, environmental organizations, development advocates, industry experts, and many others, regarding the analysis of transportation impacts. On January 20, 2016 OPR released a Notice of Availability for the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA. The comment period closed on February 29, 2016. After substantial study and public comment throughout the process, OPR submitted a set of final revisions to the Natural Resources Agency in November 2017. The subsequent "rulemaking" process is anticipated to take approximately 6 months and SB 743 is anticipated to go into effect in 2018.



## (2) Local

### (a) *Mobility Plan 2035 and 2010 Bicycle Plan*

The *Mobility Plan 2035*, which was adopted by the City of Los Angeles City Council on January 20, 2016,<sup>4</sup> is a comprehensive update of the City's Transportation Element and incorporates "complete streets" principles. Government Code Sections 65302(b)(2)(A) and (B) require a circulation element (i.e., Mobility Plan) to provide for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. "All users" by definition in the statute is "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."<sup>5</sup> This requirement was established as part of Assembly Bill 1358, which is referred to as the California Complete Streets Act, as well as Caltrans Deputy Directive DD-64-R1, Complete Streets: Integrating the Transportation System.<sup>6</sup>

The *Mobility Plan 2035* includes goals that define the City's five main priorities: 1) Safety First; 2) World Class Infrastructure; 3) Access for All Angelenos; 4) Collaboration, Communication and Informed Choices; and 5) Clean Environmental & Healthy Communities. The Plan serves to meet the goal in the Regional Transportation Plan to decrease the vehicle miles traveled (VMT) per capita by 5 percent every five years, to 20 percent by 2035 and to meet a nine percent per capita GHG reduction by 2020, and a 16 percent per capita reduction by 2035.

The *Mobility Plan 2035* identifies Transit Enhanced Network (TEN), a Neighborhood Enhanced Network (NEN) to support pedestrian activity, and an expanded Bicycle Enhanced Network (BEN). Among other provisions the *Mobility Plan 2035* includes roadway designations pursuant to updated policies and current transportation needs in the City.

The 2010 Bicycle Plan, which is part of the *Mobility Plan 2035*, guides the development of a Citywide bicycle transportation system and establishes standards for development of these facilities, as well as criteria for prioritization of development of designated routes. With a stated policy to reduce automobile trips and GHG emissions by making five percent of all daily trips and three percent of commute trips bicycle trips by 2020, the 2010 Bicycle Plan establishes a Backbone

<sup>4</sup> City of Los Angeles Department of City Planning, *Mobility Plan 2015 An Element of the General Plan*, adopted by City Council, January 20, 2016.

<sup>5</sup> California Legislative Information, Assembly Bill No. 1358, [http://leginfo.ca.gov/faces/billNavClient.xhtml?bill\\_id=200720080AB1358](http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200720080AB1358). Accessed December 2018.

<sup>6</sup> Caltrans, *Complete Streets: Implementation of Deputy Directive-64-R1: Complete Streets – Integrating the Transportation System*, April 2012, [http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets\\_files/CS\\_Brochure\\_6\\_pages\\_1.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/CS_Brochure_6_pages_1.pdf). Accessed December 2018.

Bikeway Network and Neighborhood Bikeway Network linking Regional Centers to promote bicycle usage.

(b) *Central City Community Plan*

The Project Site is located in the Center City/Historic Core of the Central City Community Plan (adopted January 8, 2003). The Central City Community Plan includes the following transportation and circulation objectives and policies that are applicable to the Project:

**Objective 11-4:** To take advantage of the district's easy access to two mass transit rail lines, the freeway system, and major boulevards that connect Downtown to the region.

**Policy** (not numbered): Develop and implement programs to reduce auto demand through comprehensive transportation demand management (TDM) programs.

**Policy** (not numbered): Increase pedestrian orientation in the district. Re-detail arterial-standard streets, retrofit existing buildings with pedestrian-oriented uses along the sidewalks and continue to develop Grand Avenue as a major cultural/commercial corridor.

**Objective 11-6:** To accommodate pedestrian open space and usage in Central City.

**Policy 11-6.1:** Preserve and enhance Central City's primary pedestrian-oriented streets and sidewalks and create a framework for the provision of additional pedestrian-friendly streets and sidewalks, which complement the unique qualities and character of the communities in Central City.

**Objective 11-7:** To provide sufficient parking to satisfy short-term retail/business users and visitors but still find ways to encourage long-term office commuters to use alternative modes of access.

**Policy 11-7.1:** Encourage transportation strategies that include parking and TDM policies and actions that increase ridesharing and give priority to visitor/shopper parking.

**Policy 11-7.2:** Limit parking to 0.60 spaces per 1,000 square feet of office space. Existing development with a higher parking ratio should be permitted to lease this parking to new development in-lieu of these new projects providing the required parking.

**Policy 11-7.10:** Employers should be encouraged or mandated to participate in transit/rides share programs that match or exceed their automobile subsidies.

The consistency of the Project with these objectives and policies is addressed in Section IV.H, *Land Use and Planning*, of this EIR.

## b) Existing Conditions

### (1) Study Area Street System

The Project Site is located within the Central City Community Plan Area of downtown Los Angeles. The Project's Traffic Study Area includes a geographic area generally bounded by Beaudry Avenue to the west, Los Angeles Street to the east, Cesar E. Chavez Avenue/Sunset Boulevard to the north, and 4th Street to the south. **Figure IV.P-1, *Traffic Study Area and Study Intersections***, depicts the Study Area and the intersections analyzed. As described below, the Study Area is well-served by a network of freeways and streets.<sup>7</sup> The streets in the Study Area are under the jurisdiction of the City. Freeways are under the jurisdiction of the California Department of Transportation (Caltrans).

#### (a) Freeways

Primary regional access to the Project Site is provided by Interstate 110 (I-110) and US-101. US-101 generally runs in the north-south direction and is located approximately one-quarter mile northeast of the Project Site. In the vicinity of the Project Site, US-101 provides four travel lanes in each direction, plus auxiliary lanes. Access to and from US-101 is provided via ramps at Broadway and Los Angeles Street. I-110 generally runs in the north-south direction and is located approximately three quarters of a mile west of the Project Site. In the vicinity of the Project Site, I-110 provides four travel lanes in each direction, plus auxiliary lanes. Access to and from I-110 is provided via ramps at 3rd Street.

#### (b) Roadways

The characteristics of the major roadways in the Study Area are described below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*, an Element of the General Plan adopted by the Los Angeles City Council in September 2016.

In addition, *Mobility Plan 2035* identifies corridors proposed to receive improved bicycle, pedestrian, transit and vehicle infrastructure improvements. Each of the networks are defined as the following:

<sup>7</sup> More detailed information regarding the major arterials in the Study Area and lane configurations are presented in the Traffic Study, which is included as Appendix L of this Draft EIR.



- The Neighborhood-Enhanced Network (NEN) a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel.
- The Transit-Enhanced Network (TEN) is the network of arterial streets prioritized to improve existing and future bus service for transit riders.
- The Bicycle-Enhanced Network (BEN) is a network of streets that will receive treatments that prioritize bicyclists. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035.
- The Vehicle-Enhanced Network (VEN) identifies streets that prioritize vehicular movement and offer safe, consistent travel speeds and reliable travel times.
- The Pedestrian-Enhanced Districts (PEDs) identify where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

(i) *East/West Roadways*

Cesar E. Chavez Avenue/Sunset Boulevard is designated as an Avenue (Avenue I) to the north of the Project Site, and has two travel lanes in each direction with a center turn lane. Lanes are 10 feet wide and metered parking is available on portions of both sides of the street between North Beaudry Avenue and North Grand Avenue with AM and PM peak hour restrictions. During peak hours, the area otherwise available for metered parking serves as a bus and right-turn lane. Cesar E. Chavez Avenue is designated as an Avenue I roadway in the *Mobility Plan 2035*.

Aliso Street is designated as a Local Street to the north of the Project Site, and is eastbound one-way. Aliso Street provides three travel lanes that are 10 feet wide. Aliso Street is designated as a local street in the *Mobility Plan 2035*.

Temple Street is designated as an Avenue (Avenue II) to the north of the Project Site, and has two travel lanes in each direction with a two-way center left-turn lane. Lanes are 10 feet wide. Temple Street is designated as an Avenue II roadway in the *Mobility Plan 2035*.

1st Street is designated as a Boulevard (Boulevard II) adjacent to the Project Site, and has two travel lanes in each direction with a two-way center left-turn. Lanes are 10 feet wide. Metered parking is available on portions of both sides of the street with AM and PM peak hour restrictions. 1st Street is designated as a Boulevard II roadway in the *Mobility Plan 2035*, within the study area.

2nd Street is designated as an Avenue (Avenue III) adjacent to the Project Site, and has one to two travel lanes in each direction with a two-way center left-turn in some portions. The 2nd street tunnel, which runs from Figueroa Street to Hill

Street, has one travel lane in each direction. Lanes are 10 feet wide and metered parking is available on the south side of the street between Spring Street and Los Angeles Street with AM and PM peak hour restrictions. 2nd Street is designated as an Avenue III roadway in the *Mobility Plan 2035* between Figueroa Street and San Pedro Street, and an Avenue II roadway west of Figueroa Street.

3rd Street is designated as an Avenue (Avenue III) to the south of the Project Site, and is a one-way westbound street with two to three travel lanes that are 10 feet wide. Metered parking is available on portions of both sides of the street with AM and PM peak hour restrictions. 3rd Street is designated as an Avenue III roadway in the *Mobility Plan 2035* between Hope Street and Los Angeles Street, and an Avenue II roadway both west and east of those boundaries.

4th Street is designated as an Avenue (Avenue III) to the south of the Project Site, and is a one-way eastbound street with four travel lanes that are 10 feet wide. Metered parking is available on the north side of portions of the street, with inconsistent AM and PM peak hour restrictions. 4th Street is designated as an Avenue III roadway in the *Mobility Plan 2035*, within the study area.

#### (ii) North/South Roadways

Beaudry Avenue is designated as an Avenue (Avenue I north of West 1st Street and Avenue II south of West 1st Street) to the west of the Project Site, and is a two-way street that runs south until the north side of 6th Street. It continues on the south side of 6th Street, before terminating at Ingraham Street. It is two-way throughout except for a short portion between 6th Street and Wilshire Boulevard where through-northbound traffic is prohibited. Travel lanes are 10 feet wide. There is limited, intermittent parking (both free and metered) on either side of Beaudry Avenue. Within the study area, Beaudry Avenue is designated as an Avenue II roadway in the *Mobility Plan 2035*.

Figueroa Street is designated as a Boulevard (Boulevard II) to the west of the Project Site, and is a northbound one-way street until 3rd Street, where the street becomes a two-way street. Travel lanes are 10 feet wide. There is limited metered parking on either side of Figueroa Street. Within the study area, Figueroa Street is designated as a Boulevard II roadway in the *Mobility Plan 2035*.

Grand Avenue is designated as a Boulevard (Boulevard II) to the west of the Project Site, and is a two-way street that runs south until 5th Street, where it continues as a southbound one-way street. The two-way portion has two 10 foot lanes in each direction. The one-way portion has three 10 foot lanes. Within the study area, Grand Avenue is designated as a Boulevard II roadway in the *Mobility Plan 2035*.

Olive Street is designated as an Avenue (Avenue II) to the west of the Project Site, and is a northbound one-way street until 5th Street, where it becomes a two-way

street, after which it generally has two lanes in each direction, with a two-way center left-turn. Lanes are 10 feet and there is metered parking on both sides of Olive Street north of 5th Street. Olive Street is designated as an Avenue II roadway in the *Mobility Plan 2035*.

Hill Street is designated as an Avenue (Avenue II) to the west of the Project Site, and has one to two travel lanes in each direction with a two-way center left-turn. Lanes are 10 feet wide and metered parking is available on both sides of the street, south of 2nd Street. Parking on the west side of the street is restricted during the PM peak hour and parking on the east side of the street is restricted during the AM peak hour. Hill Street is designated as an Avenue II roadway in the *Mobility Plan 2035*.

Broadway is designated as an Avenue (Avenue II) adjacent to the Project Site, and has two travel lanes running north and one travel lane running south in each direction with a two-way center left-turn north of 1st Street. Lanes are 10 feet wide and metered parking is available on both sides of the street, south of 2nd Street. Broadway is designated as an Avenue II roadway in the *Mobility Plan 2035*.

Spring Street is designated as an Avenue (Avenue I north of West 1st Street and Avenue II south of West 1st Street) adjacent to the Project Site, and is a southbound one-way street with three travel lanes running south and two lanes between 1st Street and 3rd Street. Travel lanes are 10 feet wide. There is metered parking with AM and PM peak hour restrictions on the east side of the street, between 1st Street and 3rd Street, and south of 4th Street. Spring Street also has two contraflow bus lanes, north of 1st Street. South of 1st Street, Spring Street is designated as an Avenue II roadway in the *Mobility Plan 2035*. Between 1st Street and Cesar E. Chavez Avenue, Spring Street is designated as an Avenue I roadway.

Main Street is designated as an Avenue (Avenue I north of West 1st Street and Avenue II south of West 1st Street) to the east of the Project Site, and is a northbound one-way street with two travel lanes running north south of 2nd Street, three lanes south of 1st Street, and four lanes south of Aliso Street. Lane widths range from 10-12 feet wide. Metered parking is available on both sides of the street south of 2nd Street, with PM peak hour restrictions on the west side of Spring Street. Between 1st Street and Temple Street, Main Street is designated as an Avenue I roadway in the *Mobility Plan 2035*. Elsewhere in the study area, Main Street is designated as an Avenue II roadway.

Los Angeles Street is designated as an Avenue (Avenue II within the study area), and has two 10-foot travel lanes in each direction, with a two-way center left-turn between 1st and 2nd Street. Metered parking is available on both sides of the street, south of 2nd street, with no peak hour restrictions. Within the study area,

Los Angeles Street is designated as an Avenue II roadway in the *Mobility Plan 2035*.

## (2) Intersection Traffic Volumes and Service Levels

In consultation with LADOT, 28 intersections were selected for the Project traffic analysis, all of which are signalized. AM peak period (7:00 AM to 10:00 AM) and PM peak period (3:00 PM to 6:00 PM) turning movement counts were collected at the study intersections on Thursday, March 23, 2017 and Tuesday, October 17, 2017. Raw count data and the existing weekday morning and afternoon peak hour volumes at the study intersections are provided in Appendix L-1.

Intersection capacity has been analyzed using the Critical Movement Analysis (CMA) methodology in accordance with the LADOT *Transportation Impact Study Guidelines*. The definitions of the LOS levels and their related volume-to-capacity (V/C) ratios for signalized intersections are shown in **Table IV.P-1, Level of Service Definitions for Signalized Intersections**.

Existing year traffic volumes were analyzed using the intersection capacity analysis methodology described above to determine the existing operating conditions at the study intersections. **Table IV.P-2, Existing Conditions Intersection Levels of Service**, summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. All of the 28 intersections operate at LOS C or better during both peak periods. Detailed LOS calculations are provided in Appendix L-1.

**TABLE IV.P-1**  
**LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

Level of Service	V/C Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. 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	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.



Level of Service	V/C Ratio	Definition
F	> 1.000	FAILURE. 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: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, 1980.

**TABLE IV.P-2  
EXISTING CONDITIONS INTERSECTION LEVELS OF SERVICE**

No.	Intersection	Peak Hour	V/C	LOS
1	S Figueroa Street & W 2nd Street	AM PM	0.534 0.761	A C
2	S Grand Avenue & W 1st Street	AM PM	0.517 0.628	A B
3	S Olive Street & W 1st Street	AM PM	0.347 0.328	A A
4	N Hill Street & W Temple Street	AM PM	0.757 0.706	C C
5	Hill Street & W 1st Street	AM PM	0.757 0.760	C C
6	Hill Street & W 2nd Street	AM PM	0.397 0.433	A A
7	Hill Street & W 3rd Street	AM PM	0.664 0.551	B A
8	N Broadway & Aliso Street	AM PM	0.336 0.403	A A
9	N Broadway & W Temple Street	AM PM	0.620 0.627	B B
10	Broadway & W 1st Street	AM PM	0.591 0.630	A B
11	S Broadway & W 2nd Street	AM PM	0.329 0.496	A A
12	S Broadway & W 3rd Street	AM PM	0.474 0.457	A A

No.	Intersection	Peak Hour	V/C	LOS
13	S Broadway & W 4th Street	AM	0.283	A
		PM	0.427	A
14	N Spring Street & Aliso Street	AM	0.260	A
		PM	0.172	A
15	N Spring Street & W Temple Street	AM	0.424	A
		PM	0.364	A
16	Spring Street & W 1st Street	AM	0.545	A
		PM	0.403	A
17	S Spring Street & W 2nd Street	AM	0.365	A
		PM	0.139	A
18	S Spring Street & W 3rd Street	AM	0.427	A
		PM	0.304	A
19	S Spring Street & W 4th Street	AM	0.271	A
		PM	0.347	A
20	N Main Street & E Temple Street	AM	0.355	A
		PM	0.619	B
21	Main Street & 1st Street	AM	0.329	A
		PM	0.648	B
22	S Main Street & 2nd Street	AM	0.251	A
		PM	0.483	A
23	S Main Street & 3rd Street	AM	0.364	A
		PM	0.443	A
24	Los Angeles Street & E 1st Street	AM	0.482	A
		PM	0.621	B
25	S Los Angeles Street & E 2nd Street	AM	0.645	B
		PM	0.500	A
26	N Figueroa Street & Sunset Blvd/Cesar Chavez Ave	AM	0.771	C
		PM	0.655	B
27	S Beaudry Avenue & W 2nd Street	AM	0.685	B
		PM	0.651	B
28	S Figueroa Street W 3rd Street	AM	0.751	C
		PM	0.614	B

SOURCE: Traffic Study prepared by Fehr & Peers, dated May 2018 and included as Appendix L-1 of this Draft EIR.

### (3) Congestion Management Program Monitoring Stations

As discussed above, the 2010 CMP for Los Angeles County by Metro requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

#### (a) Arterial Monitoring Stations

There are no CMP arterial monitoring intersections within the Study Area. The nearest arterial monitoring intersection is located at the intersection of Wilshire Boulevard and Alvarado Street, approximately 1.7 miles west of the Project Site. Based on the Project trip distribution and trip generation, the proposed Project would not exceed the arterial analysis criteria of 50 vehicle trips at the above-mentioned location. The Project would increase traffic by less than three trips in the PM peak hour (which is the CMP analysis hour with the greatest proposed project trip generation). Since the Project adds fewer than 50 trips at Wilshire Boulevard & Alvarado Street, no further CMP arterial analysis is required.

#### (b) Freeway Monitoring Stations

The CMP freeway monitoring stations closest to the Project Site include the I-110 freeway south of Stadium Way, I-110 freeway south of West Temple Street, and the US-101 freeway east of North Alameda Street. Based on the Project distribution patterns shown in Figure 6 in the Traffic Study, contained in Appendix L-1, approximately 5 percent of Project traffic is expected to travel through the US-101 freeway monitoring station at N Alameda Street, 5 percent is expected to travel through the I-110 freeway monitoring station at Figueroa Street, and 5 percent is expected to travel through the I-110 freeway monitoring station at W Temple Street. The Project is projected to result in an increase of approximately 15 trips in the morning peak hour and 14 trips in the evening peak hour through the CMP freeway monitoring stations described above. Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the Study Area (see Figure 6 in Appendix L-1), no further analysis of the freeway segments is required for CMP purposes.

### (4) Public Transit

The Project is located within the heart of downtown Los Angeles, which serves as the center of the Los Angeles regional transit system. As such, the Project Site is well-served by rail stations/lines and bus lines. The Project is located less than 750 feet southeast of the Metro Purple/Red Line Civic Center/Grand Park Station and within one-quarter mile of 64 bus lines, which provide service to regional centers such as Century City, Santa Monica, Burbank, Long Beach, Pasadena, and the Inland Empire, as well as to major transit stations including Union Station and 7th and Metro Center Station. **Figure IV.P-2a, Existing Transit Service – Metro Bus**

and Rail and **Figure IV.P-2b, Existing Transit Service – Municipal Transit Operators**, illustrate existing transit service in the Study Area. **Table IV.P-3, Existing Transit Service**, details the transit service near the Project Site.

### (5) Bicycle and Pedestrian Facilities

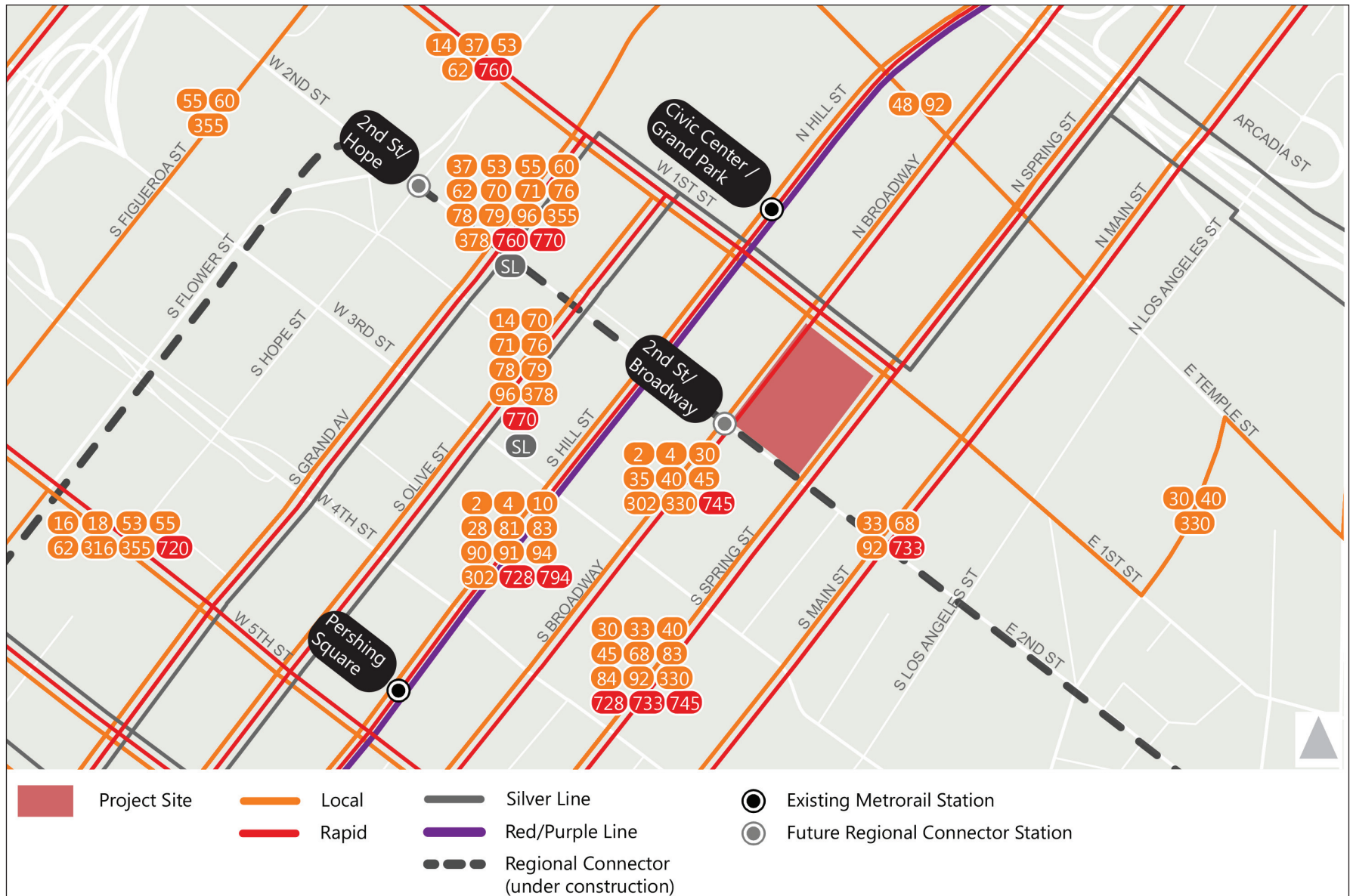
**Figure IV.P-3, Existing and Planned Bicycle Facilities**, illustrates existing and planned designated bicycle facilities in the Study Area. There are existing bike lanes along Figueroa Street, Spring Street, Main Street, 1st Street, and 2nd Street west of Spring Street in the Study Area. There are sharrows along Broadway south of 3rd Street and along 2nd Street west of Spring Street.<sup>8</sup> The only cycle track in the study area exists along Los Angeles Street north of 1st Street.<sup>9</sup> The study area has a mature network of pedestrian facilities including sidewalks, crosswalks, and pedestrian safety features. Sidewalks are generally 12-feet wide throughout the Study Area.

As noted previously, *Mobility Plan 2035* identifies corridors proposed to receive improved bicycle, pedestrian, transit, and vehicle infrastructure improvements. Within the Study Area, most roadways are designated as bicycle enhanced network (BEN) roadways (e.g., 2nd Street, Spring Street) and transit enhanced network (TEN) roadways (e.g., 1st Street, Broadway). There are no neighborhood or vehicle enhanced network (NEN or VEN) roadways within the Study Area.

Metro's *Active Transportation Strategic Plan* (ATSP) identifies corridors proposed to receive improved bicycle and pedestrian infrastructure improvements. The ATSP identifies improvements along a portion of 1st Street, 2nd Street, Spring Street, and Main Street with the addition of a cycle track. There are also planned bike lanes along portions of Hill Street and 2nd Street within the Study Area.

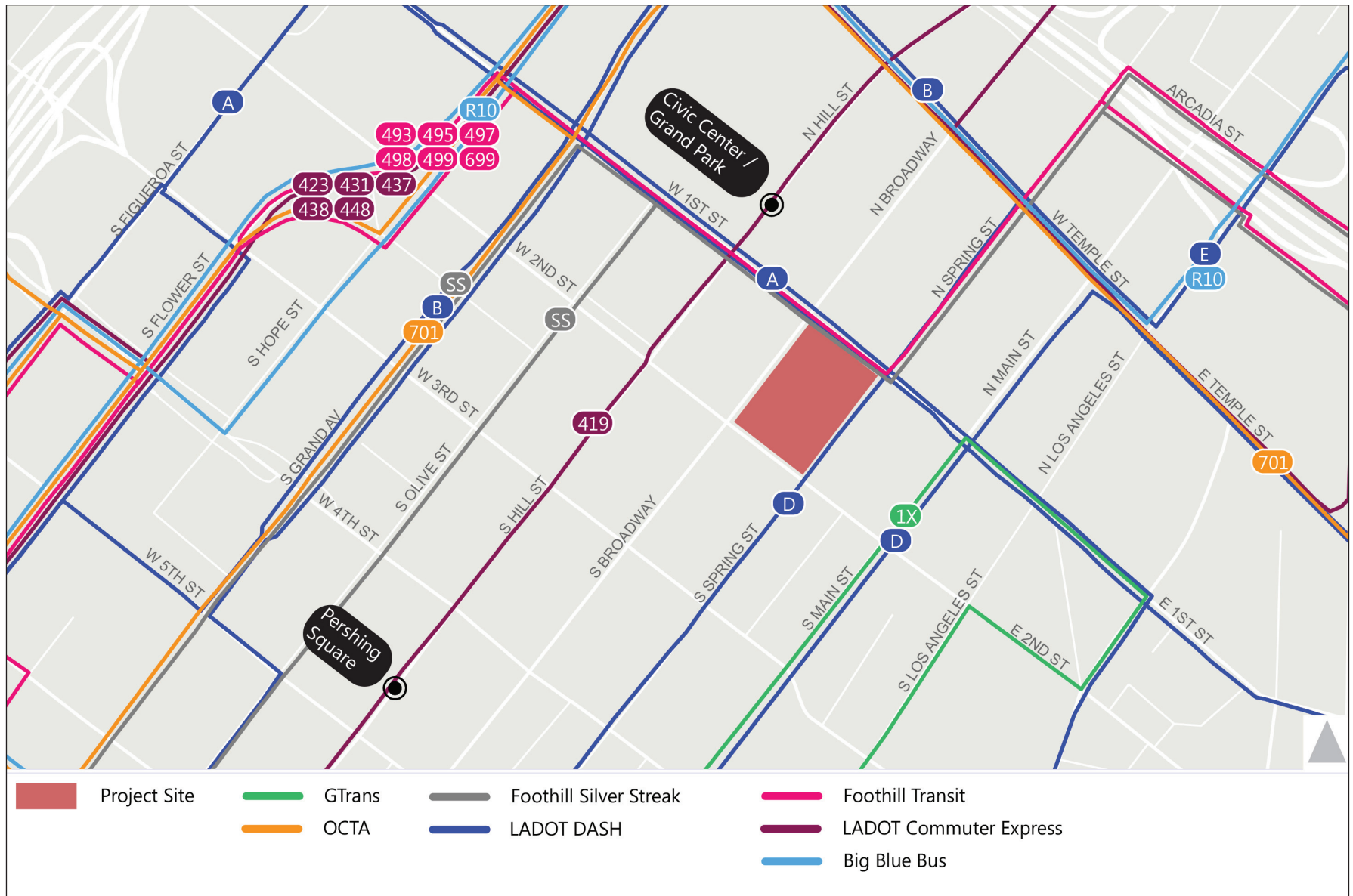
<sup>8</sup> Sharrows are defined as roadway markings used to indicate a shared-lane environment for bicycles and automobiles.

<sup>9</sup> A cycle track is defined as an on-street exclusive bicycle lane that is separated from automobile traffic by a physical barrier.



SOURCE: Fehr & Peers, 2018

Times Mirror Square  
**Figure IV.P-2a**  
 Existing Transit-Service – Metro Bus and Rail



SOURCE: Fehr & Peers, 2018

Times Mirror Square

**Figure IV.P-2b**

Existing Transit Service – Municipal Transit Operators





SOURCE: Fehr & Peers, 2018

Times Mirror Square  
**Figure IV.P-3**  
 Existing and Planned Bicycle Facilities

**TABLE IV.P-3  
EXISTING TRANSIT SERVICE**

Transit Route	Operator	Service Type	Service Between	Along (within study area)	Weekday Headways	
					AM	PM
785	AVTA	Commuter	Downtown and Lancaster	Flower Street/1st Street/Main Street	15-30 min	20-25 min
R10	Big Blue Bus	Rapid	Santa Monica and Downtown	Hope Street/Temple Street	20 min	30 min
COX	Commerce Bus Lines	Shuttle	Downtown and Citadel Outlets	Grand Avenue/1st Street	50-60 min	50-60 min
493	Foothill Transit	Commuter	Downtown and Diamond Bar	Figueroa Street/Grand Avenue/1st Street/Spring Street	10-20 min	10-15 min
495	Foothill Transit	Commuter	Downtown and Industry	Figueroa Street/Grand Avenue/1st Street/Spring Street	25-30 min	15-20 min
497	Foothill Transit	Commuter	Downtown and Chino	Figueroa Street/Grand Avenue/1st Street/Spring Street	15 min	15 min
498	Foothill Transit	Commuter	Downtown and Azusa/West Covina	Figueroa Street/Grand Avenue/1st Street/Spring Street	10-20 min	10-15 min
499	Foothill Transit	Commuter	Downtown and San Dimas	Figueroa Street/Grand Avenue/1st Street/Spring Street	10-20 min	10-20 min
699	Foothill Transit	Commuter	Downtown and Montclair	Figueroa Street/Grand Avenue/1st Street/Spring Street	10-15 min	7-10 min
SS	Foothill Transit	Rapid	Downtown and Claremont	Grand Avenue/Olive Street/Spring Street/1st Street	5-10 min	15 min
1X	G-Trans	Express	Downtown and Hawthorne	Los Angeles Street/Main Street	30 min	30 min
409	LADOT	Commuter	Downtown and East Glendale	Hope Street/Temple Street	20-30 min	15-20 min
419	LADOT	Commuter	Downtown and Chatsworth	Hill Street	15-20 min	20 min
423	LADOT	Commuter	Downtown and Thousand Oaks	Hope Street/Temple Street	20-40 min	5-10 min
431	LADOT	Commuter	Downtown and Westwood	Hope Street/Temple Street	25 min	30 min
437	LADOT	Commuter	Downtown and Venice	Hope Street/Temple Street	20-40 min	15-30 min



Transit Route	Operator	Service Type	Service Between	Along (within study area)	Weekday Headways	
					AM	PM
438	LADOT	Commuter	Downtown and Redondo Beach	Hope Street/Temple Street	10-30 min	15 min
448	LADOT	Commuter	Downtown and Rancho Palos Verdes	Hope Street/Temple Street	15-20 min	15-30 min
534	LADOT	Commuter	Downtown and West LA	1st Street	25 min	20-30 min
Downtown - A	LADOT	Shuttle	Little Tokyo, City West	1st Street	7 min	7 min
Downtown - B	LADOT	Shuttle	Chinatown, Financial District	Grand Avenue/Temple Street	8 min	8 min
Downtown - D	LADOT	Shuttle	Union Station, South Park	Spring Street/Main Street	5 min	5 min
MSB	LADOT	Shuttle	Union Station and Bunker Hill	Hope Street/Grand Street	5-10 min	5-10 min
442	Metro	Express	Downtown and Hawthorne	Grand Avenue/Olive Street/1st Street	20-40 min	35-60 min
Red	Metro	Heavy Rail	Union Station and North Hollywood	Hill Street	5-10 min	5-10 min
Purple	Metro	Heavy Rail	Union Station and Koreatown	Hill Street	5-10 min	5-10 min
4	Metro	Local	Downtown and Santa Monica	Temple Street	10-15 min	10-20 min
10	Metro	Local	Downtown and Pacific Palisades	Main Street/Spring Street	10-15 min	10-15 min
14	Metro	Local	Downtown and Beverly Hills	Grand Avenue/Olive Street/1st Street	5-10 min	5-10 min
28	Metro	Local	Eagle Rock and Century City	Hill Street/Broadway/Spring Street	10-15 min	10-20 min
37	Metro	Local	Downtown and Fairfax Transit Hub	Grand Avenue/Olive Street/1st Street	5-10 min	5-10 min
40	Metro	Local	Downtown and South Bay Galleria	Broadway/Spring Street	10-15 min	15-20 min
45	Metro	Local	Lincoln Heights and Rosewood	Broadway/Spring Street	5-10 min	10-15 min
48	Metro	Local	Downtown and Avalon Station	Hill Street/1st Street	10-15 min	10-12 min

Transit Route	Operator	Service Type	Service Between	Along (within study area)	Weekday Headways	
					AM	PM
53	Metro	Local	Downtown and CSU Dominguez Hills	1st Street/Grand Avenue	10-15 min	10-15 min
60	Metro	Local	Downtown and Long Beach	Figueroa Street	10-15 min	10-15 min
62	Metro	Local	Downtown and Hawaiian Gardens	1st Street/Grand Avenue	15-20 min	15-20 min
68	Metro	Local	Downtown and Montebello	Spring Street/Main Street/1st Street	20 min	20 min
70	Metro	Local	Downtown and El Monte	Grand Avenue/Olive Street/Spring Street/1st Street	12-15 min	15-20 min
71	Metro	Local	Downtown and Cal State LA	Grand Avenue/Olive Street/Spring Street/1st Street	20 min	20-40 min
76	Metro	Local	Downtown and El Monte	Grand Avenue/Olive Street/Spring Street/1st Street	15 min	15-20 min
81	Metro	Local	South LA and Eagle Rock	Hill Street	5-10 min	10-12 min
83	Metro	Local	Downtown and Eagle Rock	Hill Street/Main Street	20-30 min	20-30 min
84	Metro	Local	Downtown and Eagle Rock	Hill Street/Broadway	20-30 min	20-30 min
92	Metro	Local	Downtown and Burbank	Main Street/Spring Street	15-20 min	15-20 min
94	Metro	Local	Downtown and Sun Valley	Hill Street	10-20 min	20-30 min
96	Metro	Local	Downtown and Burbank Station	Grand Avenue/Olive Street/Spring Street/1st Street	30 min	30 min
90/91	Metro	Local	Downtown and Sylmar	Hill Street	15-20 min	15-20 min
487/489	Metro	Local/Express	Downtown and El Monte Station	Grand Avenue/Olive Street/1st Street	30 min	10-15 min
2/302	Metro	Local/Limited	Downtown and Pacific Palisades	Hill Street/Broadway	15 min	15 min
30/330	Metro	Local/Limited	East Los Angeles and West Hollywood	Broadway/Spring Street	5-10 min	5-10 min

Transit Route	Operator	Service Type	Service Between	Along (within study area)	Weekday Headways	
					AM	PM
55/355	Metro	Local/Limited	Downtown and Willowbrook/Rosa Parks Station	Main Street/Spring Street	10-15 min	10-15 min
78/79/378	Metro	Local/Limited	Downtown and Arcadia	Grand Avenue/Olive Street/Spring Street/1st Street	10 min	10 min
728	Metro	Rapid	Union Station and Century City	Hill Street/Spring Street	12 min	12 min
733	Metro	Rapid	Downtown and Santa Monica	Main Street/Spring Street	10-15 min	10-15 min
745	Metro	Rapid	Downtown and Harbor Freeway Station	Broadway/Spring Street	10 min	10 min
760	Metro	Rapid	Downtown and Long Beach Blvd Station	1st Street/Grand Avenue	10-20 min	10-20 min
770	Metro	Rapid	Downtown and El Monte	Grand Avenue/Olive Street/Spring Street/1st Street	10-15 min	15 min
794	Metro	Rapid	Downtown and Sylmar	Hill Street	20 min	30 min
90	Montebello Bus Lines	Express	Downtown and Whittier	3rd Street/4th Street	20-25 min	20-25 min
40	Montebello Bus Lines	Local	Downtown and Whittier	3rd Street/4th Street	10 min	10-15 min
701	OCTA	Commuter	Union Station and Huntington Beach	Hope Street/Temple Street	20-30 min	25-35 min
799	Santa Clarita Transit	Commuter	Downtown and Santa Clarita	Figueroa Street/Grand Avenue/1st Street/Spring Street	10-20 min	15-20 min
4	Torrance Transit	Commuter	Downtown and Torrance	Grand Avenue/Olive Street/1st Street	40 min	45-60 min

SOURCE: Traffic Study prepared by Fehr & Peers, dated May 2018 and included as Appendix L-1 of this Draft EIR.

In the immediate vicinity of the Project Site, the City has identified the one-way pair of Spring Street and Main Street in Downtown Los Angeles to receive bicycle and pedestrian safety upgrades as part of the Main and Spring Forward project.<sup>10</sup> The

<sup>10</sup> Councilmember District 14, José Huizar, Main & Spring Forward, [http://www.josehuizar.com/main\\_spring\\_forward](http://www.josehuizar.com/main_spring_forward). Accessed July 6, 2018.

Main and Spring Forward project, which is part of the Vision Zero initiative, aims to improve intersections and crossings for people walking, upgrade the existing buffered bicycle lanes to protected bicycle lanes, reduce bus-bicycle conflicts, and maximize parking/loading. These changes will be implemented along Spring Street between 1st Street and 9th Street, and Main Street between Cesar Chavez Avenue and 9th Street. Construction of Phase One improvements began in January 2018.<sup>11</sup>

## (6) Vision Zero

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025*, Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death.<sup>12</sup> Vision Zero has identified the High Injury Network (see Figure 5A of Appendix L-1), a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. All four streets bordering the Project Site have been identified in the High Injury Network:

- W. 1st Street from Olive Street to S. Alameda Street (north of the Project Site)
- W. 2nd Street from S. Broadway to S. Los Angeles Street (south of the Project Site)
- S. Broadway from W. 1st Street to W. 2nd Street (west of the Project Site)
- S. Spring Street from City Hall Park to Olympic Boulevard (east of the Project Site)

## 3. Project Impacts

### a) Methodology

The analysis of potential transportation and traffic impacts considers potential Project effects related to construction, intersection service levels, the regional transportation system (i.e., CMP facilities), public transit, access and circulation, and vehicle and bicycle parking. The scope of the analysis in the Traffic Study was developed in consultation with LADOT. The base assumptions and technical methodologies (trip generation, study locations, analysis methodology, etc.) were identified and agreed to in the LADOT-reviewed and -approved MOU which is included as Appendix A in the Traffic Study.

<sup>11</sup> Councilmember District 14, José Huizar, Main & Spring Forward Takes First Step, [http://www.josehuizar.com/main\\_spring\\_forward\\_takes\\_first\\_step](http://www.josehuizar.com/main_spring_forward_takes_first_step). Accessed July 6, 2018.

<sup>12</sup> City of Los Angeles, Vision Zero Los Angeles 2015-2025, August 2015, <http://visionzero.lacity.org/wp-content/uploads/2015/09/VisionZeroLosAngeles.pdf>. Accessed June 28, 2018.

## (1) Construction Impacts

The analysis of construction traffic includes a determination of the number of construction-related trips (i.e., construction worker trips and construction truck trips) that would occur as a result of the Project, the contributions of those trips to the local traffic system, and an analysis of the potential conflicts between construction activity and ongoing activity in the Project vicinity. Potential conflicts, including vehicular, pedestrian, bicyclists, site access, transit, and parking are evaluated.

## (2) Intersection Service Levels

The methodology for intersection traffic impacts involves several steps, including establishing existing traffic conditions (Year 2017) and the determination of existing conditions with Project traffic, future baseline conditions without Project traffic (Year 2023), and future baseline conditions with Project traffic (2023), at the 28 study intersections. As noted previously, morning and afternoon peak period turning movement counts conducted at the 28 study intersections in March and October 2017 were utilized in the traffic analysis. Counts were conducted when local schools were in session. At the time traffic counts were conducted, 2nd Street between Spring Street and Broadway was closed due to the construction of the Regional Connector Transit Project, which resulted in temporary lane configurations at the intersections of South Broadway and West 2nd Street, Spring Street and West 1st Street, and South Spring Street and West 2nd Street. Under Existing Conditions, assumptions for these three intersections were based on the lane configuration prior to the Regional Connector Project. When the Regional Connector construction is completed in 2021, 2nd Street will reopen to through traffic and the lane geometry configuration will revert to pre-construction conditions. It is anticipated that the Regional Connector Transit Project will be completed in 2021 prior to the completion of the Project in 2023.

In addition to the change in lane configurations, the temporary closure also resulted in the shift of traffic volumes to parallel streets due to the closure of eastbound and westbound traffic on 2nd Street between Spring Street and Broadway. Therefore, traffic counts for eastbound and westbound traffic, as well as related turning movements, were replaced with pre-construction counts from 2009 at the following study intersections affected by the Regional Connector Project:

- 11. South Broadway & West 2nd Street
- 17. South Spring Street & W. 2nd Street
- 22. South Main Street & W. 2nd Street
- 25. South Los Angeles Street & East 2nd Street

An ambient growth rate of one percent per year was applied to the 2009 counts to reflect 2017 Existing Conditions absent the Regional Connector construction activity. Additional localized adjustments to traffic volumes were included to reflect pre- and post- Regional Connector traffic volumes.

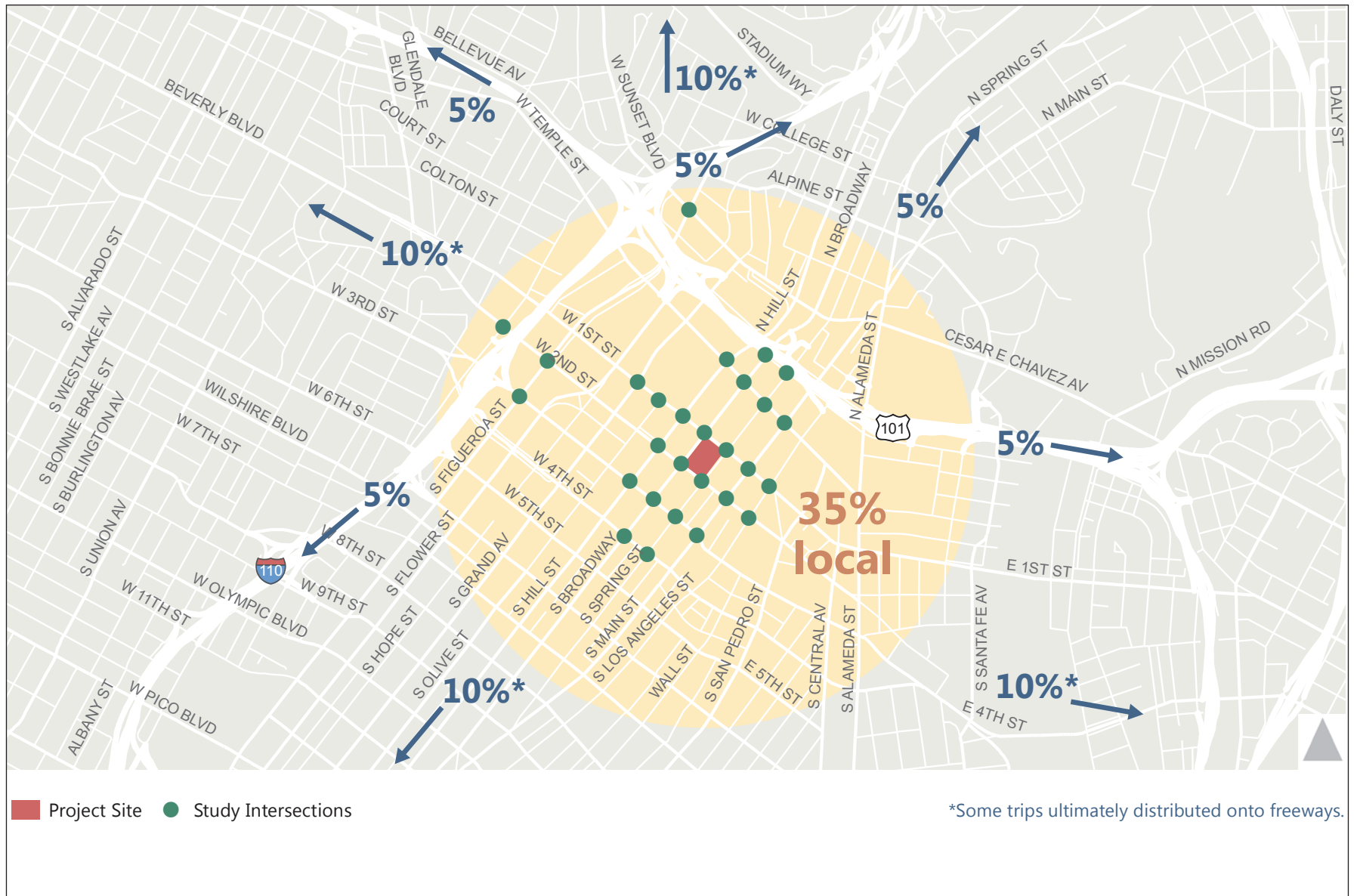
#### (a) *Trip Generation*

The Institute of Transportation Engineers (ITE) *Trip Generation, 9th Edition* (2012) was used to estimate Project-generated trips. The published rates for apartment, office, supermarket, and quality restaurant land uses were used. Appropriate trip generation reductions to account for public transit usage, walk-ins, internal capture, and pass-by trips were made in consultation with LADOT; further detail is provided in Appendix A of the Traffic Study, provided in Appendix L-1 of this Draft EIR. For all uses except for the high-rise residential land use, a 25-percent adjustment was made in accordance with LADOT's *Transportation Impact Study Guidelines* (2016) to account for the Project Site's proximity to high-frequency fixed transit (the future 2nd and Broadway Station of the Regional Connector).<sup>13</sup> Again, in accordance with LADOT's *Transportation Impact Study Guidelines*, 40-percent and 10-percent pass-by reductions were also applied to the proposed supermarket and quality restaurant uses, respectively, to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion. Lastly, existing office and bank land uses (and their similarly calculated trip generation reductions) were subtracted from the Project's overall trip generation as an existing use credit.

#### (b) *Trip Distribution and Assignment*

The geographic distribution of trips generated by the Project is dependent on characteristics of the street system serving the Project Site; the level of accessibility of routes to and from the Project Site; locations of employment and commercial centers to which residents of the Project would be drawn; and residential areas from which the commercial visitors and office employees would be drawn. A select zone analysis was conducted for the proposed uses using the City of Los Angeles Travel Demand Model to inform the general distribution pattern for this study. The distribution of Project trips is illustrated in **Figure IV.P-4, Project Trip Distribution**. Project-related traffic distribution assumed that construction and street closures due to the Regional Connector Transit Project would be completed by the buildout of the Regional Connector Transit Project at which point the lane geometry configuration would have reverted to pre-construction conditions.

<sup>13</sup> ITE trip generation rates for high-rise residential land uses already accounts for travel behavior in urban environments with access to high-frequency fixed transit.



SOURCE: Fehr & Peers, 2018



Times Mirror Square  
**Figure IV.P-4**  
 Project Trip Distribution

The traffic to be generated by the proposed Project was assigned to the street network using the distribution pattern shown in Figure IV.P-4. Appendix B of the Traffic Study, provided in Appendix L-1 of the Draft EIR, illustrates the assignment of the Project-generated peak hour traffic volumes at the 28 study intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the Project driveways on Broadway and W. 2nd Street, as well as peak hour turning movement restrictions in the vicinity of the Project Site.

#### (a) *Level of Service Computations*

A variety of standard methodologies are available to analyze LOS. Following the guidance provided in the *Transportation Impact Study Guidelines*, the analysis of intersection operations is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation to analyze signalized intersections in the City of Los Angeles.<sup>14,15</sup> The V/C ratio is then used to find the corresponding LOS based on the definitions in Table IV.P-1 (presented in the Existing Conditions discussion). Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and an LOS grade.

For the analysis of Project driveways, the *Highway Capacity Manual* (HCM) methodology was used to analyze the delay.<sup>16</sup> Under HCM methodology, delay is calculated in seconds and given an LOS grade, as shown below in **Table IV.P-4, Level of Service Definitions for Stop-Controlled Intersections**.

**TABLE IV.P-4**  
**LEVEL OF SERVICE DEFINITIONS FOR STOP-CONTROLLED INTERSECTIONS**

Level of Service	Average Control Delay (seconds/vehicle)
A	< 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

SOURCE: *Highway Capacity Manual*, Transportation Research Board, 2010.

<sup>14</sup> Los Angeles Department of Transportation, *Transportation Impact Study Guidelines*, December 2016.

<sup>15</sup> Transportation Research Board, Circular 212, *Interim Materials on Highway Capacity*, 1980.

<sup>16</sup> Transportation Research Board, *2010 Highway Capacity Manual*, 2010.



The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All of the study intersections located in the City of Los Angeles are currently operating under the City's ATSAC system and ATCS control. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS is implemented.

(b) *Existing with Project*

Project-estimated vehicle trips were assigned to the study intersections and were added to the existing traffic volumes to estimate Existing with Project traffic volumes. Turning movement traffic volumes for the Existing with Project scenario and detailed intersection LOS calculations are provided in Appendix L-1.

(c) *Cumulative Analysis (Future Conditions)*

The future traffic scenarios include two factors, ambient growth and ongoing and continued development (either proposed, approved, or under construction [collectively, the related projects]). Ambient growth relates to increases in existing traffic resulting from regional growth and development. Based on discussions with LADOT through the MOU process, an ambient growth factor of one percent per year, compounded annually, was used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by Year 2023.

The related projects located within the Study Area were identified by the Department of City Planning and LADOT, as well as recent studies of projects in the area. A total of 170 related projects were identified (see Table III-1 and Figure III-1 of this Draft EIR for a list and location of those projects). Though the buildout years of many of these related projects are uncertain and may be beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this traffic analysis and conservatively assumed to be completed by the Project buildout year 2023. Therefore, traffic growth due to the development of related projects considered in this analysis is conservative and likely overestimates the actual traffic volume growth in downtown Los Angeles that would occur prior to the Project buildout year.

Trip generation estimates for the related projects were provided by LADOT or were calculated using a combination of previous study findings and the relevant trip generation rates contained in ITE's *Trip Generation Manual, 9<sup>th</sup> Edition* for the

proposed land uses. The related projects trip generation estimates are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bicycling, walking, carpool, etc.). Further, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between multiple related projects within downtown Los Angeles, in which one related project serves as the origin for a trip destined for another related project.

Network changes related to the planned Main and Spring Forward project are included in the Future Year analysis. This project results in future lane configuration changes to the following study intersections:

- 16. Spring Street & W. 1st Street
- 17. South Spring Street & W. 2nd Street
- 18. South Spring Street & W. 3rd Street
- 19. South Spring Street & W. 4th Street
- 21. Main Street & 1st Street
- 22. South Main Street & 2nd Street
- 23. South Main Street & 3rd Street

At South Spring Street & W. 2nd Street, the Main and Spring Forward project will include the restriction of southbound right turns from Spring Street to 2nd Street, limiting access from Spring Street to the Project Site. To account for this future restriction, existing right-turn volumes were redistributed to the study intersections of Springs Street & 1st Street, and Spring Street & 3rd Street for the Future conditions analysis.

The Project Site is located adjacent to the future Historic Broadway Station for Metro's Regional Connector Transit Corridor that will connect the Blue and Exposition Light Rail lines to the existing Gold Line and Union Station. When completed, the 1.9-mile alignment will allow transit riders to transfer between Blue, Expo, Red and Purple Lines, bypassing Union Station. Passengers will also be able to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. Forecasted opening for the Regional Connector is 2021.

### (3) Regional Transportation System

#### (a) *Congestion Management Program Facilities*

As noted previously, in the Existing Conditions discussion, there are no CMP arterial monitoring intersections within the Study Area; however, a CMP arterial monitoring station is located 1.7 miles west of the Project Site at Wilshire Boulevard and Alvarado Street. As described in the Traffic Study (Appendix L-1),

under Section 5, Regional Transportation System Impact Analysis, the Project is anticipated to add fewer than 50 trips at this CMP arterial monitoring location. Further, Project-generated trips would not meet vehicle trip thresholds (identified in the Regulatory Setting discussion) at the I-110 and US-101 CMP freeway monitoring stations closest to the Project Site; fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments. Therefore, no analysis was conducted for CMP arterial or freeway monitoring stations.

(b) *Caltrans Facilities*

*Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (October 2013, as amended in December 2015) sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the Traffic Study MOU for the Project (see Appendix A of the Traffic Study, provided as Appendix L of this Draft EIR) that the Project would not meet these criteria for requiring a freeway segment or ramp queueing impact analysis.

(c) *Street Segments*

LADOT's recommended thresholds for potential street segment impacts are evaluated based on traffic generated by the project, and/or traffic diverted or shifted due to the project, on local streets in residential neighborhoods. Such impacts may result from increased traffic volumes on neighborhood streets or increased delays for vehicles exiting the neighborhood.

Per LADOT's *Transportation Impact Study Guidelines*, a project would normally have a significant residential street segment impact if project traffic would cause an increase in the projected average daily traffic (ADT) as follows:

- ADT increase  $\geq 120$  or more  $< 1,000$
- ADT increase  $\geq 12$  percent if final ADT  $\geq 1,000$  and  $< 2,000$
- ADT increase  $\geq 10$  percent if final ADT  $\geq 2,000$  and  $< 3,000$
- ADT increase  $\geq 8$  percent if final ADT  $\geq 3,000$

In accordance with LADOT's *Transportation and Impact Study Guidelines*, an analysis is required for residential street segments that meet all of the following four conditions:

1. The proposed project is a non-residential development and not a school.
2. The arterial that would normally be used for project access is sufficiently congested, such that motorists traveling on the arterial may opt to divert to a parallel route through a residential street. The congestion level of

the arterial can be determined based on the estimated LOS under project conditions of the study intersection(s); LOS E and F are considered to represent congested conditions.

3. The project is projected to add a significant amount of traffic to the congested arterial that can potentially shift to an alternative route. Project traffic on a local residential street would need to exceed the daily minimum significance thresholds listed below in Subsection 3.b.(2)(d).
4. The local residential street(s) provides motorists with a viable alternative route.

The Project would develop up to 1,127 residential units, 307,288 square feet of office space, 50,000 square feet of supermarket space and 53,389 square feet of restaurant space. The Project is located within a commercial corridor that is developed with office and commercial uses and is not proximate to a network of residential streets that facilitate access to and from the Project Site. Therefore, a residential street segment analysis was not conducted as part of the Traffic Study.

#### (4) Public Transit

The estimated increase in the number of transit trips generated by the Project were calculated following Section B.8.4 of the CMP, which provides a methodology based on the projected number of vehicle trips. The methodology assumes an average vehicle ridership (AVR) of 1.4 in order to estimate the number of transit trips to and from the Project. Although the CMP provides guidance regarding the percentage of person trips that may use public transit, the CMP transit impact analysis conducted for this EIR estimates that up to 25 percent of Project trips may use public transit to travel to and from the Project Site.<sup>17</sup>

#### (5) Site Access and Pedestrian and Bicycle Facilities

A level of service analysis was conducted to evaluate the ability of the Project's access plan to accommodate the anticipated traffic levels at the driveway access points. The driveway locations would be stop-controlled and were analyzed using the 2-way Stop methodology from the HCM. As noted previously, the HCM methodology determines the average vehicle delay for the stop-controlled approach to find the corresponding LOS based on the definitions presented in Table IV.P-4. In addition to on-site access and circulation analysis, the proposed vehicular access points to the subterranean and at-grade parking levels and the

<sup>17</sup> The CMP guidance does not provide a higher percentage than 25 percent. The highest percentage used in the CMP is 10 percent for residential projects and 15 percent for commercial projects. The traffic study used 25 percent as the transit estimate per LADOT guidelines. For the CMP analysis, the 25 percent estimate was used as this is a conservative assumption with regard to transit ridership and also provides consistency between the trip generation table transit credit and the CMP transit impact evaluation.

on-site circulation were evaluated to ensure that conflicts would not arise and that on-site circulation would be adequate. In addition, access for pedestrians and bicyclists was evaluated. The Project's access and circulation scheme were evaluated to determine whether the Project would substantially increase the potential for conflicts between vehicles and pedestrians and cyclists.

## (6) Vehicle and Bicycle Parking

The parking analysis evaluates the amount of automobile parking that would be provided to meet requirements in the LAMC. In addition, an evaluation was performed to indicate the number of bicycle spaces that would be required pursuant to applicable LAMC requirements.

### b) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, the Project would have a significant impact related to transportation and traffic if it would:

- 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 transit.***
- 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.***
- 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.***
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).***
- e) Result in inadequate emergency access.***
- 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.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions. The Los Angeles CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criteria to evaluate transportation impacts:

(a) *Intersection Capacity*

LADOT guidelines and the *Thresholds Guide* state threshold standards that would result in significant impacts on intersection capacity. The City has established threshold criteria to determine significant traffic impacts of a proposed project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio.

Based on the impact criteria in **Table IV.P-5, *Intersection Capacity Significance Criteria***, the analysis of intersection service levels evaluates whether the Project would increase V/C ratios above LOS standards set forth under LADOT guidelines.

**TABLE IV.P-5  
INTERSECTION CAPACITY SIGNIFICANCE CRITERIA**

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	Final V/C Ratio	
C	0.701 to 0.800	Equal to or greater than 0.04
D	0.801 to 0.900	Equal to or greater than 0.02
E, F	0.901 or more	Equal to or greater than 0.01

SOURCE: Transportation Impact Study Guidelines, LADOT, 2016, 2006 LA CEQA Thresholds Guide.

(b) *Access and Circulation*

The *Thresholds Guide* provides guidance for evaluating the impacts of a project bicycle, vehicle and pedestrian safety on a case by case basis, considering the following factors: the amount of pedestrian activity at project access points; design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists; the type of facility the project driveway(s) crosses and the level of utilization; the physical conditions of the surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.

Under the *Thresholds Guide*, the analysis of access and circulation takes into consideration whether:

- The intersection(s) nearest to the Project's primary site access would operate at LOS E or F during the AM or PM peak hour, under cumulative plus project conditions.

(c) *Transit System Capacity*

(i) *Regional Transportation System*

Based on the *Thresholds Guide* and the CMP, the analysis takes into consideration whether the Project would:

- Result in an incremental increase in V/C ratio of 0.02 or greater at a CMP facility (intersection or freeway segment) projected to operate at LOS F after the addition of Project traffic.

(ii) *Public Transit*

The *Thresholds Guide* and the CMP state that the evaluation of impacts on public transit shall consider the projected number of additional transit passengers expected with implementation of the Project and available transit capacity.

(d) *Vehicle and Bicycle Parking*

To analyze whether sufficient automobile and bicycle parking spaces would be provided by the Project, the Project's proposed parking supply is compared to the number of parking spaces required per the LAMC. However, as discussed below, since the Project is located in a transit priority area as defined in Public Resources Code Section 21099, the Project's parking impacts shall not be considered significant impacts on the environment. Therefore, the analysis regarding Project parking is provided for informational purposes only.

(e) *Construction Traffic*

The determination of significance shall be on a case-by-case basis, considering the following factors:

- Temporary Traffic Impacts
  - The length of time of temporary street closures or closures of two or more traffic lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing traffic levels and LOS on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures; and

- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access
  - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
  - The availability of alternative vehicular or pedestrian access within 0.25 mile of the lost access; and
  - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within 0.25 mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a 0.25-mile radius of the affected stops or routes; and
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).
- Temporary Loss of On-Street Parking
  - The current utilization of existing on-street parking;
  - The availability of alternative parking locations or public transit options (e.g., bus, train) within 0.25 mile of the project site; and
  - The length of time that existing parking spaces would be unavailable.

As noted above under *Regulatory Framework*, SB 743 as implemented in California Public Resources Code Section 21099 provides that parking impacts of a residential, mixed- use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. As discussed in Chapter II, *Project Description*, the Project meets the criteria of SB 743 and, therefore, an analysis of parking impacts is not included in the evaluation of Transportation and Traffic Impacts. This guidance supersedes the significance guidance in the *Thresholds Guide*.



## c) Project Design Features

The following Project Design Features (PDF) are applicable to the Project.

**PDF-TRAF-1: Construction Traffic Management Plan:** Prior to the issuance of a building permit for the Project, a detailed Construction Management Plan including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Management Plan will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project will be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. The Construction Management Plan will include, but not be limited to, the following elements as appropriate:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the Project Site will be off Broadway and 2nd Street.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, will be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Provide for safety precautions for pedestrians and bicyclists through such measures as alternative routing and protection barriers, as required.
- Establish requirements for loading/unloading and storage of materials on the Project Site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during project construction.

- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses and residences.
- Coordinate with affected transit providers (Metro, LADOT Dash, Montebello) to temporarily relocate bus stops as necessary.
- Participate in regular coordination meetings with Metro and LADOT regarding construction activities in the area, to address such issues as temporary lane closures and potential concurrent construction activities associated with the 2nd and Broadway Station of Metro's Regional Connector.

**PDF-TRAF-2: Construction Worker Parking Plan:** The Project Applicant will prepare a Construction Worker Parking Plan prior to commencement of construction to identify and enforce parking location requirements for construction workers. The Construction Worker Parking Plan will include, but not be limited to, the following elements as appropriate:

- During construction activities when construction worker parking cannot be accommodated on the Project Site, the Plan will identify alternate parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations.

#### **d) Analysis of Project Impacts**

***Threshold 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?***

##### **(1) Construction**

The construction impact analysis of the Project is provided in the context of major construction activities throughout downtown Los Angeles generated by the Regional Connector project. Given that the Project is located immediately adjacent to the under-construction 2nd and Broadway Metro Station, it is important to note that there are ongoing effects of construction (from both the Station and accompanying subway tunnel) in the vicinity of the Project Site. Regional

Connector construction is expected to last through 2021 and, thus, would occur concurrently with construction of the Project for up to two years. PDF-TRAF-1 includes a provision that the contractor for the Project, in advance of and during Project construction, would coordinate with Metro to help minimize potential conflicts with the Regional Connector project through communication on such issues as temporary lane closures, and potential concurrent construction activities near the Project Site associated with the 2nd and Broadway Metro Station.

(a) *Schedule and Phasing*

Construction activities are expected to begin in 2019 and are anticipated to take a total of approximately four years to complete. Construction activities would involve the following six key phases:

1. Demolition, implementation of off-site utilities, excavation;
2. Renovation of existing buildings that will remain (may overlap with any other phases);
3. Site preparation for construction: establishing site boundaries, setting up operations, establishing access for trucks;
4. Grading, includes excavation, grading, and shoring;
5. Foundation/concrete pours; and
6. Building construction, including paving and architectural coating.

(b) *Trucks*

Hauling activity would occur during Phase 1 demolition and Phase 4 grading. Up to ten haul trucks per day are anticipated on peak haul days during Phase 1. Up to 140 haul trucks per day are anticipated on peak haul days during Phase 4. Hauling hours are anticipated to occur between 7:00 A.M. and 9:00 P.M. Monday through Friday, and 8:00 A.M. and 6:00 P.M. on Saturday. However, it is also anticipated that concrete pours would occur off-hours outside of the City's allowable construction hours as specified in the LAMC. This would be outside of the City's allowable construction hours specified in the LAMC and, as such, the Project would file an application to obtain permission and approval in order to deviate from the construction hours typically allowed by the LAMC. The foundation/continuous concrete pour activities would generate the maximum number of truck trips, but would only last up to two days during each of the two continuous concrete pouring foundation phases.

The delivery/equipment trucks are anticipated to arrive and depart between 7:00 AM and 5:00 PM, Monday through Friday. Based on information provided by the Applicant, the haul route for the Project would include regional access from US-101. Trucks would exit the Project Site from N. Broadway and turn right, head eastbound on W. 1st Street to Main Street, head north on Main Street to Aliso Street, turn right onto Aliso Street, and merge on to the SR-101 southbound on-

ramp. Empty trucks would take the exit on Los Angeles Street, head south to 2nd Street, make a right on W. 2nd Street, turn right on N. Broadway, and right into the Project Site. Trucks would be staged off-site and dispatched to the Project Site as needed.

In addition to haul trucks, concrete trucks would access the Project Site during the foundation/ concrete pour in Phase 5 and the Project Site would also generate delivery truck activity during Phase 6. Materials could include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the Project Site and stored on-site. These deliveries would occur in variously sized vehicles including small delivery trucks to concrete mixer trucks and 18-wheel trucks. Phase 5, which is expected to occur over the course of four days, is anticipated to require 703 concrete two-way truck trips (e.g., 1,406 one-way trips) on the peak activity day. Phase 6 is anticipated to require 179 delivery trucks per day on peak activity days.

In addition to delivery trucks, occasional equipment delivery is expected to occur during all phases. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the Project Site on large trucks such as 18-wheelers or other similar vehicles.

#### (c) *Workers*

The number of construction workers would vary throughout the construction period with the building construction phase generating the highest number of trips. Phase 1 is expected to require a total of 29 workers on site daily; Phase 2 is expected to require a total of 62 workers on site daily and could overlap with any of the other phases; Phase 3 would require approximately 29 workers daily; Phase 4 would require 30 workers daily; Phase 5 would require 19 workers daily; and Phase 6 would require up to 728 workers daily. During construction activities when construction worker parking cannot be accommodated on the Project Site, construction employees would be provided with alternate parking locations off-site during all construction phases.

#### (d) *Analysis of potential impacts during Project construction*

As noted previously, the *Thresholds Guide* provides four categories to be considered in regards to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking.<sup>18</sup> The factors to be considered in each of these categories, and the assessment of the project against these factors, is presented in **Table IV.P-6, Analysis of Potential Impacts During Project**

<sup>18</sup> City of Los Angeles. *L.A. CEQA Thresholds Guide – Your Resource for Preparing CEQA Analyses in Los Angeles*, 2006.

*Construction*, and discussed below. As discussed further below under Thresholds b) and f), the Project would result in less than significant impacts with respect to highways and freeways, pedestrian and bicycle paths, and mass transit during Project construction.

**TABLE IV.P-6**  
**ANALYSIS OF POTENTIAL IMPACTS DURING PROJECT CONSTRUCTION**

Significance Factor	Assessment
Per the Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:	
<b>Temporary Traffic Impacts</b>	
<ul style="list-style-type: none"> <li>• The length of time of temporary street closures or closures of two or more traffic lanes;</li> <li>• The classification of the street (major arterial, state highway) affected;</li> <li>• The existing traffic levels and level of service (LOS) on the affected street segments and intersections;</li> <li>• Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;</li> <li>• Potential safety issues involved with street or lane closures;</li> <li>• The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.</li> </ul>	<ul style="list-style-type: none"> <li>• Temporary full street closures or closures of two or more traffic lanes are not anticipated.</li> <li>• The streets that may be affected by any temporary traffic lane, bicycle lane, or sidewalk closures are Broadway and Spring Street (Avenue II), 1st Street (Boulevard II), and 2nd Street (Avenue III).</li> <li>• The intersection of Broadway/1st currently operates at LOS A in the AM and LOS B in the PM. The intersection of Broadway/2nd currently operates at LOS A in the AM and PM. The intersection of Spring/1st currently operates at LOS A in the AM and PM. The Intersection of Spring/2nd currently operates at LOS A in the AM and PM.</li> <li>• None of the affected streets directly lead to a freeway on- or off-ramp or other state highways.</li> <li>• Worksite traffic control plans would be prepared for any temporary lane or sidewalk closures in accordance with applicable City and Manual of Uniform Traffic Control Devices (MUTCD) guidelines.</li> <li>• The adjacent Los Angeles Police Department Headquarters would retain full access to the driveway on Spring Street.</li> </ul>
<b>Temporary Loss of Access</b>	
<ul style="list-style-type: none"> <li>• The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;</li> <li>• The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;</li> </ul>	<ul style="list-style-type: none"> <li>• Blockage of existing vehicle or pedestrian access to parcels fronting the construction area is not anticipated. Pedestrian and vehicular access to nearby businesses would remain open during the construction period. Existing uses on the Project Site would have their pedestrian access maintained by providing protective</li> </ul>

Significance Factor	Assessment
<ul style="list-style-type: none"> <li>The type of land uses affected, and related safety, convenience, and/or economic issues.</li> </ul>	<p>canopies around the entrances when overhead work is required to ensure safety in and out of businesses.</p>
<b>Temporary Loss of Bus Stops or Rerouting of Bus Lines</b>	
<ul style="list-style-type: none"> <li>The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;</li> <li>The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;</li> <li>The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes;</li> <li>Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).</li> </ul>	<ul style="list-style-type: none"> <li>There are four existing bus stops along the Project frontage. The stop on Broadway at 1st Street serves the Metro 30, 40 and 330 lines. The stop on 1st Street at Broadway serves the LADOT Commuter Express Route 534 and Metro line 442. The stop on 1st Street at Spring Street serves the Dash Route A. The stop on Spring Street between 1st and 2nd Streets serves the Dash Route D, Metro lines 28, 30, 40, 45, 330, and 745, as well as Montebello Express commuter services. Additional bus stops are located on all adjacent blocks and could serve as temporary bus stops without service interruptions or detours, should Project frontage bus stops need to be temporarily closed due to construction. A related mixed-use project to the south of the Project Site is currently under construction at 201 S Broadway. Bus stops to the south of the Project Site, located at Spring Street &amp; 2nd Street, may not be available as a temporary bus stop if concurrent construction activities occur. In the event of concurrent construction activities adjacent to the Project Site, the Applicant would coordinate with Metro to relocate the bus stops, and additional bus stops located on adjacent blocks could serve as temporary bus stops without service interruptions or detours.</li> </ul>
<b>Temporary Loss of On-Street Parking</b>	
<ul style="list-style-type: none"> <li>The current utilization of existing on-street parking;</li> <li>The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;</li> <li>The length of time that existing parking spaces would be unavailable.</li> </ul>	<ul style="list-style-type: none"> <li>Construction may require temporary parking restrictions along the Project frontage on 1st Street to accommodate the construction area footprint. A total of six metered spaces would require temporary parking restrictions for the duration of construction.</li> <li>Public transit options are available within 1/4 mile of the Project Site, including: Civic Center/Grand Park Metro Station, and local and regional bus routes on Broadway, 1st Street, Spring Street, Hill Street, and Main Street, as shown previously in Table IV.P-3. In addition, there are various off-street parking lot locations nearby, such as the Grand Park public parking lot located on Broadway north of 1st Street and two public lots located directly south of 2nd Street.</li> </ul>

Note: SB 743 as implemented in California Public Resources Code Section 21099 provides that parking impacts of a residential, mixed- use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. This guidance supersedes the significance guidance in the Threshold Guide.

SOURCE: Traffic Study prepared by Fehr & Peers, dated May 2018 and included as Appendix L-1 of this Draft EIR.

*(e) Temporary Traffic Impacts*

Temporary travel lane and bicycle lane closures during construction of the Project are anticipated on Broadway, 1st Street, and Spring Street. Because of Regional Connector construction, any closures that may occur on 2nd Street will be subject to Metro's review and approval before they can go forward. The roadways that may be affected by any temporary lane or sidewalk closures are: Broadway, Spring Street, 1st Street, and 2nd Street. As shown in Table IV.P-2 under Existing Conditions, the intersections of Broadway & 1st (Intersection No. 10), Broadway & 2nd (Intersection No. 11), Spring & 1st (Intersection No. 16), and Spring & 2nd (Intersection No. 17) currently operate at LOS A or LOS B in the AM and PM peak hour. Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and California Manual on Uniform Traffic Control Devices (MUTCD) guidelines.<sup>19</sup> Temporary traffic impacts would be less than significant.

*(f) Temporary Loss of Access*

Full-time sidewalk closures during Project construction are likely to occur along the Project Site perimeter (i.e., 1st Street, 2nd Street, Broadway, and Spring Street). Pedestrian and vehicular access to existing uses at the Project Site would be maintained for the duration of construction and protective canopies around entrances would be provided, as required. These protective canopies would be installed at entrances of nearby businesses when overhead work is required to ensure pedestrian safety. Pedestrian and vehicular access to nearby businesses would remain open during the construction period. Temporary loss of access impacts would be less than significant.

*(g) Temporary Loss of Bus Stops or Rerouting of Bus Lines*

There are four existing bus stops along the Project frontage. The stop on Broadway at 1st Street serves the Metro 30, 40 and 330 lines. The stop on 1st Street at Broadway serves the LADOT Commuter Express Route 534 and Metro line 442. The stop on 1st Street at Spring Street serves the Dash Route A. The stop on Spring Street between 1st and 2nd Streets serves the Dash Route D, Metro lines 28, 30, 40, 45, 330, and 745, as well as Montebello Express commuter services. Additional bus stops are located on all adjacent blocks and could serve as temporary bus stops without service interruptions or detours, should Project frontage bus stops need to be temporarily closed due to construction. A related mixed-use project to the south of the Project Site is currently under construction at 201 S Broadway. Bus stops to the south of the Project Site, located at Spring Street

<sup>19</sup> California Department of Transportation, 2018. *California Manual on Uniform Traffic Control Devices, FHWA's MUTCD 2009 Edition, including Revisions 1 & 2 as amended for use in California*. 2014 Edition, revised March 9, 2018.

and 2nd Street, may not be available as a temporary bus stop if concurrent construction activities occur. In the event of concurrent construction, the Applicant would coordinate with Metro to temporarily relocate the bus stop, or, as stated above, additional bus stops located on all adjacent blocks could serve as temporary bus stops without service interruptions or detours should Project frontage bus stops need to be temporarily closed due to construction. As such, temporary bus impacts would be less than significant.

*(h) Temporary Loss of On-Street Parking*

Construction of the Project may require temporary parking restrictions along the Project frontage on 1st Street. A total of six metered spaces would require temporary parking restrictions. 2nd Street, Broadway, and Spring Street would be unaffected since there is no on-street parking on these streets. Per the provisions in the California Public Resources Code Section 21099, which implements SB 743, parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. The Project falls within a transit priority area, as shown in the map included in the City of Los Angeles Department of City Planning Zoning Information File Number 2452. As such, temporary parking impacts would not be considered significant.

*(i) Construction Trip Generation Analysis*

A construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning, and afternoon peak hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. LAMC restricts construction activities to the hours of 7:00 A.M. to 9:00 P.M. on weekdays and from 8:00 A.M. to 6:00 P.M. on Saturdays and holidays. The hours of construction typically require workers to be on-site before the weekday A.M. commuter peak period and allow them to leave before or after the P.M. commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 P.M. or after 6:00 P.M.). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods. It is possible that off-hour construction could occur during the foundation/continuous concrete pour activities, which would need to extend beyond daytime hours (one nighttime and early morning period each) due to the need for concrete pours to be continuous (for example, up to 18 hours). An estimated maximum of approximately 1,406 concrete truck trips (one-way trips, equal to approximately 2,812 passenger car equivalent [PCE]) would occur per day (one-way trips of up to approximately 78 concrete truck trips per hour or approximately 156 PCE trips per hour) during the foundation/continuous concrete pour activities. The foundation/continuous concrete pour activities would generate the maximum number of truck trips, but would only last up to two days during each of the two continuous concrete pouring foundation phases.



For the purpose of the analysis, it was assumed that up to 40 percent of the construction workers would arrive during the peak morning commute hour and 40 percent would depart during the peak afternoon commute hour. Haul and delivery/equipment trucks were assumed to occur throughout the hauling and delivery periods. For the purposes of the trip generation analysis, the hauling hours were assumed to occur from 7:00 AM to 5:00 PM, a 10-hour period, which would generate the highest number of haul trips in the peak hours. Should the hauling hours be restricted to begin at 9:00 AM and end at 3:00 PM, the Project would not generate any peak hour hauling truck trips. However, restricting the duration of the hauling period may extend the construction schedule. The delivery/equipment trucks are anticipated to arrive and depart between 7:00 A.M. and 5:00 P.M., a 10-hour period, except during Phase 5, which will require a 18-hour delivery period to facilitate the concrete pour. A PCE factor of 2.0 was used for vendor, concrete, and delivery trucks. A PCE factor of 2.5 was assumed for haul trucks.

**Table IV.P-7, *Construction Period Trip Generation***, shows a summary of construction period trip generation under each phase of construction. The peak construction activity day would occur during the Phase 5 foundation/concrete pour, with the potential for the renovation phase to be conducted concurrently. On a peak construction activity day during Phase 5 with the Phase 2 renovation trips, a total of up to 2,974 daily PCE trips are estimated to occur. If the renovation phase occurs concurrently with Phase 6, the highest level of activity during peak hours is anticipated to result in 388 PCE trips occurring during each of the morning and afternoon peak hours.

The influx of materials and equipment during construction of the Project would result in the following effects on adjacent streets and the roadway network:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings.
- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.
- Delivery vehicles may need to park temporarily on adjacent roadways as they deliver their items. Based on experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

**TABLE IV.P-7  
CONSTRUCTION PERIOD TRIP GENERATION**

Peak Day Activity Under Each Phase (two-way trips)							
	Phase 1: Demolition	Phase 2: Renovation	Phase 3: Site Preparation	Phase 4: Grading	Phase 5: Foundation/ Concrete Pour	Phase 6: Building Construction	
Construction Workers	29	62	29	30	19	728	
Passenger Car Equivalent (PCE) factor	1.0	1.0	1.0	1.0	1.0	1.0	
Haul Truckloads	10	0	0	140	0	0	
PCE factor	2.5	2.5	2.5	2.5	2.5	2.5	
Delivery/Equipment Truckloads	0	0	0	0	703	179	
PCE factor	2.0	2.0	2.0	2.0	2.0	2.0	
Construction Period Vehicle Trip Generation							
Phase	Daily PCE Trips <sup>a</sup>	Morning Peak Hour PCE Trips			Afternoon Peak Hour PCE Trips		
		In	Out	Trips	In	Out	Trips
Demolition							
Construction Worker Trips <sup>b</sup>	58	12	0	12	0	12	12
Haul Truck Trips <sup>c</sup>	50	3	3	6	3	3	6
Delivery/Equipment Truck Trips <sup>c</sup>	0	0	0	0	0	0	0
Phase 1 Total	108	15	3	18	3	15	18

Construction Period Vehicle Trip Generation							
Phase	Daily PCE Trips <sup>a</sup>	Morning Peak Hour PCE Trips			Afternoon Peak Hour PCE Trips		
		In	Out	Trips	In	Out	Trips
Renovation <sup>d</sup>							
Construction Worker Trips <sup>b</sup>	124	25	0	25	0	25	25
Haul Truck Trips <sup>c</sup>	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips <sup>c</sup>	0	0	0	0	0	0	0
<b>Phase 2 Total</b>	124	25	0	25	0	25	25
Site Preparation							
Construction Worker Trips <sup>b</sup>	58	12	0	12	0	12	12
Haul Truck Trips <sup>c</sup>	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips <sup>c</sup>	0	0	0	0	0	0	0
<b>Phase 3 Total</b>	58	12	0	12	0	12	12
Grading							
Construction Worker Trips <sup>b</sup>	60	12	0	12	0	12	12
Haul Truck Trips <sup>c</sup>	700	35	35	70	35	35	70
Delivery/Equipment Truck Trips <sup>c</sup>	0	0	0	0	0	0	0
<b>Phase 4 Total</b>	760	47	35	82	35	47	82
Foundation/Concrete Pouring <sup>e</sup>							
Construction Worker Trips <sup>b</sup>	38	8	0	8	0	8	8
Haul Truck Trips <sup>c</sup>	0	0	0	0	0	0	0
Delivery/Concrete/Equipment Truck Trips <sup>c</sup>	2,812	78	78	156	78	78	156
<b>Phase 5 Total</b>	2,850	86	78	164	78	86	164

**Construction Period Vehicle Trip Generation**

Phase		Daily PCE Trips <sup>a</sup>	Morning Peak Hour PCE Trips			Afternoon Peak Hour PCE Trips		
			In	Out	Trips	In	Out	Trips
Building Construction								
Construction Worker Trips <sup>b</sup>		1,456	291	0	291	0	291	291
Haul Truck Trips <sup>c</sup>		0	0	0	0	0	0	0
Delivery/Equipment Trips <sup>c</sup>	Truck	716	36	36	72	36	36	72
<b>Phase 6 Total</b>		2,172	327	36	363	36	327	363

PCE = Passenger car equivalent.

<sup>a</sup> Daily trips were calculated by counting two trips, one inbound and one outbound trip for each vehicle

<sup>b</sup> Up to 40 percent of the construction workers were assumed to arrive during the morning peak hour of adjacent street traffic and depart during the afternoon peak hour.

<sup>c</sup> Daily haul, delivery/equipment, and trash truck trips were assumed to occur evenly throughout an 10-hour construction day. Trips for the concrete pour were assumed to occur on a 18-hour day. Therefore, the daily truck trips for haul and delivery/equipment were divided by 10 hours to calculate morning and afternoon peak hour truck trips. The daily concrete truck trips were divided by 18 hours to calculate peak hour truck trips.

<sup>d</sup> The Renovation phase is expected to last approximately two years and may occur concurrently with any other phases.

<sup>e</sup> Based on the Fehr & Peers Technical Memorandum on Updated Construction Analysis for LA Times Project, received on December 20, 2018. Provided in Appendix L-3 of this Draft EIR.

SOURCE: Traffic Study prepared by Fehr & Peers, dated May 2018 and included as Appendix L-1 of this Draft EIR.

While no traffic lanes adjacent to the Project Site would be closed on a permanent basis during construction, day-to-day construction activities could sometimes result in partial lane closures on adjacent streets to the Project Site on a temporary and/or intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities, as may be required. Such activities would occur only during off-peak hours and only on certain days, and would not be a regular event. In these instances, flagmen would be used to control traffic movement during ingress and egress of trucks and heavy equipment. Any such closures would need to be coordinated with and approved by LADOT prior to being implemented. Implementation of PDF-TRAF-1, Construction Traffic Management Plan, and PDF-TRAF-2, Construction Worker Parking Plan, would minimize construction-related effects to the roadway network. **Project construction would not 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.**

## (2) Operations

### (a) Project Trip Generation

**Table IV.P-8, Vehicle Trip Generation Estimate**, summarizes the vehicle trip generation estimates according to the methodology described above. With the existing land use credit, the Project is estimated to generate a net increase of 6,994 daily trips; 300 AM peak hour trips (9 inbound, 291 outbound) and 279 PM peak hour trips (253 inbound, 26 outbound). Additional detail on the trip generation rates used in the analysis is provided in Appendix L-1.

**TABLE IV.P-8  
VEHICLE TRIP GENERATION ESTIMATE**

Land Use	Unit/Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
High-Rise Residential (ITE 222,232) <sup>a</sup>	1,127 du	4,733	73	310	383	265	163	428
<i>Less Internal Capture<sup>b</sup></i>		(852)	(2)	(15)	(17)	(107)	(70)	(177)
Office (ITE 710)	307.3 ksf	3,389	422	57	479	78	380	458
<i>Less Internal Capture<sup>b</sup></i>		(339)	(35)	(24)	(59)	(22)	(45)	(67)
<i>Less Transit Credit<sup>c</sup></i>		(488)	(97)	(8)	(105)	(14)	(84)	(98)
Supermarket (ITE 850)	50.0 ksf	5,112	105	65	170	242	232	474
<i>Less Internal Capture<sup>b</sup></i>		(1,585)	(15)	(20)	(35)	(98)	(132)	(230)
<i>Less Transit Credit<sup>c</sup></i>		(388)	(23)	(11)	(34)	(36)	(25)	(61)

Land Use	Unit/Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<i>Less Pass-by<sup>d</sup></i>		(1,255)	(26)	(13)	(39)	(43)	(30)	(73)
Quality Restaurant (ITE 931) <sup>h</sup>	53.4 ksf	4,802	24	19	43	268	132	400
<i>Less Internal Capture<sup>b</sup></i>		(1,729)	(18)	(9)	(27)	(101)	(82)	(183)
<i>Less Transit Credit<sup>c</sup></i>		(307)	(2)	(3)	(5)	(42)	(13)	(55)
<i>Less Pass-by<sup>d</sup></i>		(276)	0	0	0	(12)	(3)	(15)
<b>SUBTOTAL – PROJECT</b>		<b>10,817</b>	<b>406</b>	<b>348</b>	<b>754</b>	<b>378</b>	<b>423</b>	<b>801</b>
<b>Existing Uses to be Removed</b>								
Office (ITE 710) <sup>e, f</sup>	328.4 ksf	3,622	451	61	512	83	406	489
<i>Less Internal Capture<sup>b</sup></i>		(145)	(17)	(17)	(34)	(3)	(11)	(14)
<i>Less Transit Credit<sup>c</sup></i>		(382)	(65)	(7)	(72)	(12)	(59)	(71)
Bank (ITE 912) <sup>g</sup>	7.5 ksf	1,111	52	39	91	91	91	182
<i>Less Internal Capture<sup>b</sup></i>		(100)	(11)	(11)	(22)	(7)	(2)	(9)
<i>Less Transit Credit<sup>c</sup></i>		(101)	(6)	(4)	(10)	(13)	(13)	(26)
<i>Less Pass-by<sup>d</sup></i>		(182)	(7)	(4)	(11)	(14)	(15)	(29)
<b>SUBTOTAL – EXISTING USES</b>		<b>3,823</b>	<b>397</b>	<b>57</b>	<b>454</b>	<b>125</b>	<b>397</b>	<b>522</b>
<b>NET NEW PROJECT TRIPS</b>		<b>6,994</b>	<b>9</b>	<b>291</b>	<b>300</b>	<b>253</b>	<b>26</b>	<b>279</b>

ksf: 1,000 sf

du: dwelling unit

<sup>a</sup> For flexibility, the trip generation analysis uses the most conservative (highest) rates for high-rise apartments versus high-rise condominiums: ITE code 222 (high-rise apartment) for daily trips and ITE code 232 (high-rise condominium) for peak hour trips. Since the high-rise residences in the ITE database are generally in urban areas with transit service, no additional transit credit was taken to provide a conservative estimate.

<sup>b</sup> Internal capture represents the percentage of trips between land uses that occur within the site. This percentage is informed by the Trip Generation for Mixed-Use Development calculation methodology described in Chapter 6 of the ITE *Trip Generation Handbook*, 3rd edition, 2014. Internalization percentages are derived from *NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, Transportation Research Board, 2011. See Attachment B for detailed calculation tables. The daily credit is assumed to be 75 percent of peak hour credits taken.

<sup>c</sup> The transit credit is based on LADOT's *Transportation Impact Study Guidelines*, December 2016. The guidelines state that up to 25 percent transit/walk credit may be taken for projects adjacent to a transit station or Rapid Bus Stop. Projects within one-quarter mile walking distance of a transit station or of a Rapid Bus stop may take up to a 15 percent transit/walk credit. The Metro Red/Purple Line Civic Center Station is one block from the Project Site, and Rapid Bus routes provide service on Broadway, Spring Street, and 1st Street immediately adjacent to the Project Site. The future 2nd St/Broadway Regional Connector Station will be located directly adjacent to the Project Site. The daily credit is assumed to be 75 percent of peak hour credits taken.

<sup>d</sup> The pass-by credit is based on Attachment D of LADOT's *Transportation Impact Study Guidelines*, December 2016.

<sup>e</sup> 60 percent of the existing 559.863 ksf floor area (335.918 ksf) is currently occupied. 7.5 ksf of the occupied space is a bank. The remaining 328.418 ksf are office and cafeteria uses. Source: Onni Group.

<sup>f</sup> The existing cafeteria use that would be removed as a part of the Project is grouped as an office use in the Traffic Study since it is assumed that the cafeteria was used mostly by staff that work in the existing buildings and would not generate outside traffic.

Land Use	Unit/Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<sup>g</sup> Daily and AM peak hour rates not available for Walk-In Bank (ITE code 911). Rate for Drive-In Bank (ITE code 912) was used instead.								
<sup>h</sup> AM Peak Hour directional distribution not available. Used directional distribution for High-Turnover Restaurant.								
SOURCE: Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012; Traffic Study prepared by Fehr & Peers, dated May 2018 and included as Appendix L-1 of this Draft EIR.								

(b) *Existing with Project Intersection Service Levels*

The Existing with Project traffic volumes were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. **Table IV.P-9, Existing with Project Intersection Levels of Service**, summarizes the Existing with Project LOS and indicates whether a significant impact would occur based on the previously defined LADOT significance criteria. Detailed LOS calculations are provided in Appendix L-1. As indicated in Table IV.P-9, all 28 study intersections are projected to operate at LOS D or better during both peak hours under Existing with Project conditions. After applying the aforementioned LADOT significant impact criteria, it is determined that the Project would result in a significant impact under Existing with Project conditions at one study intersection, when compared to Existing Conditions:

11) S. Broadway & W. 2nd Street (AM & PM peak hours)

**TABLE IV.P-9**  
**EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Existing Conditions <sup>a</sup>		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
1	S. Figueroa Street & W. 2nd Street	AM	0.534	A	0.534	A	0.000	No
		PM	0.761	C	0.784	C	0.023	No
2	S. Grand Avenue & W. 1st Street	AM	0.517	A	0.524	A	0.007	No
		PM	0.628	B	0.629	B	0.001	No
3	S. Olive Street & W. 1st Street	AM	0.347	A	0.347	A	0.000	No
		PM	0.418	A	0.419	A	0.001	No
4	N. Hill Street & W. Temple Street	AM	0.757	C	0.761	C	0.004	No
		PM	0.706	C	0.707	C	0.001	No
5	Hill Street & W. 1st Street	AM	0.757	C	0.771	C	0.014	No
		PM	0.760	C	0.763	C	0.003	No

No	Intersection	Existing Conditions <sup>a</sup>			Existing with Project Conditions			Significant Impact?
		Peak Hour	V/C	LOS	V/C	LOS	Change in V/C	
6	Hill Street & W. 2nd Street	AM	0.397	A	0.397	A	0.000	No
		PM	0.433	A	0.460	A	0.027	No
7	Hill Street & W. 3rd Street	AM	0.664	B	0.673	B	0.009	No
		PM	0.551	A	0.551	A	0.000	No
8	N Broadway & Aliso Street	AM	0.336	A	0.336	A	0.000	No
		PM	0.403	A	0.404	A	0.001	No
9	N. Broadway & W. Temple Street	AM	0.620	B	0.629	B	0.009	No
		PM	0.627	B	0.628	B	0.001	No
10	Broadway & W. 1st Street	AM	0.591	A	0.621	B	0.030	No
		PM	0.630	B	0.633	B	0.003	No
11	S. Broadway & W. 2nd Street	AM	0.701	C	0.747	C	0.046	Yes
		PM	0.784	C	0.843	D	0.059	Yes
12	S. Broadway & W. 3rd Street	AM	0.474	A	0.481	A	0.007	No
		PM	0.457	A	0.473	A	0.016	No
13	S. Broadway & W. 4th Street	AM	0.283	A	0.289	A	0.006	No
		PM	0.427	A	0.437	A	0.010	No
14	N. Spring Street & Aliso Street	AM	0.260	A	0.260	A	0.000	No
		PM	0.172	A	0.173	A	0.001	No
15	N. Spring Street & W. Temple Street	AM	0.424	A	0.430	A	0.006	No
		PM	0.364	A	0.376	A	0.012	No
16	Spring Street & W. 1st Street	AM	0.468	A	0.468	A	0.000	No
		PM	0.399	A	0.415	A	0.016	No
17	S. Spring Street & W. 2nd Street	AM	0.491	A	0.503	A	0.012	No
		PM	0.403	A	0.404	A	0.001	No
18	S. Spring Street & W. 3rd Street	AM	0.427	A	0.436	A	0.009	No
		PM	0.304	A	0.305	A	0.001	No
19	S. Spring Street & W. 4th Street	AM	0.271	A	0.279	A	0.008	No
		PM	0.347	A	0.347	A	0.000	No
20	N. Main Street & E. Temple Street	AM	0.355	A	0.359	A	0.004	No
		PM	0.619	B	0.625	B	0.006	No
21	Main Street & 1st Street	AM	0.400	A	0.407	A	0.007	No
		PM	0.648	B	0.649	B	0.001	No
22	S. Main Street &	AM	0.285	A	0.285	A	0.000	No



No	Intersection	Existing Conditions <sup>a</sup>			Existing with Project Conditions			Significant Impact?
		Peak Hour	V/C	LOS	V/C	LOS	Change in V/C	
23	2nd Street	PM	0.587	A	0.597	A	0.010	No
	S. Main Street &	AM	0.364	A	0.364	A	0.000	No
	3rd Street	PM	0.443	A	0.451	A	0.008	No
24	Los Angeles Street &	AM	0.482	A	0.482	A	0.000	No
	E. 1st Street	PM	0.621	B	0.622	B	0.001	No
25	S. Los Angeles Street &	AM	0.711	C	0.711	C	0.000	No
	E. 2nd Street	PM	0.627	B	0.633	B	0.006	No
26	N. Figueroa Street &	AM	0.771	C	0.777	C	0.006	No
	Sunset Blvd/Cesar Chavez Ave	PM	0.655	B	0.662	B	0.007	No
27	S. Beaudry Avenue &	AM	0.685	B	0.685	B	0.000	No
	W. 2nd Street	PM	0.651	B	0.653	B	0.002	No
28	S. Figueroa Street	AM	0.751	C	0.754	C	0.003	No
	W. 3rd Street	PM	0.614	B	0.614	B	0.000	No

<sup>a</sup> Existing Conditions results reflects typical intersection operations without the effects of Regional Connector construction.

SOURCE: Traffic Study prepared by Fehr & Peers, dated May 2018 and included as Appendix L-1 of this Draft EIR.

### (c) *Future Base Traffic Conditions*

The year 2023 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. **Table IV.P-10, Future with Project Intersection Levels of Service**, summarizes the future LOS. Twenty of the 28 study intersections are projected to operate at LOS D or better during the morning and afternoon peak hours under Future Base conditions.

The following eight intersections are projected to operate at LOS E or worse during one or both of the peak hours under Future Base conditions:

1. S. Figueroa Street & W. 2nd Street (LOS E during PM)
5. Hill Street & W. 1st Street (LOS F during AM & PM)
7. Hill Street & W. 3rd Street (LOS E during AM)
10. Broadway & W. 1st Street (LOS E during AM & LOS F during PM)
11. S. Broadway & W. 2nd Street (LOS E during AM and LOS F during PM)
17. S. Spring Street & W. 2nd Street (LOS E during AM)
22. S. Main Street & 2nd Street (LOS E during PM)
25. S. Los Angeles Street & E. 2nd Street (LOS E during AM & LOS F during PM)

(d) *Future with Project Traffic Conditions*

The Future with Project traffic volumes were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table IV.P-10 summarizes the Future with Project LOS and indicates whether a significant impact would occur based on the previously defined LADOT significance criteria. Detailed LOS calculations are provided in Appendix L-1. As indicated in Table IV.P-10, 19 of the 28 study intersections are projected to operate at LOS D or better during both peak hours under Future with Project conditions. Compared to Future Base conditions, vehicle trips generated by the Project would result in one additional intersection (Intersection 4) operating at LOS E or F:

1. S. Figueroa Street & West 2nd Street (LOS E during PM peak hour)
4. N. Hill Street & W. Temple Street (LOS E during PM peak hour)
5. Hill Street & West 1st Street (LOS F during both AM & PM peak hours)
7. Hill Street & West 3rd Street (LOS E during AM peak hour)
10. Broadway & West 1st Street (LOS E during AM peak hour & LOS F during PM peak hour)
11. South Broadway & West 2nd Street (LOS F during both AM & PM peak hours)
17. South Spring Street & West 2nd Street (LOS E during AM peak hour)
22. South Main Street & 2nd Street (LOS E during PM peak hour)
25. South Los Angeles Street & East 2nd Street (LOS E during AM peak hour & LOS F during PM peak hour)

After applying the aforementioned LADOT significant impact criteria, it is determined that the Project would result in a significant intersection capacity impact under Future with Project conditions at six study intersections, when compared to Future Base conditions:

1. S. Figueroa Street & W. 2nd Street (PM peak hour)
5. Hill Street & W. 1st Street (AM peak hour)
10. Broadway & W. 1st Street (both peak hours)
11. S. Broadway & W. 2nd Street (both peak hours)
12. S. Broadway & W. 3rd Street (AM peak hour)
17. S. Spring Street & W. 2nd Street (AM peak hour)

**TABLE IV.P-10**  
**FUTURE WITH PROJECT INTERSECTION LEVELS OF SERVICE**

No	Intersection	Future Conditions			Future with Project Conditions			Significant Impact?
		Peak Hour	V/C	LOS	V/C	LOS	Change in V/C	
1	S. Figueroa Street & W. 2nd Street	AM	0.659	B	0.661	B	0.002	No
		PM	0.974	E	0.997	E	0.023	Yes
2	S. Grand Avenue & W. 1st Street	AM	0.821	D	0.823	D	0.002	No
		PM	0.884	D	0.885	D	0.001	No
3	S. Olive Street & W. 1st Street	AM	0.517	A	0.529	A	0.012	No
		PM	0.691	B	0.692	B	0.001	No
4	N. Hill Street & W. Temple Street	AM	0.894	D	0.899	D	0.005	No
		PM	0.900	D	0.901	E	0.001	No
5	Hill Street & W. 1st Street	AM	1.077	F	1.090	F	0.013	Yes
		PM	1.118	F	1.120	F	0.002	No
6	Hill Street & W. 2nd Street	AM	0.489	A	0.489	A	0.000	No
		PM	0.660	B	0.687	B	0.027	No
7	Hill Street & W. 3rd Street	AM	0.911	E	0.920	E	0.009	No
		PM	0.838	D	0.839	D	0.001	No
8	N. Broadway & Aliso Street	AM	0.445	A	0.445	A	0.000	No
		PM	0.541	A	0.543	A	0.002	No
9	N. Broadway & W. Temple Street	AM	0.762	C	0.772	C	0.013	No
		PM	0.860	D	0.861	D	0.001	No
10	Broadway & W. 1st Street	AM	0.906	E	0.936	E	0.030	Yes
		PM	1.002	F	1.038	F	0.036	Yes
11	S. Broadway & W. 2nd Street	AM	0.998	E	1.044	F	0.046	Yes
		PM	1.181	F	1.240	F	0.059	Yes
12	S. Broadway & W. 3rd Street	AM	0.699	B	0.816	D	0.117	Yes
		PM	0.804	D	0.819	D	0.015	No
13	S. Broadway & W. 4th Street	AM	0.488	A	0.488	A	0.000	No
		PM	0.757	C	0.761	C	0.004	No
14	N. Spring Street & Aliso Street	AM	0.350	A	0.350	A	0.000	No
		PM	0.233	A	0.240	A	0.007	No
15	N. Spring Street & W. Temple Street	AM	0.622	B	0.628	B	0.006	No
		PM	0.534	A	0.548	A	0.014	No

No	Intersection	Future Conditions			Future with Project Conditions			Significant Impact?
		Peak Hour	V/C	LOS	V/C	LOS	Change in V/C	
16	Spring Street & W. 1st Street	AM	0.765	C	0.766	C	0.001	No
		PM	0.733	C	0.753	C	0.020	No
17	S. Spring Street & W. 2nd Street	AM	0.943	E	0.959	E	0.016	Yes
		PM	0.785	C	0.787	C	0.002	No
18	S. Spring Street & W. 3rd Street	AM	0.711	C	0.724	C	0.013	No
		PM	0.685	B	0.687	B	0.002	No
19	S. Spring Street & W. 4th Street	AM	0.519	A	0.528	A	0.009	No
		PM	0.624	B	0.625	B	0.001	No
20	N. Main Street & E. Temple Street	AM	0.466	A	0.471	A	0.005	No
		PM	0.871	D	0.876	D	0.005	No
21	Main Street & 1st Street	AM	0.588	A	0.595	A	0.007	No
		PM	0.852	D	0.858	D	0.006	No
22	S. Main Street & 2nd Street	AM	0.560	A	0.560	A	0.000	No
		PM	0.987	E	0.993	E	0.006	No
23	S. Main Street & 3rd Street	AM	0.631	B	0.631	B	0.000	No
		PM	0.744	C	0.747	C	0.003	No
24	Los Angeles Street & E. 1st Street	AM	0.783	C	0.783	C	0.000	No
		PM	0.841	D	0.841	D	0.000	No
25	S. Los Angeles Street & E. 2nd Street	AM	0.997	E	0.997	E	0.000	No
		PM	1.028	F	1.029	F	0.001	No
26	N. Figueroa Street & Sunset Blvd/Cesar Chavez Ave	AM	0.873	D	0.880	D	0.007	No
		PM	0.760	C	0.767	C	0.007	No
27	S. Beaudry Avenue & W. 2nd Street	AM	0.790	C	0.790	C	0.000	No
		PM	0.819	D	0.821	D	0.002	No
28	S. Figueroa Street & W. 3rd Street	AM	0.843	D	0.845	D	0.002	No
		PM	0.693	B	0.693	B	0.000	No

SOURCE: Traffic Study prepared by Fehr & Peers, dated May 2018 and included as Appendix L-1 of this Draft EIR.

As discussed further below under Thresholds b) and f), the Project would result in less than significant impacts with respect to highways and freeways, pedestrian and bicycle paths, and mass transit. **However, Project operation would 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. Impacts would be significant. As further discussed below under Level of Significance After Mitigation, impacts would be significant and unavoidable even after implementation of Mitigation Measure MM-TRAF-1.**

### (3) Vehicle and Bicycle Parking

As noted previously, SB 743 as implemented in California Public Resources Code Section 21099 and the City of Los Angeles Department of City Planning Zoning Information (ZI) File No. 2452 provides that parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. However, an analysis of the Project's parking requirements using the LAMC was conducted for informational purposes only. Details on the LAMC as it pertains to the Project, and calculations of the number of required vehicle and bicycle parking spaces are provided in Appendix L-1. The LAMC requirement for the Project is 1,661 vehicle spaces and 1,274 bicycle parking spaces (130 short-term and 1,144 long-term) for the new uses. The number of required vehicle spaces could be reduced by 196 spaces with the provision of bicycle spaces. With this reduction, the total number of required vehicle spaces per the LAMC would be 1,465.

The Project would provide 1,744 vehicle and 1,274 bicycle parking spaces, which exceeds LAMC requirements and would not result in significant environmental effects related to parking. **Therefore, parking impacts would be less than significant. In addition, pursuant to PRC Section 21099 and ZI File No. 2452, parking impacts would not be considered significant.**

***Threshold 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?***

### (1) Arterial Monitoring Stations

The CMP arterial monitoring station closest to the Project Site is at Wilshire Boulevard & Alvarado Street located approximately 1.7 miles west of the Project Site. As described in the Traffic Study (Appendix LA-1), under Section 5, Regional Transportation System Impact Analysis, based on the Project trip distribution and trip generation, the Project would not exceed the arterial analysis criteria of 50 vehicle trips at the above-mentioned location. The Project would increase traffic by less than three trips in the PM peak hour, which is the CMP analysis hour with the

highest number Project-generated vehicle trips. Since the Project would add fewer than 50 trips at the Wilshire Boulevard & Alvarado Street monitoring station, no further CMP arterial analysis is required. **The Project would result in a less-than-significant impact to CMP arterial monitoring stations.**

## (2) Freeway Monitoring Stations

Regional access to the Project Site is provided by US-101 located approximately one quarter-mile north, and I-110 located approximately one half-mile to the west of the Project Site, respectively. The CMP freeway monitoring stations closest to the Project Site include the I-110 freeway south of Stadium Way, I-110 freeway south of W. Temple Street, and the US-101 freeway east of N. Alameda Street.

Based on the Project distribution patterns (see Figure 6 in Appendix L-1), approximately five percent of Project traffic is expected to travel through the US-101 freeway monitoring station at N. Alameda Street, five percent is expected to travel through the I-110 freeway monitoring station at Figueroa Street, and five percent is expected to travel through the I-110 freeway monitoring station at W. Temple Street. The Project would result in an increase of 15 trips in the morning peak hour and 14 trips in the evening peak hour through the CMP freeway monitoring stations described above.

Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the Project study area, no further analysis of the freeway segments is required for CMP purposes. **The Project would result in a less-than-significant impact to CMP freeway monitoring stations.**

## (3) Caltrans Freeways and Ramp Queues

As noted previously, the Project would not meet the criteria requiring a freeway impact analysis. Accordingly, no further analysis under the City's amended agreement with Caltrans is required. The *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (October 2013, as amended in December 2015) sets forth criteria for when a freeway impact analysis should be conducted. LADOT determined as part of the TIA MOU for the Project (see Appendix L-1) that the Project would not meet these criteria for requiring a freeway segment or ramp queueing impact analysis. **Therefore, the Project would result in a less-than-significant impact to Caltrans freeway operations and ramp queues, and would not conflict with applicable congestion management program, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.**

**Threshold 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?***

As discussed in Chapter VI.F, *Impacts Found not to be Significant*, and in the Initial Study (Appendix A-2), the Project would not 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. **Thus, the Project would have no impact with respect to Threshold c).** No further analysis is required.

**Threshold 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)?***

Three driveways would provide access to the Project:

- A full-access mid-block driveway on Broadway between W. 1st Street and W. 2nd Street, with one ingress lane and two egress lanes (one left-turn and one right-turn);
- A full-access driveway on Broadway near W. 2nd Street with one ingress lane and one egress lane; and
- A full-access driveway on W. 2nd Street with one ingress lane and one egress lane.

Loading for the Project Site would be served internally to the Site. The Project would also provide a two-way left turn lane on Broadway between 1st Street and 2nd Street to accommodate left-turn vehicles entering the site from Broadway.

The access and driveway concepts presented in the Traffic Study (Appendix L-1) and the EIR are preliminary and could change as final design plans are developed in later stages of the Project. Final driveway configuration would be developed, reviewed and approved by LADOT. Additional on-site driveway analysis may be conducted to support access driveway final design and ingress/egress lane configuration.

With development of the Project, primary vehicular access to the multi-level parking garage would be provided via two full-access driveways on Broadway and one full-access driveway on 2nd Street. The Project Site currently has two driveways on Broadway and one driveway on 2nd Street. While the location of the driveways would move, the Project would not introduce additional vehicular access points that would conflict with pedestrians or bicyclists. The driveways would be designed based on LADOT standards. Thus, the Project would not result in potentially hazardous conditions to motorists, bicyclists, or pedestrians.

A loading dock to serve the Project would be located within the parking garage at ground level. Large service and emergency vehicles associated with the residential towers and retail and restaurant uses would access the loading dock primarily from the northern Broadway driveway. An existing loading dock on Spring Street would continue to be used by the office and retail uses in the rehabilitated historic part of the site. Service vehicle arrival and departures would generally occur outside of typical commuter peak hours. The driveways would not require the removal or relocation of existing transit stops, and would be designed and configured to avoid potential conflicts with transit services and pedestrian traffic.

Also, the Project proposes to install a two-way left-turn lane on Broadway between 1st Street and 2nd Street, which has been conceptually approved by DOT (see Appendix L-2). The two-way left-turn lane would improve access into and out of the Project site as well as the Federal courts building. The addition of the two-way left-turn lane can be accommodated within existing right-of-way and would not require the removal of any on-street parking, loading spaces, or travel lanes.

Pedestrian access to the Project Site would be provided along Broadway, 1st Street, and 2nd Street. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All roadways and driveways intersect at right angles, street trees, and other potential impediments to adequate driver and pedestrian visibility would be minimal. Separate pedestrian entrances would provide access from the adjacent streets, parking facilities, and transit stops.

The Project is located in a neighborhood with a high amount of pedestrian activity that also rates highly for general walkability. The walkability of an area is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points.<sup>20</sup> According to Walkscore.com, the Project area has a walkability score of 94 (out of 100) – which is described as a “walkers paradise” where “daily errands do not require a car.” Walkscore also evaluated the Project area a transit score of 100 – “rider's paradise, world class public transportation,” and a bike score of 77 – “very bikeable, flat, excellent bike lanes.” Consistent with this rating, pedestrian patronage is anticipated at the Project. The Project Site design facilitates external connections through sidewalk improvements and internal movement by incorporating design elements to integrate residential uses with other ancillary uses within the Project. The Project would also be designed to include pedestrian improvements such as wayfinding

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<sup>20</sup> Walk Score is a large-scale, public access walkability index that assigns a numerical walkability score to any address in the United States, Canada, and Australia. Walk Score is based on analysis of walking routes to nearby amenities, as well as measuring pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.



signage and other amenities along the street frontages that are intended to further promote walkability. The retail and restaurant uses would be accessed through the pedestrian Paseo through the middle of the site as well as from Broadway and 2nd Street. Although various criteria are used to gauge walkability, the guiding principle is based on maintaining a direct and safe path of travel with minimal obstructions for all pedestrians. The sidewalks adjacent to the Project Site would be approximately 18-feet wide along all Project frontages and would be consistent with the design standards of the Mobility Plan 2035. In order to facilitate bicycle use, bicycle parking spaces would be provided on-site as well as appropriate access to the bicycle parking, consistent with the Bicycle Parking Ordinance (LAMC Section 12.21 A16(a)(2)).

The driveways would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing transit stops, and would be designed and configured to avoid potential conflicts with transit services and pedestrian traffic. **Therefore, the Project would result in a less-than-significant impact with respect to access and circulation, and would not substantially increase hazards due to a design feature or incompatible uses.**

***Threshold e) Would the Project result in inadequate emergency access?***

**(1) Construction**

Emergency access to the Project Site is available from all four roadways frontages. The Project would include temporary construction activities (e.g., temporary lane closures, etc.) and traffic which could potentially affect emergency access to the Project Site and surroundings. However, as discussed in Table IV.P-6, above, the construction activities would not require full street closures and most Project construction activities would be confined to the Project Site. Furthermore, as indicated in Sections IV.K, *Police Protection*; IV.L, *Fire Protection*; and IV.P, *Transportation and Traffic*, in this Draft EIR, Project construction activities would result in less than significant impacts to emergency access, emergency response and traffic with implementation of PDF-TRAF-1, Construction Traffic Management Plan. Because of the short-term nature of the construction activities and with implementation of a Construction Management Plan, the Project's construction activities would not require a new, or significantly interfere with an existing risk management, emergency response, or evacuation plan (see Section IV.F, *Hazards and Hazardous Materials*). In addition, the site plan for the Project would be reviewed prior to issuance of a building permit to ensure that all Los Angeles Fire Department fire safety requirements (including those related to emergency access) are met. The Project would not result in inadequate emergency access during construction. **Therefore, emergency access impacts during construction would be less than significant.**

## (2) Operation

The Project Site is located in an established urban area that is well served by the surrounding roadway network, and multiple routes exist in the area for emergency vehicles and evacuation. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As discussed in Sections IV.K, *Police Protection*, and IV.L, *Fire Protection*, impacts to these services from Project implementation would be less than significant. In addition, as discussed in Section IV.F, *Hazards and Hazardous Materials*, under the Project, S. Broadway adjacent to the Project Site would still be available as a Disaster Route, even with the addition of Project traffic and no policy or procedural changes to an existing risk management plan, emergency response plan, or evacuation plan would be required due to Project implementation. For these reasons, the Project would not result in inadequate emergency access. In addition, as mentioned above, the site plan for the Project would be reviewed prior to issuance of a building permit to ensure that all Los Angeles Fire Department fire safety requirements (including those related to emergency access) are met. **Therefore, emergency access impacts during operation would be less than significant.**

***Threshold 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?***

## (1) Public Transit

Due to its location in downtown Los Angeles, the Project is served by a wide variety of transit options, ranging from heavy rail, rapid bus, local bus, and express bus services. Table IV.P-3, as shown previously, provides a summary of transit opportunities within the Project area. The Project Site is located within one-quarter mile walking distance of the Metro Red and Purple Lines at the Civic Center/Grand Park Station, and just over a one-half mile walking distance from Union Station, where patrons can access the Metro Gold Line as well as Metrolink commuter rail services.

Using the 2010 CMP methodology described in the Methodology section, and excluding the transit credit shown in Table IV.P-8, the Project would generate approximately 362 new vehicle trips during the AM peak hour and 396 during the PM peak hour.<sup>21</sup> Applying the AVR factor of 1.4 to the estimated vehicle trips would

<sup>21</sup> Proposed land use trip generation summarized in Table IV.P-8 shows transit credit (reduction of generated trips) of 25 percent for proposed non-residential uses AM and PM peak hour trips. For the transit analysis, the transit credit (25 percent) for each of the proposed non-residential uses after internal capture reduction was not applied in order to calculate AVR. Similarly, existing land uses AM and PM peak hour trips did not apply the 15 percent transit credit for the

result in an estimated increase of approximately 507 and 554 person trips during the AM and PM peak hours, respectively. As noted previously, a 25 percent transit credit was applied to Project trip generation estimates to account for trips made to and from the Project Site using modes other than automobiles. Following this approach, the Project would generate approximately 127 net new transit trips during the AM peak hour and 139 net new transit trips during the PM peak hour.<sup>22</sup>

The Project location is well served by numerous local and regional transit routes (including the Metro Red/Purple Line, the future Metro Regional Connector station at 2nd and Broadway, and 64 bus lines within one-quarter mile); therefore, Project-related impacts are not expected to be significant. The headway service for local, commuter routes, rapid and express routes are on average every 15 minutes during both peak periods. DASH operates with 25- to 30-minute headways during the peak hours and other shuttles operate on 60 minute headways. As described in the Traffic Study (Appendix L-1), the bus services have an estimated seating capacity of approximately 10,330 persons during the peak hours based on a bus seating capacity of 30 persons for a DASH bus and shuttles, 40 persons for a standard and commuter bus, and 65 persons for a Rapid articulated bus. The Metro Red Line and Purple Line, with 10-minute headways in both AM and PM peak hours has an estimated capacity of over 6,000 persons and 4,000 persons, respectively, during the peak periods. With a total estimated seating capacity of approximately 20,330 persons in the peak hours, the proposed Project would utilize less than one-percent of available transit capacity during the peak hours. Given the high capacity and frequency of transit service in close proximity to the Project Site), the incremental increase in transit riders resulting from the Project are not anticipated to result in a significant impact on the transit lines serving the area. Therefore, the Project would have a less-than-significant impact on transit operations.

## (2) Bicycle and Pedestrian Facilities

The Project would be consistent with policies, plans, and programs that support alternative transportation, including the *Mobility Plan 2035* and 2010 Bicycle Plan, and the Central City Community Plan. As further described in Section IV.H, *Land Use and Planning*, the Project would support alternative transportation by: enhancing the pedestrian experience by constructing a 15,708-square-foot Paseo with landscaping, trees, and special pavement, planting additional street trees along the sidewalks fronting the Project Site, and installing street furniture in the Paseo and in front of street-front shops and restaurants. This open space, along with the Project's 50,000-square-foot grocery store, wider sidewalks, landscape, street trees, street furniture, lighting and signage and the introduction of residential

trip generation. Hence, the net total Project-related trips would be 362 AM and 396 PM peak hour trips without transit credit.

<sup>22</sup> Net new transit trips calculated by net new AM and PM peak hour person trips (507 AM and 554 PM, respectively) and 25% of person trips to use transit. An additional 127 AM transit trips and 554 PM transit trips are anticipated to be generated by the project.

uses, would increase and accommodate full-time pedestrian activity and use in the Central City in accordance with the *Mobility Plan 2035* (Policy 3.1). The Project access locations would be designed to City standards so as to provide adequate sight distance and pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. Further, the Project would concentrate mixed-use development within the Downtown Center near public transit. The Project would encourage bicycle use to and from the Project Site by providing long-term and short-term bicycle parking in proximity to existing bicycle facilities along 1st Street, 2nd Street and Spring Street as well as future planned protected bicycle lanes within the vicinity of the Project.

**Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and impacts would be less than significant.**

## **e) Cumulative Impacts**

### **(1) Construction**

Impacts on traffic associated with construction (e.g., an intermittent reduction in street and intersection operating capacity, potential conflicts with pedestrians/bicyclists, overlap with construction of the adjacent 222 W. 2nd Street mixed-use project and/or the 2nd and Broadway Metro Station of the Regional Connector, potential conflict with Metro operations) are typically considered as potential short-term impacts. As noted above, the Project would result in a less-than-significant traffic impact during construction activities. The implementation of PDF-TRAF-1, Construction Traffic Management Plan, and PDF-TRAF-2, Construction Worker Parking Plan, which would incorporate scheduling, notification, safety procedures, and parking requirements during construction, would further reduce the less-than-significant construction impact. Each related project would be required to comply with City requirements regarding haul routes and would implement mitigation measures and/or include project characteristics, such as traffic controls and scheduling, notification, and safety procedures, to reduce potential traffic impacts during construction. Per PDF-TRAF-1, construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects would potentially be under construction at around the same time as the Project shall be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination would ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. Furthermore, like for the Project, construction worker traffic typically avoids the peak hours, and it is anticipated that many of the related projects, like the Project, would restrict construction truck traffic and deliveries to off-peak hours to the extent feasible. The Construction Traffic Management Plan

would outline measures to manage construction-related traffic (e.g., pedestrian and vehicular traffic controls) throughout the day to maintain traffic flows on public roadways and reduce the effects on the surrounding community. Accordingly, Project-related contributions to cumulative construction traffic impacts would be less than cumulatively considerable.

## (2) Operation

The Traffic Study (see Appendix L-1 of this Draft EIR) was developed to address Project impacts in the context of existing baseline conditions (Year 2017) and future (Year 2023) conditions. Future conditions take into account traffic caused by the 170 related projects identified in Chapter III, *General Description of Environmental Setting*, as well as a growth factor to account for other ambient growth occurring in the region. Therefore, the analysis of future traffic conditions in 2023 provides the cumulative analysis because it considers traffic generated by future proposed or planned land uses as well as additional ambient growth. Thus, the above analyses of Project impacts have taken into account the cumulative impacts associated with future growth. As indicated above in the discussion of Threshold a), under Future with Project Conditions, the Project would result in a potentially significant intersection capacity impacts at six study intersections (Intersection Nos. 1, 5, 10, 11, 12, and 17) during the AM and/or PM peak hours. **While the mitigation measures included below would reduce impacts, impacts would remain significant and unavoidable.**

With regard to the Regional Transportation System, the Project would result in a less-than-significant impact at CMP arterial monitoring stations and CMP freeway segments. Because the Project would not add more than 50 trips to any CMP arterial monitoring location and 150 or more trips to a freeway monitoring station, it is therefore concluded that the Project would not exceed the threshold to require a CMP analysis and would not create any significant traffic impacts at any CMP monitoring locations. No further analysis is required as cumulative impacts at CMP facilities would also be less than significant. Furthermore, as discussed under Threshold b), in addition to the CMP analysis, Caltrans facilities were considered in the Traffic Study according to the requirements of the Caltrans Agreement, which identifies a series of screening criteria that, if any are met by the Project, require a more detailed analysis of Caltrans facilities. **As detailed in the approved MOU provided in Appendix L-1, the Project-related traffic increases on the freeway segments and off-ramps do not meet the screening criteria and, thus, no further analysis is required.**

The regional transportation analysis, including public transit, is based on CMP procedures that have been developed to address countywide cumulative growth impacts on regional transportation facilities. The CMP Guidelines contain procedures for monitoring land use development levels and transit system performance by local jurisdictions and Metro and are used to inform planning of

infrastructure improvements to meet future needs, including development of the CMP Capital Improvement Program, Metro's Long Range Transportation Plan, and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As indicated in the discussion of Project impacts above, the incremental increase in transit riders resulting from the Project are not anticipated to result in a significant impact on the transit lines serving the area. Given the high capacity and frequency of transit service in close proximity to the Project Site (including the Metro Red/Purple Line, the future 2nd and Broadway Metro Regional Connector, and 64 bus lines within one-quarter mile), the Project would not result in a cumulatively considerable contribution to cumulative impacts on public transit. Furthermore, it is assumed that public transit providers would add additional service when required, in order to accommodate cumulative demand in the region. **Therefore, cumulative impacts on public transit would be less than significant.**

With regard to vehicular, pedestrian, and bicycle access, the Project would not result in a significant impact. Each related project would be reviewed by the City to ensure compliance with the City's requirements relative to the provision of safe access for vehicles, pedestrian and cyclists, which would incorporate standards for adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls to protect pedestrian and enhance bicycle safety. Furthermore, since modification to access and circulation plans are largely confined to a project site and immediate surrounding area, a combination of impacts with other related projects that could potentially lead to cumulative impacts is not expected. **Therefore, the Project would not contribute to a significant cumulative impact with regard to access.**

With regard to vehicle and bicycle parking, the related projects would be subject to the applicable LAMC parking requirements. As noted above in the Regulatory Framework discussion, the Project meets the criteria of SB 743 and ZI File No 2452; therefore, pursuant to PRC Section 21099, parking impacts of the Project would not be considered significant. Furthermore, it should be noted that many of the related projects included in the cumulative analysis would also potentially meet the SB 743 criteria due to their urban location, mix of uses, and proximity to high-frequency, high-capacity transit and, if so, those projects' parking impacts would also not be considered significant. **Given that parking impacts are not considered significant under SB 743 and ZI File No. 2452, there would not be a cumulative considerable impact from the Project and related projects regarding parking impacts.**

## f) Mitigation Measures

### (1) Construction

No mitigation measures are necessary or required.

### (2) Operation

The Project would result in less-than-significant impacts with regard to the regional transportation system, public transit, access and circulation, and vehicle and bicycle parking. However, the Project would cause potentially significant intersection capacity impacts at one intersection under Existing with Project (Intersection No. 11), and the following six study intersections under Future with Project Conditions, and mitigation measures are discussed below:

1. S. Figueroa Street & W. 2nd Street (PM peak hour)
5. Hill Street & W. 1st Street (AM peak hour)
10. Broadway & W. 1st Street (both peak hours)
11. S. Broadway & W 2nd Street (both peak hours)
12. S. Broadway & W. 3rd Street (AM peak hour)
17. S. Spring Street & W. 2nd Street (AM peak hour)

The mitigation program for the Project's intersection capacity impacts consists of implementing a travel demand management (TDM) Program to reduce Project-generated vehicle trips. Physical and operational improvements to study intersections were investigated but were determined to be infeasible.

#### (a) *Mitigation Measures Considered but Deemed Infeasible*

Intersection improvements were explored at the six intersections where significant impacts were identified. However, due to physical constraints (e.g., insufficient right-of-way), or potential secondary impacts (e.g., loss of on-street parking), these improvements were determined by LADOT to be infeasible. Further detail regarding mitigation measures considered for these six intersections, and the rationale behind the determination of infeasibility, is provided below and in Appendices L-1 and L-2.

#### (b) *Mitigation Measures Considered and Deemed Feasible*

The mitigation program for the Project includes implementation of a TDM Program for the Project Site to promote peak period trip reduction, which is consistent with *Transportation Impact Study Guidelines* and the City's goals to reduce greenhouse gas emissions by reducing the use of single-occupant vehicle trips, encourage developers to construct transit- and pedestrian-friendly projects with safe and

walkable sidewalks, and promote other modes of travel. While the overall reduction in Project-generated vehicle trips due to implementation of the TDM Program could be high, to maintain a conservative analysis, a TDM credit was not applied to the incremental V/C increase attributable to the Project.

**MM TRAF-1:** The Project Applicant shall implement a comprehensive Transportation Demand Management (TDM) Program to promote non-auto travel and reduce single-occupant vehicle trips. A draft of the TDM Program shall be prepared by a registered traffic engineer and submitted to LADOT for review prior to the issuance of the first building permit for the Project. The TDM Program must be approved by LADOT prior to the issuance of the first Certificate of Occupancy for the Project. The TDM Program should include, but would not be limited to, the following strategies:

- Promote Commute Trip Reduction (CTR) through information sharing and marketing for new employee orientations of trip reduction, event promotions, and publications;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Facilitate a Car-Share Program by allowing a car share service within the project parking facilities. A car share program is a model of car rental where people rent cars for short periods of time, often by the hour.
- Facilitate rideshare programs with provision to include on-site transit and rideshare information center.
- Provide priority locations for carpools and vanpools within the parking garages;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide bicycle parking in conformance with Section 12.21 A.16 of the LAMC with safe and convenient access to bicycle facilities;
- A Covenant and Agreement to ensure that the TDM program will be maintained;
- Make a one-time financial contribution of \$100,000 to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;



- Make a one-time fixed-fee financial contribution of \$100,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.

(c) *Intersection Improvements*

(i) *Intersection No. 1: South Figueroa Street & West 2nd Street*

An intersection improvement was analyzed at this location that would modify the northbound approach on Figueroa Street to convert the existing dedicated right-turn lane to a shared through/right-turn lane. The shared through/right-turn lane would enable right-turns onto 2nd Street and the through vehicles would proceed directly to the ramp up to 1st Street. This intersection improvement would necessitate an additional receiving lane. To accommodate a third receiving lane for northbound through traffic, the raised median would need to be removed and narrowed. As described in the Traffic Study (Appendix L-1), this intersection improvement was determined by LADOT to be infeasible as the proposed design was non-standard.

(ii) *Intersection No. 5: Hill Street & West 1st Street*

An intersection improvement was analyzed at this location that would modify the southbound approach on Hill Street to convert the existing dedicated right-turn lane to a shared through/right-turn lane. This intersection improvement would necessitate an additional receiving lane. To accommodate a third receiving lane for southbound through traffic, the existing bicycle lane striping would need to be removed from the south leg of the intersection. As described in the Traffic Study (Appendix L-1), this intersection improvement was determined to be infeasible by LADOT due to the presence of existing on-street bicycle facilities.

(iii) *Intersection No. 10: Broadway & West 1st Street*

An intersection improvement was analyzed at this location that would modify the southbound approach on Broadway to convert the existing dedicated right-turn lane to a shared through/right-turn lane. This intersection improvement would necessitate an additional receiving lane. To accommodate a third receiving lane for southbound through traffic, the existing loading zone would need to be removed from the south leg of the intersection. As described in the Traffic Study (Appendix L-1), this intersection improvement was determined to be infeasible by LADOT due to the presence of the existing on-street loading zone.

(iv) *Intersection No 11: South Broadway & West 2nd Street*

An intersection improvement was analyzed at this location that would modify Broadway by restriping the roadway to add dedicated left-turn lanes in both the

northbound and southbound directions. The intersection of South Broadway & West 2nd Street falls within the boundaries of the City of Los Angeles Broadway Streetscape Master Plan, which was adopted by the Los Angeles City Planning Commission on February 14, 2013 (City of Los Angeles Broadway Streetscape Master Plan, February 2013). The Plan outlines streetscape strategies focused on creating a “multi-modal, pedestrian-focused street that will support a thriving, revitalized historic theatre district.” The City has implemented Phase I of the Plan, which includes roadway right-of-way reconfigurations, such as paint and bollard curb extensions to replace travel lanes and left-turn prohibitions. Phase II of the Plan will replace the paint and bollard curb extensions with permanent features on a block-by-block basis as new construction projects are approved and/or public funding becomes available. During Phase I of the Plan, the northbound and southbound left-turn lanes were removed at the Broadway & 2nd Street intersection. As described in the Traffic Study (Appendix L-1), this intersection improvement was determined to be infeasible by LADOT as it would conflict with the existing Broadway Streetscape project, which removed the northbound and southbound left-turn lanes.

(v) *Intersection No. 12: South Broadway & West 3rd Street*

An intersection improvement was analyzed at this location that would modify the westbound approach on 3rd Street to convert the existing dedicated left-turn lane to a shared through/left-turn lane. This intersection improvement would necessitate an additional receiving lane. To accommodate a fourth receiving lane for westbound through traffic, an existing loading zone and three metered spaces would need to be removed from the west leg of the intersection. As described in the Traffic Study (Appendix L-1), this intersection improvement was determined to be infeasible by LADOT due to the loss of existing on-street parking.

(vi) *Intersection No. 17: South Spring Street & West 2nd Street*

An intersection improvement was analyzed at this location that would modify the eastbound approach on 2nd Street to convert the existing dedicated right-turn lane to a shared through/right-turn lane. This intersection improvement would necessitate an additional receiving lane. To accommodate a second receiving lane for eastbound through traffic, the existing loading zone and five metered spaces would need to be removed from the east leg of the intersection. As described in the Traffic Study (Appendix L-1), this intersection improvement was determined to be infeasible by LADOT due to the loss of existing on-street parking.

## **g) Level of Significance After Mitigation**

### **(1) Construction**

With the incorporation of PDF-TRAF-1, Construction Traffic Management Plan, and PDF-TRAF-2, Construction Worker Parking Plan, construction traffic impacts would be less than significant. No mitigation is necessary or required.

### **(2) Operation**

The LOS analysis for the Existing with Project scenario determined that the Project would result in a significant intersection capacity impact during both the AM and PM peak hours at Intersection No. 11, S. Broadway & W. 2nd Street. The LOS analysis for the Future with Project scenario determined that the Project would result in significant intersection capacity impacts at the following six study area intersections:

1. S. Figueroa Street & W. 2nd Street (PM peak hour)
5. Hill Street & W. 1st Street (AM peak hour)
10. Broadway & W. 1st Street (both peak hours)
11. S. Broadway & W 2nd Street (both peak hours)
12. S. Broadway & W. 3rd Street (AM peak hour)
17. S. Spring Street & W. 2nd Street (AM peak hour)

Physical mitigation measures were considered and analyzed, but cannot be implemented due to roadway width and on-street facility constraints. As such, LADOT deemed these potential mitigation measures infeasible. Furthermore, potential traffic volume reductions that would result from the implementation of the TDM Program (MM TRAF-1) were not applied to maintain a conservative analysis and, thus, impacts would remain significant. As such, significant and unavoidable intersection capacity impacts would remain at one intersection under the Existing with Project scenario and six study area intersections under the Future with Project Scenario.

## **IV. Environmental Impact Analysis**

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### **Q. Tribal Cultural Resources**

#### **1. Introduction**

This section addresses potential impacts to tribal cultural resources. The analysis of tribal cultural resources provided in this section is based on a Sacred Lands File (SLF) search conducted by the California Native American Heritage Commission (NAHC), project notification letters submitted by the City to Native American individuals and organizations, and follow-up Native American consultations pursuant to Assembly Bill (AB) 52. The findings of these studies are presented in the Times Mirror Square Project Assembly Bill 52 Consultation Summary Report, which is provided in Appendix P, respectively, of this Draft EIR.

Tribal cultural resources are defined by the Public Resources Code (PRC) Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria.

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) State**

###### **(a) *Assembly Bill 52***

AB 52 was approved by California State Governor Brown on September 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include California Native American Tribes early in the environmental review

process and to establish a new category of resources related to Native Americans that require consideration under the California Environmental Quality Act (CEQA), known as tribal cultural resources. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe” that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. Further, as stated under PRC Section 21074(b), “a cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria.” On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources provided in Appendix G of the CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency’s formal notification and the lead agency must begin consultation within 30 days of receiving the tribe’s request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project’s impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has

failed to request consultation within 30 days, the lead agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Confidentiality, does not however apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the project applicant or the project applicant's agents, or are lawfully obtained by the project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency (PRC Section 21082.3(c)(2)(B)).

## **b) Existing Conditions**

### **(1) Ethnographic Overview**

The Project Site is located in a region traditionally occupied by the Takic-speaking Gabrielino Indians. The term "Gabrielino" is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina.<sup>1</sup> Their neighbors included the Chumash to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence.<sup>2</sup> The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family.

<sup>1</sup> A. L. Kroeber, Handbook of the Indians of California, Bureau of American Ethnology, Bulletin 78. Smithsonian Institution, Washington, D.C., 1925.

<sup>2</sup> Lowell J. Bean and Charles R. Smith, Gabrielino, in California, edited by R.F. Heizer, pages 538-549 Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C., 1978.

Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino are estimated to have had a population numbering around 5,000 in the pre-contact period.<sup>3</sup> Villages are reported to have been the most abundant in the San Fernando Valley, the Glendale Narrows area north of downtown, and around the Los Angeles River's coastal outlets.<sup>4</sup> The village of Yangna was located southwest of what is presently Los Angeles Union Station, approximately 0.25 miles northeast of the Project Site.<sup>5</sup> Of the approximately 100 known Gabrielino villages, Yangna was one of the largest and leaders from other Gabrielino villages would regularly converge on Yangna to hold councils.<sup>6</sup> The Gabrielino leaders would meet beneath the branches of a large sycamore tree known as the council tree, or El Aliso, which served as a regional landmark and meeting place. The 400-year old tree died and was cut down in 1892 as downtown Los Angeles' industrial expansion surrounded it.<sup>7</sup> Recent research indicates that El Aliso was located south of what is presently the Metropolitan Transit Authority's headquarters within the median of the Hollywood Freeway, located approximately 0.5 miles east of the Project Site.<sup>8</sup>

Based on baptismal records, Yaanga appears to have been occupied until at least 1813. But by the early 1820s, Yaanga's Gabrielino residents, and those who migrated to the Pueblo of Los Angeles after secularization of the missions, were displaced to an area south of the village site and regrouped in what is presently the block north of Los Angeles Street and W. 1st Street, approximately 530 feet east of the Project Site. This settlement was also known as Yaanga and the full extent of the village boundaries in this location is unknown at this time.<sup>9</sup> By 1836, the displaced Yaanga Gabrielino community was known as Rancho de los Pablinos, and Los Angeles residents began complaining about the Yaanga Gabrielino bathing in the Zanjias.<sup>10</sup> As a result of the complaints, the Yaanga Gabrielino were once again displaced further to the east near what is presently the intersection of Alameda Street and Commercial Street, approximately 0.44-miles east of the Project Site. By 1847, the Gabrielino from Yaanga were displaced once again and left without a space in which to form a new community. As a result, the

<sup>3</sup> A. L. Kroeber, Handbook of the Indians of California.

<sup>4</sup> Blake Gumprecht, Los Angeles River: Its Life, and Possible Rebirth, The Johns Hopkins University Press, Baltimore, Reprinted 2001.

<sup>5</sup> Susan L. Morris, John R. Johnson, Steven J. Schwartz, Rene L. Vellanoweth, Glenn J. Farris, and Sara L. Schwebel, The Nicoleno in Los Angeles: Documenting the Fate of the Lone Woman's Community. In Journal of California and Great Basin Archaeology 36(1): 91-118, 2016.

<sup>6</sup> Cecilia Rasmussen, From Site of Ancient Tribal Tree, the City of Angels Grew. Electronic resource, 1997, [http://articles.latimes.com/1997-04-12/local/me-48039\\_1\\_los-angeles-river](http://articles.latimes.com/1997-04-12/local/me-48039_1_los-angeles-river). Accessed December 2018.

<sup>7</sup> Cecilia Rasmussen, From Site of Ancient Tribal Tree.

<sup>8</sup> Cecilia Rasmussen, From Site of Ancient Tribal Tree.

<sup>9</sup> Morris et. al., The Nicoleno in Los Angeles.

<sup>10</sup> Morris et. al., The Nicoleno in Los Angeles.

Gabrielino associated with the various locations of Yaanga were dispersed throughout Los Angeles.

## (2) Archival Research Summary

As noted in Section IV.C, *Cultural Resources*, archival research was conducted for the Project, which included a records search at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) and a review of historic maps and aerial photographs.

The records search results indicate that 15 resources have been previously recorded within the 0.5-mile records search radius. These resources include 14 archaeological resources and one California Historic Landmark (CHL #744). Of the 14 archaeological resources, 13 are historic-period archaeological sites (CA-LAN-2741H, -3097H, -3129H, -3337H, -3347, -3566, -3588H, -3767H, -3862H, -4114H, -4171H, -4196H and P-19-004451), and one is a historic-period isolate (P-19-100311). While no previously recorded archaeological resources are located on the Project Site itself, one landmark, CHL #744 (P-19-174925), commemorating the site of the first brick schoolhouse in Los Angeles, known as School No. 1, the Butterfield Overland Stage Station, and the U.S Army's Quartermasters headquarters is located on the Project Site. Of the previously recorded archaeological resources, the resource in closest proximity to the Project Site is a historic-period archaeological site (CA-LAN-4451) consisting of nine features including privy deposits, foundations, and refuse deposits. The resource was identified during the construction of the Los Angeles Federal courthouse between 2013 and 2014, and is located within the block in which the courthouse is presently situated approximately 100 feet west of the Project Site.<sup>11</sup>

Historic maps and aerial photographs were examined to provide historical information from which to establish historic land uses for the Project Site from which to assess the Project Site's archaeological sensitivity and the potential for encountering as yet unknown archaeological resources. Available maps include the 1888, 1894, 1906, and 1950 Sanborn Fire Insurance Maps. The 1888 and 1894 Sanborn Fire Insurance Maps are reproduced in the Archaeological Resources Assessment Report in Appendix D-2, Figures 4 and 5. Historic aerial photographs of the Project Site from the years 1948, 1952, 1964, 1977, 1972, 1980, and 2012 were also examined.<sup>12</sup>

In sum, the historic map and aerial review indicates that the Project Site has been developed and used for residential and commercial purposes since the late 19th century. Beginning in the mid-20th century the eastern half of the Project Site was drastically changed as all of the multi-story buildings present since the late 19th

<sup>11</sup> Environmental Science Associates, Times Mirror Square Project, City of Los Angeles, CA – Archaeological Resources Assessment Report.

<sup>12</sup> Historicaerials.com, Historic aerial photographs from the years 1948, 1952, 1964, 1977, 1972, 1980, 2012, <https://www.historicaerials.com/>. Accessed December 2018.



century were demolished and replaced with the Times, Plant, and Mirror Buildings. Similarly, the multistory buildings in the western half of the Project Site were destroyed when the Executive Building and parking structure were constructed in the 1970s. The buildings that are currently present within the Project Site all contain basements, and the construction of these buildings likely destroyed any subsurface remnants associated with the multistory buildings that were constructed in the late 19th century.

### (3) Existing Soil Conditions

As noted in Section IV.F, *Hazards and Hazardous Materials*, of the Draft EIR, the Project Site is underlain by artificial fill, and Holocene-age alluvium to a depth of approximately 20 feet below the ground surface (bgs), and then siltstone bedrock of the Puente Formation.<sup>13</sup> As further stated therein, the Phase I/II ESA indicated that none of the database listings represent a Recognized Environmental Condition (REC) at the Project Site (e.g., the presence or likely presence of hazardous substances or petroleum products that indicated an existing, past, or material threat of a release of such substances/products that represent an existing material risk of harm) because the listings either do not include reported releases of hazardous materials or have been closed by the applicable regulatory agencies.<sup>14</sup>

### (4) Identification of Tribal Cultural Resources

#### (a) Sacred Lands File Search

The California NAHC maintains a confidential SLF which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted by ESA on August 11, 2017 to request a search of the SLF. The NAHC responded to the request in a letter dated August 23, 2017. The NAHC's letter states that sites are known to be located within the Project Site, but did not provide specific information regarding these sites.<sup>15</sup> The NAHC recommended that the Gabrieleno Band of Mission Indians - Kizh Nation be contacted for more information regarding the identified resource. Information regarding site information provided by the Gabrieleno Band of Mission Indians -

<sup>13</sup> Geocon West, Inc., Preliminary Geotechnical Investigation, Onni Time Mirror Square – 201 West First Street, 100-142 S Broadway, 202-234 W 1st Street, 121 & 145-147 S. Spring Street, 205, 211, & 221 W 2nd Street, Los Angeles, California, September 7, 2017.

<sup>14</sup> ASTM E 1527-13 defines RECs as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property that represent an existing material risk of harm.

<sup>15</sup> NAHC's response stated that sites are known to be located within the Project Area of Potential Effects (APE). APE is a term used to denote a project's area of analysis for projects falling under the purview of Section 106 of the National Historic Preservation Act. This project is not subject to Section 106 review and, therefore, the term APE used by the NAHC is not applicable and has been replaced with "Project Site".

Kizh Nation is summarized in the following section. All NAHC correspondence is attached as Appendix P.

*(b) Assembly Bill 52 Tribal Consultation*

Pursuant to the requirements of AB 52, requiring government-to-government consultation, the City as the lead agency sent consultation notification letters via certified mail to Native American groups affiliated with the Project area on May 5, 2017. A summary is provided below in **Table IV.Q-1, Summary of AB 52 Consultation**. The letters included a description of the proposed Project, the Project location, and a notification of the type of consultation being initiated. The City received a response from the Gabrieleno Band of Mission Indians - Kizh Nation (Andrew Salas, Tribal Chair). The other Native American groups contacted by the City have not responded.

**TABLE IV.Q-1  
SUMMARY OF AB 52 CONSULTATION**

Contact	Tribe/Organization	Date AB 52 Notice Sent	Response Received	Date of AB 52 Consultation Initiation	Consultation Results
Kimia Fatehi, Director, Public Relations	Fernandeño Tataviam Band of Mission Indians	5/5/2017	No response	-	-
Andrew Salas, Chairperson	Gabrieleño Band of Mission Indians – Kizh Nation	5/5/2017	Request consultation	6/12/2017	Consultation concluded with no substantial evidence of tribal cultural resources within Project Site.
Robert F. Dorame, Tribal Chair/Cultural Resources	Gabrielino Tongva Indians of California Tribal Council	5/5/2017	No response	-	-
Sam Dunlap, Cultural Resources Director	Gabrielino/Tongva Nation	5/5/2017	No response	-	-
Sandonne Goad, Chairperson	Gabrielino/Tongva Nation	5/5/2017	No response	-	-
Anthony Morales, Chairperson	Gabrielino/Tongva San Gabriel Band of Mission Indians	5/5/2017	No response	-	-
Linda Candelaria, Co-Chairperson	Gabrielino-Tongva Tribe	5/5/2017	No response	-	-
Joseph Ontiveros, Cultural Resource Director	Soboba Band of Luiseño Indians	5/5/2017	No response	-	-
Michael Mirelez, Cultural Resource Coordinator	Torres Martinez Desert Cahuilla Indians	5/5/2017	No response	-	-
John Valenzuela, Chairperson	San Fernando Band of Mission Indians	5/5/2017	No response	-	-

SOURCE: ESA, 2018.

In a letter dated May 16, 2017, Andrew Salas, chairperson of the Gabrieleno Band of Mission Indians - Kizh Nation, requested AB 52 consultation in response to the City's notification. On June 12, 2017, the City contacted Tribal Chairman Salas to schedule the initial AB 52 consultation meeting. On July 13, 2017, the City and Tribal Chairman Salas engaged in AB 52 consultation via telephone. Tribal Chairman Salas indicated that the Project Site is sensitive for the presence of tribal cultural resources citing its proximity to the Los Angeles River and the ethnographic village of Yangna. Tribal Chairman Salas also stated that present day Spring Street, which bounds the southeastern portion of the Project, was a historic trade route. During consultation the tribe indicated that due to the cultural sensitivity of the Project Site, the Gabrieleno Band of Mission Indians - Kizh Nation has recommended that a Native American monitor be present on Site to observe all Project-related grading activities.

In an effort to provide substantial evidence for the cultural sensitivity of the Project Site, Tribal Chairman Salas provided a number of newspaper articles, electronic resources, and maps. PRC Section 21082.3(c)(1) states that any information, regarding the location, description, and use of a tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be disclosed. Confidentiality, does not however apply to data or information that are publicly available. Many of the materials provided by Tribal Chairman Salas are comprised of public available internet resources and are described herein.

These digital documents include information regarding the village of Yanga's possible locations and the Gabrieleno trading route. These documents include the following: Yangna - Early Los Angeles Community;<sup>16</sup> From Site of Ancient Tribal Tree, the City of Angels Grew;<sup>17</sup> A Visit to Old Los Angeles: Spring Street Part 1;<sup>18</sup> Headquarters and Facility Project Archaeological Investigations at CA-Lan-1575/H;<sup>19</sup> California's Gabrieleno Indians; the Kirkman-Harriman Pictorial and Historical Map of Los Angeles County;<sup>20</sup> and the Street Railway History of Los Angeles.<sup>21</sup> One of the sources provided by Tribal Chairman Salas (Headquarters and Facility Project Archaeological Investigation at CA-Lan-1575) contains information regarding the locations of archaeological resources and is therefore a

<sup>16</sup> Los Angeles Almanac. Yangna - Early Los Angeles Community. <http://www.laalmanac.com/history/hi03ae.php>. Accessed December 2018.

<sup>17</sup> Cecilia Rasmussen, From Site of Ancient Tribal Tree.

<sup>18</sup> Brent. C. Dickerson, A Visit to Old Los Angeles: Spring Street, <http://web.csulb.edu/~odinthor/socal3.html>. Accessed December 2018.

<sup>19</sup> Applied Earthworks, The Metropolitan Water District of Southern California Headquarters Facility Project – The People of Yangna: Archaeological Investigations at CA-LAN-1575/H. Prepared for Metropolitan Water District by Applied Earthworks, 1999

<sup>20</sup> Los Angeles Public Library, Kirkman-Harriman Pictorial and Historical Map of Los Angeles County 1860-1937, <https://www.lapl.org/collections-resources/visual-collections/kirkman-harriman-pictorial-and-historical-map-los-angeles>. Accessed December 2018.

<sup>21</sup> Electric Railway Historical Association of Southern California, <http://erha.org/railwayhis.htm>. Accessed December 2018.

confidential document. These sources provide information on potential locations of the presence of the Yangna which include the present-day Los Angeles Civic Center located approximately 0.20 mile northwest of the Project Site, the present-day Metropolitan Transportation Authority headquarters located approximately 0.70 miles northeast of the Project Site, and what was the site of the Bella Union Hotel located approximately 0.20 miles north of the Project Site.

The Kirkman-Harriman Map depicts a number of “Old Roads,” or trails, converging on what is presently Downtown Los Angeles. One of these roads may correlate with the trading route indicated by Tribal Chairman Salas; however, the scale of the map makes it difficult to discern if one of the roads passed through or adjacent to the Project Site.

### 3. Project Impacts

#### a) Methodology

Under CEQA, the evaluation of impacts to tribal cultural resources consists of two-parts: (1) identification of tribal cultural resources within the project site or immediate vicinity through AB 52 consultation, as well as a review pertinent academic and ethnographic literature for information pertaining to past Native American use of the project area, SLF search, and SCCIC records review and; (2) a determination of whether the project may result in a “substantial adverse change” in the significance of the identified resources.

#### b) Thresholds of Significance

In accordance with the State CEQA Guidelines Appendix G, the Project would have a significant impact related to Cultural Resources if it would:

- a. ***Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***
  - i) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or***
  - ii) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

The City of Los Angeles CEQA Thresholds Guide (*Thresholds Guide*) does not identify any criteria for the evaluation of significant impacts to tribal cultural resources.

### c) Analysis of Project Impacts

***Threshold a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?***
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

The SLF search prepared by the NAHC indicated that “sites have been located within the APE [Area of Potential Effect] you provided that may be impacted by the project”. The NAHC did not provide details regarding the resource, but recommended that the Gabrieleno Band of Mission Indians - Kizh Nation be contacted for additional information. At the request of Andrew Salas, the City engaged in AB 52 consultation with the Gabrieleno Band of Mission Indians - Kizh Nation on July 13, 2017. Tribal Chairman Salas stated that the Project Site is sensitive for the presence of tribal cultural resources due to its proximity to the Los Angeles River and the ethnographic village of Yangna, as well as the presence of a historic travel route along what is present-day Spring Street, but did not indicate or provide evidence of known tribal cultural resources, as defined in PRC 21074, located within the Project Site. The materials provided by Tribal Chairman Salas indicate the village of Yangna may have been located as within 0.20 miles of the Project Site, and the Kirkman-Harriman map indicates number of roads/trails converged on what is presently downtown Los Angeles, but it is difficult to discern if they overlap the Project Site. As such, materials provided do not provide substantial evidence of a tribal cultural resource within the Project Site. **Therefore, the Project would not cause a substantial adverse change in the significance**

**of a tribal cultural resource, as defined in Public Resources Code Section 21074, and impacts would be less than significant.**

While no tribal cultural resources are anticipated to be affected by the Project, the City has established a standard condition of approval under its police power and land use authority to address any inadvertent discovery of a tribal cultural resource. For purposes of this analysis, it is assumed the City would impose this condition on the Project as part of its land use approvals. Should tribal cultural resources be inadvertently encountered during Project construction, this condition of approval requires the temporarily halting of construction activities near the encounter and notification of the City and any Native American tribes traditionally and culturally affiliated with the geographic area of the Project. If the City determines that the potential resource appears to be a tribal cultural resource (as defined by PRC Section 21074), the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Project Applicant would then be required to implement the tribe's recommendations if a qualified archaeologist concludes that the tribe's recommendations are reasonable and feasible. The recommendations would be incorporated into a tribal cultural resources monitoring plan, and once the plan is approved by the City, ground disturbance activities would be permitted to resume. In accordance with this condition of approval, all related activities would be conducted in accordance with regulatory requirements.

#### **d) Cumulative Impacts**

No tribal cultural resources have been identified within the Project Site, however, locations of potential tribal cultural resources have been identified in the vicinity of the Project Site. Further, in association with CEQA review, future AB 52 consultations with Native American tribes in order to identify tribal cultural resources would be required for projects that have the potential to cause significant impacts to tribal cultural resources as defined in PRC Section 21074. Therefore, the Project would not contribute to cumulatively significant impacts to tribal cultural resources.

#### **e) Mitigation Measures**

Potential impacts to tribal cultural resources as a result of Project implementation would be less than significant.

#### **f) Level of Significance After Mitigation**

Not applicable. Project-level and cumulative impacts on tribal cultural resources would be less than significant.

## **IV. Environmental Impact Analysis**

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### **R. Water Supply**

#### **1. Introduction**

This section evaluates the impacts of the proposed Project on domestic water infrastructure and water supply. This section quantifies water demand, and evaluates the ability of the local municipal water infrastructure and water supply to meet this demand. The Project's consistency with relevant plans and regulations regarding water is also discussed. The focus of this section is on water consumption for domestic use. For further discussion of water availability for firefighting (e.g., fire flow), see Section IV.L, *Fire Protection*, of this Draft EIR.

The data and conclusions regarding water infrastructure in this section are based on a Utility Infrastructure Technical Report (Utility Report) prepared for the Project by KPFF Consulting Engineers dated September 26, 2018 and included as Appendix M-1 of this Draft EIR.<sup>1</sup> The data and conclusions in this section regarding the availability of water supply to serve the Project are based on a Water Supply Assessment (WSA) prepared for the Project by the Los Angeles Department of Water and Power (LADWP) and included as Appendix M-2 of this Draft EIR.<sup>2</sup>

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) State**

###### **(a) *California Urban Water Management Plan Act***

The California Urban Water Management Planning Act (California Water Code [CWC] Division 6, Part 2.6, Sections 10610-10656) addresses several State policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires Urban Water Suppliers to develop Urban Water Management Plans (UWMPs) every five years to identify short-term and long-term demand management measures to meet growing water demands during

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<sup>1</sup> KPFF Consulting Engineers, Onni Times Square Project, Utility Infrastructure Technical Report – Water, Wastewater, and Energy, September 26, 2018.

<sup>2</sup> Los Angeles Department of Water and Power, Water Supply Assessment, September 19, 2017.

normal, dry, and multiple-dry years. Urban Water Suppliers are defined as water suppliers that serve more than 3,000 customers or provide more than 3,000 acre-feet per year of water to customers.

(b) *Senate Bill 610, Senate Bill 221, and Senate Bill 7*

Two state laws addressing the assessment of water supply necessary to serve large-scale development projects, Senate Bill (SB) 610 and SB 221, became effective January 1, 2002. SB 610, codified in CWC Section 10910 et seq., describes requirements for both WSAs applicable to the California Environmental Quality Act (CEQA) process, in addition to defining the role UWMPs play in the WSA process. SB 610 requires that for projects subject to CEQA, which meet specific size criteria, the water supplier must prepare a WSA that determines whether the water supplier has sufficient water resources to serve the projected water demand associated with a proposed project, providing specific guidance regarding how future supplies are to be calculated where an applicable UWMP has been prepared. Specifically, a WSA shall identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' water deliveries received by the public water system. In addition, the WSA must address water supplies over a 20-year period and consider normal, single-dry, and multiple-dry year conditions. In accordance with SB 610, projects for which a WSA must be prepared are those subject to CEQA that meet any of the following criteria:

- Residential developments of more than 500 dwelling units;
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- Mixed-use projects that include one or more of the projects specified in this subdivision; or
- Projects that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling unit project.



The WSA must be approved by the public water supplier serving the project at a regular or special meeting and must be incorporated into the CEQA document. The lead agency must then make certain findings related to water supply based on the WSA.

In addition, under SB 610, a water supplier responsible for the preparation and periodic updating of an UWMP must describe the water supply projects and programs that may be undertaken to meet the total project water use of the service area. If groundwater is identified as a source of water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan; (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past five years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier.

SB 7, which was part of the Seventh Extraordinary Session of 2009 and referred to as SB X7-7, was enacted on November 10, 2009. SB 7 mandates new water conservation goals for UWMPs, requiring Urban Water Suppliers to achieve a 20 percent per capita water consumption reduction by the year 2020 statewide, as described in the “20 x 2020” State Water Conservation Plan.<sup>3</sup> As such, each updated UWMP must now incorporate a description of how each respective urban water supplier will quantitatively implement this water conservation mandate, which requirements in turn must be taken into consideration in preparing and adopting WSAs under SB 610.

SB 221 also addresses water supply in the land use planning process for large subdivision projects that, opposite to SB 610 WSAs, which are prepared at the beginning of a planning process, require a Water Supply Verification (WSV) at the end of the planning process for such projects. Under SB 221, a water supplier must prepare and adopt a WSV indicating sufficient water supply is available to serve a proposed subdivision, or the local agency shall make a specified finding that sufficient water supplies are or will be available prior to completion of a project as part of the conditions for the approval of a final subdivision map. SB 221 specifically applies to residential subdivisions of 500 units or more. In addition, Government Code Section 66473.7(i) exempts “...any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses; or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses; or housing projects that are exclusively for very low and low-income households.” SB 221 is codified in Sections 11010, 65867.5, 66455.3 and 66473.7 of the Government Code.

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<sup>3</sup> California State Water Resources Control Board, 20 x 2020 Water Conservation Plan, February 2010, [http://www.swrcb.ca.gov/water\\_issues/hot\\_topics/20x2020/docs/20x2020plan.pdf](http://www.swrcb.ca.gov/water_issues/hot_topics/20x2020/docs/20x2020plan.pdf). Accessed December 2018.

(c) *California Code of Regulations*

(i) *Title 20*

Title 20, Sections 1605.1(h) and 1605.1(i) of the California Code of Regulations (CCR) establish efficiency standards (i.e., maximum flow rates) for all new federally-regulated plumbing fittings and fixtures, including such fixtures as showerheads, lavatory faucets and water closets. Amongst the standards, the maximum flow rate for showerheads and lavatory faucets are 2.5 gpm at 80 psi and 2.2 gpm at 60 psi, respectively. The standard for kitchen faucets is 2.2 gpm at 60 psi. The standard for water closets is 1.28 gallons per flush. In addition, Section 1605.3(h) establishes State efficiency standards for non-federally regulated plumbing fittings, including commercial pre-rinse spray valves.

(ii) *Title 24, Part 11*

Part 11 of Title 24, the title that regulates the design and construction of buildings, establishes the California Green Building Standards Code (CALGreen). The purpose of CALGreen is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen includes both mandatory measures as well as voluntary measures. The mandatory measures establish minimum baselines that must be met in order for a building to be approved. The voluntary measures can be adopted by local jurisdictions for greater efficiency.

(iii) *Emergency Declaration 1-17-2014 and  
Executive Orders B-29-15, B-36-15, B-37-16,  
and B-40-17*

In response to California's drought conditions, on January 17, 2014, Governor Brown declared a State of Drought Emergency (Proclamation of a State of Emergency) and directed state officials to take necessary actions to reduce the impacts of the ongoing drought conditions that had been occurring in California since approximately 2009. The proclamation lists numerous actions, including calling upon local Urban Water Suppliers and municipalities to implement their local water shortage contingency plans immediately in order to avoid or forestall outright restrictions that could become necessary later in the drought season. It also directs them to update their legally required urban and agricultural water management plans to correspond with state water conservation measures to help

plan for extended drought conditions.<sup>4</sup> In April 2014, Governor Brown issued a Proclamation of a Continued State of Emergency throughout the State in response to the ongoing drought.

On April 1, 2015, Governor Jerry Brown renewed his emergency declaration and issued Executive Order B-29-15, which imposed a mandatory 25 percent statewide water reduction on potable water use by Urban Water Suppliers through February 28, 2016, as compared to the designated base year of 2013. Executive Order B-29-15 sought to prioritize water infrastructure projects, incentivize water efficiencies, and streamlining permitting and approval processes for water transfers and emergency drinking water projects. Executive Order B-29-15 further directed agencies to adopt emergency regulations to improve the efficiency of water appliances.

In November 2015, Governor Brown issued Executive Order B-36-15, which called for additional actions to build on the state's response to record dry conditions and assist recovery efforts from devastating wildfires. These included extension of previous executive orders, prioritization of projects that enhance water conservation, support for the extension of water restrictions, and support for projects that remediate wildfire damage and restore power plant operation. On May 9, 2016, Governor Brown issued Executive Order B-37-16 to continue water use restrictions from Executive Order B-29-15 as drought conditions continued to persist. While the severity of the drought has now lessened in some parts of California after winter rains and snow, the current drought is not over. The Executive Order called for long-term improvements to local drought preparation across the state, and directed the California State Water Resources Control Board (SWRCB) to develop proposed emergency water restrictions for 2017 if the drought persists. The Executive Order is intended to achieve the following: use water more wisely, eliminate water waste, strengthen local drought resilience, and improve agricultural water use efficiency and drought planning.<sup>5</sup>

On May 18, 2016, SWRCB adopted a revised emergency water conservation regulation, effective June 2016 through at least through Spring 2017. The regulation rescinded numeric reduction targets for Urban Water Suppliers, instead requiring locally developed conservation standards based upon each agency's specific circumstances.<sup>6</sup> On April 26, 2017, the SWRCB repealed part of the

<sup>4</sup> State of California, Office of Governor Edmund G. Brown, Jr., Governor Brown Declares Drought State of Emergency, January 17, 2014, <http://gov.ca.gov/news.php?id=18368>. Accessed December 2018.

<sup>5</sup> State of California, Office of Governor Edmund G. Brown, Jr., Governor Brown Issues Order to Continue Water Savings as Drought Persists, May 9, 2016, <https://www.gov.ca.gov/news.php?id=19408>. Accessed December 2018.

<sup>6</sup> State of California Office of Administrative Law, Notice of Approval of Emergency Regulatory Action, State Water Resources Control Board, Title 23, May 31, 2016, [http://www.waterboards.ca.gov/water\\_issues/programs/conservation\\_portal/docs/emergency\\_reg/oal\\_approved\\_reg053116.pdf](http://www.waterboards.ca.gov/water_issues/programs/conservation_portal/docs/emergency_reg/oal_approved_reg053116.pdf). Accessed December 2018.

emergency regulation pertaining to water supply stress test requirements and remaining mandatory conservation standards for Urban Water Suppliers.<sup>7</sup> The repeal was in response to Executive Order B-40-17, discussed below.<sup>8</sup>

The regulatory requirements resulting from these Executive Orders were codified in Article 22.5, Drought Emergency Water Conservation of the California Code of Regulations.

On April 7, 2017, Governor Jerry Brown issued Executive Order B-40-17 to end the drought state of emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects continue to offset reduced groundwater supplies. The Executive Order also rescinded Governor Brown's January 2014 and April 2014 drought-related emergency proclamations and four drought-related Executive Orders including B-29-15 and B-36-15. Cities and water districts throughout the state are required to continue reporting their water use each month. The order continued the ban on wasteful practices, including hosing off sidewalks, and running sprinklers when it rains.<sup>9</sup>

#### (iv) *California Water Plan*

Required by the Water Code Section 10005(a), the California Water Plan is the state's strategic plan for managing and developing water resources statewide for current and future generations.<sup>10</sup> It provides a collaborative planning framework for elected officials, agencies, tribes, water and resource managers, businesses, academia, stakeholders, and the public to develop findings and recommendations and make informed decisions for California's water future.

The plan, updated every five years, presents the status and trends of California's water-dependent natural resources; water supplies; and agricultural, urban, and environmental water demands for a range of plausible future scenarios. The Water Plan also evaluates different combinations of regional and statewide resource management strategies to reduce water demand, increase water supply, reduce flood risk, improve water quality, and enhance environmental and resource stewardship. The evaluations and assessments performed for the plan help identify effective actions and policies for meeting California's resource management objectives in the near term and for several decades to come.

<sup>7</sup> California State Water Resources Control Board, Emergency Conservation Regulation, 2017, [https://www.waterboards.ca.gov/water\\_issues/programs/conservation\\_portal/emergency\\_regulation.html](https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/emergency_regulation.html). Accessed December 2018.

<sup>8</sup> State Water Resources Control Board, Resolution No. 2017-0024, [https://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/resolutions/2017/rs2017\\_0024.pdf](https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2017/rs2017_0024.pdf). Accessed December 2018.

<sup>9</sup> Los Angeles Department of Water and Power, Water Supply Assessment, page 14.

<sup>10</sup> California Department of Water Resources, California Water Plan, <https://water.ca.gov/Programs/California-Water-Plan>. Accessed December 2018.

In 2014, DWR released up-to-date climate change information, including hydrologic impacts and projections at the statewide and regional levels and adaptation strategies, in the California Water Plan Update 2013 (California Water Plan).<sup>11</sup> A 2018 update is underway.

(i) California Water Action Plan

The first California Water Action plan was released in January 2014 and was updated in 2016 under Governor Jerry Brown's administration.<sup>12</sup> The California Water Action plan discusses the challenges to water in California: uncertain water supplies, water scarcity/drought, declining groundwater supplies, poor water quality, declining native fish species and loss of wildlife habitat, floods, supply disruptions, and population growth and climate change further increasing the severity of these risks.<sup>13</sup> Ten actions are listed in the California Water Action Plan to address the pressing water issues that California faces while laying groundwork for a sustainable water future:<sup>14</sup>

1. Make conservation a California way of life;
2. Increase regional self-reliance and integrated water management across all levels of government;
3. Achieve the co-equal goals for the Delta;
4. Protect and restore important ecosystems;
5. Manage and prepare for dry periods;
6. Expand water storage capacity and improve groundwater management;
7. Provide safe water for all communities;
8. Increase flood protection;
9. Increase operational and regulatory efficiency;
10. Identify sustainable and integrated financing opportunities.

<sup>11</sup> California Department of Water Resources, California Water Plan, Update 2013, page 2-13, <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/California-Water-Plan/Water-Plan-Updates/Files/Update-2013/Water-Plan-Update-2013-Volume-1.pdf>. Accessed December 2018.

<sup>12</sup> California Natural Resources Agency, California Water Action Plan, [http://resources.ca.gov/california\\_water\\_action\\_plan/](http://resources.ca.gov/california_water_action_plan/). Accessed July 23, 2018.

<sup>13</sup> California Natural Resources Agency, California Water Action Plan 2016 Update, pages 2 and 3, [http://resources.ca.gov/docs/california\\_water\\_action\\_plan/Final\\_California\\_Water\\_Action\\_Plan.pdf](http://resources.ca.gov/docs/california_water_action_plan/Final_California_Water_Action_Plan.pdf). Accessed December 2018.

<sup>14</sup> California Natural Resources Agency, California Water Action Plan 2016 Update, page 5.

## (2) Regional

### (a) *Metropolitan Water District's 2015 Urban Water Management Plan*

The Metropolitan Water District's (MWD) 2015 Regional UWMP (RUWMP) addresses the future of MWD's water supplies and demand through the year 2040.<sup>15</sup> Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for multiple-dry year conditions, i.e. under the most challenging weather conditions such as drought and service interruptions caused by natural disasters, is presented in Table 2-4 of the 2015 RUWMP.<sup>16</sup> The analysis in the 2015 RUWMP concluded that reliable water resources would be continuously available to meet demand through 2040.<sup>17</sup> In the 2015 RUWMP, the projected 2040 demand for water is 2,201,000 afy, whereas the expected and projected 2040 supply is 2,941,000 afy based on current programs, and an additional 398,000 afy is expected to become available through programs under development for a potential surplus in 2040 of 1,138,000 afy.<sup>18</sup>

MWD has comprehensive plans for stages of actions it would undertake to address up to a 50-percent reduction in its water supplies and a catastrophic interruption in water supplies through its Water Surplus and Drought Management and Water Supply Allocation Plans. MWD has also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region and is working with the State to implement a comprehensive improvement plan to address catastrophic occurrences that could occur outside of the Southern California region. MWD is also working with the State on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of State Water Project (SWP) deliveries. In addition, MWD has plans for supply implementation and continued development of a diversified resource mix, including programs in the Colorado River Aqueduct (CRA), SWP, Central Valley transfers, local resource projects, and in-region storage that enables the region to meet its water supply needs. As set forth in their 2015 RUWMP, MWD will also continue investments in water use efficiency measures to help the region achieve the SB X7-7 goal of 20 percent per person potable water use reduction by 2020.<sup>19</sup>

<sup>15</sup> Metropolitan Water District of Southern California (MWD), 2015 Urban Water Management Plan (RUWMP), June 2016, [http://www.mwdh2o.com/PDF\\_About\\_Your\\_Water/2.4.2\\_Regional\\_Urban\\_Water\\_Management\\_Plan.pdf](http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf). Accessed December 2018.

<sup>16</sup> MWD, 2015 RUWMP, page 2-15.

<sup>17</sup> MWD, 2015 RUWMP, page 2-15.

<sup>18</sup> MWD, 2015 RUWMP, page 2-15.

<sup>19</sup> MWD, 2015 RUWMP, page ES-5.

(b) *MWD's 2015 Integrated Resources Plan*

The MWD prepares an Integrated Water Resources Plan (IRP) provide a water management framework that includes plans and programs for meeting future water needs. It addresses issues that can affect future water supply such as water quality, climate change, and regulatory and operational changes. The most recent IRP (2015 IRP) was adopted in January 2016.<sup>20</sup> It establishes a water supply reliability mission of providing its service area with an adequate and reliable supply of high-quality water to meet present and future needs in an environmentally and economically responsible way. Among other topics, the 2015 IRP discusses water conservation, local and imported water supplies, storage and transfers, water demand, and adaptation to drought conditions. Specifically, the 2015 IRP includes the following strategies to meet future water demand:<sup>21</sup>

- Stabilizing and maintaining imported supplies;
- Meeting future growth through increase water conservation and the development of new – and protection of existing - local supplies;
- Pursuing a comprehensive transfers and exchanges strategy;
- Building storage in wet and normal years to manage risk and drought; and
- Preparing for climate change with Future Supply Actions – recycled water, seawater desalination, stormwater capture, and groundwater cleanup.

The 2015 IRP reliability targets identify developments in imported and local water supply, and in water conservation that, if successful, would provide a future without water shortages and mandatory restrictions under planned conditions. For imported supplies, MWD would make investments to maximize CRA deliveries in dry years. MWD would make ecologically sound infrastructure investments to the SWP so that the water system can capture sufficient supplies to help meet average year demands and to refill the MWD storage network in above-average and wet years.

Lowering regional residential per capita demand by 20 percent by the year 2020 (compared to a baseline established in 2009 state legislation), reducing water use by landscaping, and advancing additional local supplies are among the planned actions to keep supplies and demands in balance. Table ES-1, 2015 IRP Update Total Level of Average-Year Supply Targeted (Acre-Feet), of the 2015 IRP, shows the supply reliability and conservation targets. As presented in Table ES-1, the total supply reliability target for each five-year increase between 2016 and 2040

<sup>20</sup> MWD, Integrated Water Resources Plan (IRP), 2015 Update, Report No. 1518, January 2016, [http://www.mwdh2o.com/PDF\\_About\\_Your\\_Water/2015%20IRP%20Update%20Report%20\(web\).pdf](http://www.mwdh2o.com/PDF_About_Your_Water/2015%20IRP%20Update%20Report%20(web).pdf). Accessed December 2018.

<sup>21</sup> MWD, IRP, page 6.5.

would exceed the retail demand after conservation. In 2040, retail demand after conservation is estimated to be 4,273,000 AF and the total supply reliability target is approximately 4,539,000 AF, representing an excess of 266,000 AF.<sup>22</sup>

(c) *MWD's Water Surplus and Drought Management Plan*

In 1999, MWD incorporated the water storage contingency analysis that is required as part of any UWMP into a separate, more detailed plan, called the Water Surplus and Drought Management Plan (WSDM Plan). The overall objective of the WSDM Plan is to ensure that shortage allocation of MWD's imported water supplies is not required. The WSDM Plan provides policy guidance to manage MWD's supplies and achieve the goals laid out in the agency's IRP. The WSDM Plan separates resource actions into two major categories: Surplus Actions and Shortage Actions. The WSDM Plan considers the region to be in surplus only after MWD has met all demands for water, including replenishment deliveries. The Surplus Actions store surplus water, first inside then outside of the region. The Shortage Actions of the WSDM Plan are separated into three subcategories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of MWD's resource management strategy through all categories.

(d) *MWD's Water Supply Allocation Plan*

While the WSDM Plan included a set of general actions and considerations for MWD staff to address during shortage conditions, it did not include a detailed water supply allocation plan or implementation approach. Therefore, in February 2008, MWD adopted a water supply plan called the Water Supply Allocation Plan (WSAP), which has since been implemented three times, most recently in April 2015. The WSAP includes a formula for determining reductions of water deliveries to member agencies during extreme water shortages in MWD's service area conditions (i.e., drought conditions or unforeseen cuts in water supplies).

The formula allocates shortages of MWD supplies and seeks to balance the impacts of a shortage at the retail level while maintaining equity on the wholesale level, and takes into account growth, local investments, changes in supply conditions and the demand hardening aspects of non-potable recycled water use and the implementation of conservation savings programs. The allocation period covers 12 consecutive months from July of a given year through the following June.

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<sup>22</sup> MWD, IRP, page VIII.



### (3) Local

#### (a) *City of Los Angeles General Plan Framework*

The Citywide General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan.<sup>23</sup> The General Plan Framework sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 9, Infrastructure and Public Services, of the City's General Plan Framework identifies goals, objectives, and policies for utilities in the City including wastewater collection and treatment. Goal 9C is to provide adequate water supply, storage facilities, and delivery system to serve the needs of existing and future water needs.<sup>24</sup>

#### (b) *Central City Community Plan*

The Central City Community Plan states within its purpose statement: "The Central City Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community."<sup>25</sup> The Community Plan identifies aging infrastructure as an issue, but does not provide specific policies regarding the provision of infrastructure facilities for individual development projects, which are routinely evaluated on a project-by-project basis.

#### (c) *Los Angeles Municipal Code*

The City has adopted several ordinances to reduce the amount of water consumption in the City. These include measures pursuant to the City's green building efforts, encouragement of sustainable development and initiatives to address potential water shortages due to changing supply availability. The ordinances are discussed below.

##### (i) *Ordinance No. 180,822: Water Efficiency Requirements Ordinance*

The Water Efficiency Requirements Ordinance, City Ordinance No. 180,822, effective Dec. 1, 2009, established water efficiency requirements for new development and renovation of existing buildings, mandating installation of high efficiency plumbing fixtures in residential and commercial buildings.

<sup>23</sup> City of Los Angeles Department of City Planning, Citywide General Plan Framework, An Element of the Los Angeles General Plan, July 27, 1995. <https://planning.lacity.org/FrameWork.html>. Accessed December 2018.

<sup>24</sup> City of Los Angeles, General Plan Framework Element, Chapter 9: Infrastructure and Public Services – Water Supply.

<sup>25</sup> City of Los Angeles Department of City Planning, Central City Community Plan, adopted January 8, 2003, <https://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>. Accessed December 2018.

(ii) *Ordinance No. 181,480, 182,849, and 184,248:  
Los Angeles Green Building Code*

The City's Green Building Code, Ordinance No. 181,480, subsequently amended by Ordinance 182,849, creates a set of development standards and guidelines to further energy efficiency and the reduction of greenhouse gas emissions. It builds upon and sets higher standards than those incorporated in the CALGreen Code. Amongst its provisions are efficiency standards regarding water consumption fixtures and appliances in new buildings. Additionally, Ordinance 184,248, effective June 6, 2016, sets further restrictive water efficiency standards for plumbing fixtures, such as 1.2 gpm and 1.8 gpm maximum for lavatory faucets and showerheads, respectively. The Green Building Code is implemented through the building permit review process, during which projects are evaluated for compliance with the required water conservation features.

(iii) *Ordinance No. 170,978: Landscape Ordinance*

In 1996, Ordinance No. 170,978 amended Los Angeles Municipal Code (LAMC) Sections 12.40 through 12.43 to establish consistent landscape requirements for new projects within the City. The Ordinance and its implementing guidelines require numerous water conservation measures in landscape, installation, and maintenance including but not limited to the use of drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray; setting automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation; and watering less in the cooler months and during the rainy season. The ordinance also provides guidance intended to increase the "residence time of precipitation" within a given watershed.

(iv) *Ordinance Nos. 181,999 and 183,833: Low  
Impact Development Ordinance*

In 2011, the City adopted Ordinance No. 181,899, the City-wide Low Impact Development (LID) Ordinance (LID Ordinance). LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. Among other provisions regarding drainage, the LID promotes the collection and use of on-site stormwater for irrigation of landscaping and recharge to the groundwater table where/if appropriate. Ordinance 183,833, the Stormwater and Urban Runoff Pollution Control Ordinance, establishes City requirements to meet its obligation under its Municipal Separate Storm Sewer System (MS4) Permit. The ordinance further delineates implementation procedures for meeting the City's LID requirements.

(v) *Ordinance Nos. 166,080, 183,608, and  
184,250: Emergency Water Conservation Plan*

The City's Emergency Water Conservation Plan was most recently updated on June 9, 2015, superseding Ordinance No. 181,288. The purpose of this Ordinance

is to provide mandatory water consumption practices during times when the supply of water available for use is reduced due to such factors as weather conditions, groundwater levels, etc. The Ordinance establishes varied water consumption limitations arranged by Phases, whereby the level of restriction for each Phase is tied to the level of water conservation required, whereby each successive phase creates additional restrictions on water use to address increasingly severe water shortage emergencies. Water conservation measures include such restrictions as limited watering of hard surfaces and automobiles, and rationed watering of landscaping. The most recent update to the Ordinance added an additional phase to allow for outdoor watering two days a week, and to clarify other prohibited uses for other phases. The Los Angeles City Council previously implemented Phase III restrictions of the Ordinance and the LADWP Board of Water and Power Commissioners adopted Shortage Year Rates as well in 2009.<sup>26</sup> Phase II restrictions were implemented in August 2010 and remain in effect today.

On January 20, 2014, LADWP issued a Statement Regarding Statewide Drought conditions.<sup>27</sup> The statement said that Los Angeles has prepared for the approximately five-year drought, pointing out Angelenos use less water per capita than residents of any major U.S. city with a population over 1 million. According to the statement, LADWP and other Southern California water agencies have invested in water storage over the past decade; and together with a strong conservation program, these investments will allow the City to weather the current shortage. The statement asked residents to look for more ways to reduce their water use and take advantage of money saving rebates offered by LADWP, including rebates for the use of water efficient appliances and devices and replacement of water-thirsty lawns with California Friendly landscape. LADWP also expanded its public outreach and education efforts to raise awareness about the dry year conditions and users' responsibility to use water wisely and in accordance with the City's Water Conservation Ordinance.

On October 14, 2014, Mayor Eric Garcetti issued Executive Directive 5 (ED5), which directed that the City achieve the following goals: a 20 percent reduction in per capita potable water consumption by 2017; a reduction in LADWP purchase of imported potable water by 50 percent by 2024; and creation of an integrated strategy that increases local water supplies and improves water security in the context of climate change and seismic vulnerability.<sup>28</sup> The 2015 UWMP includes

<sup>26</sup> Los Angeles Department of Water and Power, Emergency Water Conservation Ordinance – Council meeting July 14, 2009, September 15, 2009, [http://clkrep.lacity.org/online/docs/2009/09-0369-s9\\_rpt\\_dwp\\_9-15-09.pdf](http://clkrep.lacity.org/online/docs/2009/09-0369-s9_rpt_dwp_9-15-09.pdf). Accessed December 2018.

<sup>27</sup> Los Angeles Department of Water and Power, LADWP Statement Regarding Statewide Drought Conditions, January 20, 2014, <https://www.ladwpnews.com/ladwp-statement-regarding-statewide-drought-conditions>. Accessed December 2018.

<sup>28</sup> City of Los Angeles, Office of the Mayor, Executive Directive No. 5, Emergency Drought Response – Creating a Water Wise City, Issued October 14, 2014, [https://www.lamayor.org/sites/g/files/wph446/f/page/file/ED\\_5\\_-\\_Emergency\\_Drought\\_Response\\_-\\_Creating\\_a\\_Water\\_Wise\\_City.pdf?1426620015](https://www.lamayor.org/sites/g/files/wph446/f/page/file/ED_5_-_Emergency_Drought_Response_-_Creating_a_Water_Wise_City.pdf?1426620015). Accessed December 2018.

existing plans by LADWP to develop local water supplies to reduce reliance on purchased water in the future. These goals include increased stormwater capture, groundwater clean-up, recycled water, and conservation.

On July 21, 2015, the Board of Water and Power Commissioners adopted a Resolution recommending the Mayor and City Council consider a transition from Phase II to Phase III of City Ordinance No. 183,608's water conservation measures if either the Mayoral or SWRCB conservation mandates are not met on a monthly basis. In addition to the requirements of Phase I and II, Phase III would limit outdoor irrigation to no more than two days a week. As of January, 2016, Phase III had not been implemented. On February 2, 2016, SWRCB, through Resolution No. 2016-0007, amended and extended the emergency regulation to continue the restrictions on water use through October 2016. On February 8, 2017, SWRCB adopted Resolution No. 2017-0004, which further extended the emergency drought regulations through October 2017. However, on April 8, 2017, SWRCB adopted Resolution No. 2017-0024, rescinding the water conservation restrictions, but maintaining the measures' reporting requirements for Urban Water Suppliers. The Final Los Angeles Emergency Water Conservation Plan Ordinance (No. 184250) was signed on April 19, 2016 and continues to be in effect.

(vi) *Ordinance No. 184,130: Water Rate Ordinance*

The City's Water Rate Ordinance, originally adopted in June 1995 and amended in March 2016 by Ordinance No. 184,130, restructured water rate schedules for single-dwelling units, multi-dwelling units, commercial, industrial, government, and other land uses.<sup>29</sup> The new water rate structures would provide investments for reliable infrastructure, encourage conservation, expand local water supply projects, reduce reliance on imported purchased water, and meet regulatory mandates concerning drinking water quality. In regard to regulations specific to the provision of water for purposes of fire protection, largely defined by the Fire Code (Chapter V, Article 7 of the LAMC), see Section IV.K.1, Fire Protection, of this Draft EIR.

(d) *Urban Water Management Plan*

In accordance with the California Urban Water Management Planning Act, LADWP adopted the 2015 UWMP on June 7, 2016, which builds upon the goals and progress made in the 2010 UWMP and serves as the City's master plan for reliable water supply and resource management.<sup>30</sup> The UWMP details LADWP's efforts to promote the efficient use and management of its water resources. LADWP's UWMP used a service area-wide method in developing its water demand

<sup>29</sup> City of Los Angeles, Ordinance No. 184,130, [http://clkrep.lacity.org/online/docs/2015/15-1543\\_ORD\\_184130\\_4-15-16.pdf](http://clkrep.lacity.org/online/docs/2015/15-1543_ORD_184130_4-15-16.pdf). Accessed December 2018.

<sup>30</sup> Los Angeles Department of Water and Power, Urban Water Management Plan 2015, 2016, [https://www.ladwp.com/cs/idcplg?IdcService=GET\\_FILE&dDocName=QOELLADWP005416&RevisionSelectionMethod=LatestReleased](https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=QOELLADWP005416&RevisionSelectionMethod=LatestReleased). Accessed December 2018.

projections. This methodology does not rely on individual development demands to determine area-wide growth. Rather, the growth in water use for the entire service area was considered in developing long-term water projections for the City to the year 2040. The driving factors for this growth are demographics, weather, and conservation. LADWP used anticipated growth in the various customer class sectors as provided by MWD who received projected demographic data from the Southern California Association of Governments (SCAG).

LADWP's 2015 UWMP addresses water demand drivers and forecasts through 2040. The 2015 UWMP includes a new water demand forecast called a modified unit use approach for the major categories of demand, namely, demographics, socioeconomics, conservation, weather, and non-revenue water. This forecast will allow the City to better understand water-use trends and develop effective conservation programs.

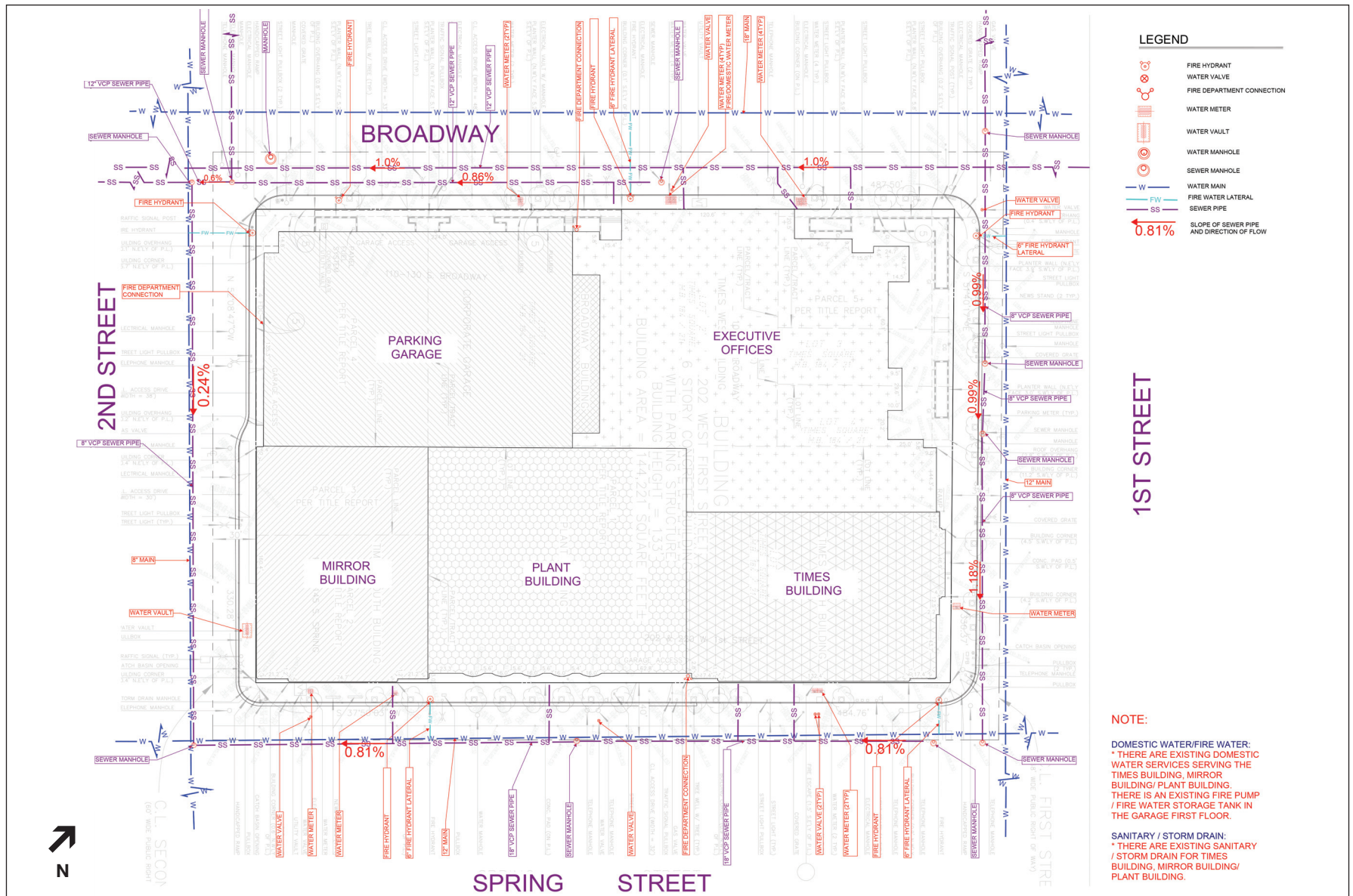
LADWP's 2015 UWMP also defines an evolving water supply portfolio that includes significant increases in both water conservation and local water supplies. It addresses confidence in the water supply by analyzing the uncertainties associated with climate change and integrating this analysis into water supply plans. Finally, it reinforces the need to address the water/energy nexus and continuing efforts to reduce carbon footprint. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP has available supplies to meet all demands under all three hydrologic scenarios through the 25-year planning period covered by the UWMP.

## b) Existing Conditions

### (1) Water Infrastructure

The LADWP maintains water infrastructure in the City of Los Angeles (City). Within the Project vicinity, there are currently LADWP water mains in all four streets bordering the 3.6-acre Project Site, including an 18-inch water main in Broadway, 12-inch water main in Spring Street, 8-inch water main in 2nd Street, and 12-inch water main in 1st Street.<sup>31</sup> The Project Site is currently provided with domestic water by the Broadway and Spring Street water mains, with the Broadway main serving the western half of the Project Site, and the Spring Street main serving the eastern half. **Figure IV.R-1, *Existing Water and Wastewater Infrastructure***, identifies the types, sizes, and approximate locations of the water infrastructure serving the Project Site. No public water mains currently bisect the Project Site, and no information is available about the existing private water lines on the Project Site.

<sup>31</sup> KPFF Consulting Engineers, Onni Times Square Project, Utility Infrastructure Technical Report – Water, Wastewater, and Energy, page 11.



SOURCE: KPFF Consulting Engineers, Onni Times Square Project – Utility Infrastructure Technical Report: Water, Wastewater, and Energy

Times Mirror Square Project  
**Figure IV.R-1**  
Existing Water & Wastewater Infrastructure

The Broadway water main has an existing flow capacity of 2,500 gallons per minute (gpm) at 50 pounds per square inch (psi). The Spring Street water main has an existing flow capacity of 2,500 gpm at 50 psi.<sup>32</sup>

## (2) Water Demand

**Table IV.R-1, *Existing Water Demand to Be Removed***, identifies the existing domestic water consumption for the uses to be demolished based on billing records from the average available billing years from Fiscal Year 2010 to 2015. As shown in Table IV.R-1, the existing domestic water demand at the Project Site is estimated at 40,000 gallons per day (gpd) or 45 acre-feet per year (afy).

**TABLE IV.R-1  
EXISTING WATER DEMAND TO BE REMOVED**

Land Use	Size	Water Demand	
		(gpd)	(afy)
Offices <sup>a</sup>	103,312 sf		
Bank	7,500 sf		
Cafeteria	11,250 sf		
6 Story Parking Structure	44,306 sf		
<b>Total Existing Water Demand to be Removed<sup>b</sup></b>		<b>20,137</b>	<b>22.56</b>

Abbreviations: gpd = gallons per minute, afy = acre-feet per year, sf = square feet.

a Of the 176,258 sf existing office space in the Executive Building that would be removed, approximately 103,312 sf or 60 percent of the space has been used/occupied in the last 10 years. Given this use of the space, approximately 103,312 sf of office uses are considered in the water demand estimate for the existing executive building that would be removed.

b Total existing water demand to be removed is provided by Table 1 of the Water Supply Assessment, provided as Appendix M-2 of this Draft EIR. The existing water demand is based on the LADWP billing data (average of varied available billing years from Fiscal Year 2010 to 2015).

SOURCE: Los Angeles Department of Water and Power, Water Supply Assessment, page 8.

## (3) Water Supply

LADWP is responsible for providing water within the City limits and ensuring that the delivered water quality meets applicable California health standards for drinking water. Water is supplied to the City from the following sources: Los Angeles Aqueducts, local groundwater, imported water from the MWD and recycled water. **Table IV.R-2, *LADWP Water Supply***, summarizes LADWP water supplies from these sources over the last ten years. As indicated therein, in 2016, LADWP had an available water supply of 488,677 afy including: 14 percent from

<sup>32</sup> KPFF Consulting Engineers, Onni Times Square Project, Utility Infrastructure Technical Report – Water, Wastewater, and Energy, page 13.

the Los Angeles Aqueducts; 15 percent from groundwater; 65 percent from the MWD; and 2 percent from recycled water.

**TABLE IV.R-2**  
**LADWP WATER SUPPLY (IN ACRE-FEET)**

Year	Los Angeles Aqueducts	Local Groundwater	MWD	Recycled Water	Transfer, Spread, Spills, and Storage	Total
2007	127,392	88,041	439,353	3,595	-57	658,438
2008	148,407	64,604	427,422	7,048	1,664	647,817
2009	137,261	66,998	351,959	7,570	554	563,234
2010	251,126	68,346	205,240	6,900	-938	532,550
2011	357,752	49,915	119,481	7,708	-153	535,009
2012	166,858	59,109	326,122	5,965	1,182	556,872
2013	64,690	66,272	438,534	9,253	-2,404	581,153
2014	62,088	94,280	391,320	11,307	2,080	556,915
2015	26,828	81,618	378,439	9,844	432	496,297
2016	87,892	73,304	317,767	8,730	-984	488,677

SOURCE: Los Angeles Department of Water and Power, Water Supply Assessment, page 30.

Based on Table VI in the WSA, there would be adequate water supply for the demands within the MWD service area from 2020 to 2040 based on an average weather year. LADWP's available water supply is generally equivalent to the demand from year to year, as LADWP purchases additional water from MWD only on an as-needed basis. These water sources are described in further detail below.

*(a) Los Angeles Aqueducts*

Water from the Los Angeles Aqueducts comes primarily from streams and groundwater originating from snowmelt runoff from the eastern Sierra Nevada Mountains. In response to varying hydrologic conditions, water supply from these sources can fluctuate yearly. The City holds water rights in the eastern Sierra Nevada where the Los Angeles Aqueducts water supplies originate. Pursuant to various legislative enactments, regulations, and written agreements between LADWP and the Great Basin Unified Air Pollution Control District (GBUAPCD), LADWP's ability to export Los Angeles Aqueducts water is impacted by water levels in Mono Lake and water commitments necessary to implement a dust



mitigation program for Owens Lake; therefore, the Los Angeles Aqueducts' supply to the City in recent years has been at less than historical averages.<sup>33</sup>

On November 14, 2014, the City and GBUAPCD announced an agreement that defined and limited the full extent of future dust mitigation for LADWP concerning Owens Lake. The agreement also allows LADWP to use water efficient and waterless dust mitigation measures. LADWP expects to save significant amounts of water available in coming years with implementation of the Owens Lake Master Project and other water conservation projects.<sup>34</sup>

Average deliveries of water from the Los Angeles Aqueducts system have totaled approximately 111,293 afy from between (FY) 2011/12 to 2015/2016. During this period, the record low snow pack for the Los Angeles Aqueducts watershed in the eastern Sierra Nevada was recorded on April 1, 2015. Supply conditions have changed drastically since 2015. Snowpack in the Eastern Sierra was at 203 percent of an average year on April 1, 2017. On March 20, 2017, Mayor Garcetti had proclaimed a state of local emergency for the Los Angeles Aqueducts as a response to the snowpack levels in the Eastern Sierra. The proclamation was issued to assist LADWP in taking immediate steps to protect infrastructure and manage runoff in the Owens Valley including, but not limited to, protection of facilities and diversion of conveyance flows.<sup>35</sup>

The average annual Los Angeles Aqueducts delivery between 2015 and 2040, based on the 50-year average hydrology from FY 1961/62 to 2010/11, is expected to be approximately 278,000 afy and gradually decline to 267,000 afy due to expected reductions in snowpack caused by climate change. However, with anticipated completion of the Owens Lake Master Project by 2024, the projected Los Angeles Aqueducts delivery may increase to 286,000 afy, which would off-set most of the anticipated long-term losses.<sup>36</sup>

#### (b) *Groundwater*

LADWP extracts groundwater from the San Fernando, Sylmar, and Central groundwater basins.<sup>37</sup> LADWP holds adjudicated extraction rights in each of the groundwater basins, meaning the City has been allocated quantified annual pumping and groundwater storage rights in the basins. The San Fernando and Sylmar Basins are subject to the judgment in *City of San Fernando vs. City of Los Angeles*, which requires that pumping be reported to the court-appointed Upper Los Angeles River Area (ULARA) Watermaster. The Central Basin is also subject to a court judgment that requires that pumping be reported to the Water

<sup>33</sup> Los Angeles Department of Water and Power, Water Supply Assessment, page 30.

<sup>34</sup> Los Angeles Department of Water and Power, Water Supply Assessment, page 32.

<sup>35</sup> Los Angeles Department of Water and Power, Water Supply Assessment, page 32.

<sup>36</sup> Los Angeles Department of Water and Power, Water Supply Assessment, page 32.

<sup>37</sup> Currently, LADWP does not exercise its pumping rights at the West Coast Basin due to localized water quality issues.

Replacement District of Southern California, which acts as the administrative body of the court-appointed basin Watermaster.

The San Fernando Basin underlies approximately 112,000 acres of land in the ULARA. The majority of LADWP's groundwater is extracted from the San Fernando Basin. The City has an annual pumping right of 87,000 acre-feet in the San Fernando Basin and has accumulated 537,622 afy of stored water credits in the basin as of October 2014.<sup>38</sup> The Sylmar Basin, located in the northern part of the ULARA, overlies 5,600 acres of land. LADWP has an annual entitlement of 3,570 afy from the Sylmar Basin, which will increase to 4,170 afy from FY 2016 to FY 2039 to utilize stored groundwater rights held by the City.<sup>39</sup> The City also holds a right to 17,236 afy from the Central Basin and holds additional storage rights in that basin.<sup>40</sup>

The supplies of groundwater in recent years as well as projections through 2040 are shown in **Table IV.R-3, Local Groundwater Basin Supply**. For the July 2014 to June 2015 timeframe, LADWP extracted 80,097 acre-feet and 6,948 acre-feet from the San Fernando and Central Basins, respectively, with no water extracted from the Sylmar Basin. LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported supplies. However, extraction from the basins may be limited by water quality, sustainable pumping practices, and groundwater elevation. Future projections for groundwater extraction at five-year intervals are also shown in Table 4.18-3. As indicated, the expected extraction for the San Fernando, Sylmar and Central Basins in the years leading up to and inclusive of 2040 is 92,000 afy, 3,570 afy, and 18,500 afy, respectively.

(c) *Metropolitan Water District of Southern California*

LADWP purchases a large amount of its water supply from MWD. MWD is comprised of 26 member agencies, which include the City. MWD is the largest imported wholesaler water service provider for domestic and municipal uses in Southern California. MWD's primary water supply resources are the Colorado River and the State Water Project (SWP). All of MWD's 26 member agencies have preferential rights to purchase water from MWD. As of June 30, 2016, LADWP has a preferential right to purchase 19.94 percent of MWD's total annual water supply. MWD meets the demand for water through assessments of future supply and demand, which are presented in the MWD's RUWMP, which are reports that by statute must be prepared every five years.

<sup>38</sup> Los Angeles Department of Water and Power, Water Supply Assessment for the Times Mirror Square Project, page 32.

<sup>39</sup> Los Angeles Department of Water and Power, Water Supply Assessment for the Times Mirror Square Project, page 33.

<sup>40</sup> Los Angeles Department of Water and Power, Water Supply Assessment for the Times Mirror Square Project, page 33.

**TABLE IV.R-3  
LOCAL GROUNDWATER BASIN SUPPLY (IN ACRE-FEET)**

<b>Fiscal Year</b>	<b>San Fernando</b>	<b>Sylmar</b>	<b>Central</b>
<b>Recent Years</b>			
2010-2011	44,029	225	5,099
2011-2012	50,244	1,330	9,486
2012-2013	50,550	1,952	6,310
2013-2014	68,784	891	9,727
2014-2015	80,097	0	6,948
<b>Future Projections</b>			
2019-2020	90,000	4,170	18,500
2024-2025	88,000	4,170	18,500
2029-2030	84,000	4,170	18,500
2034-2035	92,000	4,170	18,500
2039-2040	92,000	3,570	18,500

SOURCE: Los Angeles Department of Water and Power, Water Supply Assessment, page 34.

The most recent report was prepared in 2015 (2015 RUWMP).<sup>41</sup> The 2015 RUWMP projects and plans for MWD's water supplies and demand through the year 2040. Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for multiple-dry year conditions, i.e. under the most challenging weather conditions such as drought and service interruptions caused by natural disasters, is presented in Table 2-4 of the 2015 RUWMP. In the 2015 RUWMP, the projected 2040 demand water is 2,201,000 afy, whereas the projected 2040 supply is 2,941,000 afy based on current programs, and an additional 398,000 afy will become available under programs under development for a potential surplus in 2040 of 1,138,000 afy.<sup>42</sup>

<sup>41</sup> Metropolitan Water District of Southern California, 2015 Urban Water Management Plan, June 2016, [http://www.mwdh2o.com/PDF\\_About\\_Your\\_Water/2.4.2\\_Regional\\_Urban\\_Water\\_Management\\_Plan.pdf](http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf). Accessed December 2018.

<sup>42</sup> Metropolitan Water District of Southern California, 2015 Urban Water Management Plan, page 2-15.

### 3. Project Impacts

#### a) Methodology

##### (1) Water Infrastructure

The analysis of impacts to water infrastructure is based on the analysis in the Utility Report (included as Appendix M-1 of this Draft EIR).<sup>43</sup> The analysis: (1) identifies the domestic water mains that would serve the Project (e.g., the Broadway and Spring Street water mains); (2) identifies the capacity and water pressures in these mains based on flow tests (e.g., Service Advisory Reports or SARs) performed by LADWP (included as Exhibit 1 of the Utility Report); and (3) determines whether the subject water mains have the capacity to serve the Project based on the capacity in these mains allotted to the Project by LADWP in the SARs. Impacts regarding the adequacy of water infrastructure for fire-fighting purposes are addressed in Section IV.L, *Fire Protection*, of this Draft EIR.

##### (2) Water Supply

Per Section 10912 of the CWC, projects that are subject to the requirements of SB 610 and thus require the preparation of a WSA include, but are not limited to:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified in this subdivision;
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

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<sup>43</sup> KPFF Consulting Engineers, Onni Times Square Project, Utility Infrastructure Technical Report – Water, Wastewater, and Energy.

The Project would include the development of 1,127 residential units and 34,572 sf of retail uses, along with the renovation of three existing commercial buildings to provide approximately 376,105 sf of office, retail and other commercial uses including a 50,000 sf grocery store. Therefore, a WSA is required for the Project. As indicated previously, a WSA has been prepared for the Project (included as Appendix M-2 of this Draft EIR).<sup>44</sup>

As required by CWC Section 10912, the Project's water demand was estimated to determine if sufficient water is available to serve the Project's demand and if the Project's demand is within the projections of the 2015 UWMP. The net increase in water demand, which is the projected additional water demand associated with the Project, was calculated by subtracting the existing baseline water demand at the Project Site and water savings to be achieved through compliance with existing water conservation requirements and the additional Project water conservation measures. The resulting net demand for water associated with the Project is then analyzed relative to LADWP's existing and planned future water supplies to determine if LADWP would be able to accommodate the Project's water demands during average, single-dry, and multiple-dry years hydrologic conditions.

## **b) Thresholds of Significance**

In accordance with State CEQA Guidelines Appendix G, the Project would have a significant impact related to water supply and infrastructure if it would:

- a) Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or***
- b) Have insufficient water supplies available to serve the project from existing entitlements and resources, thereby requiring new or expanded water entitlements.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criteria to evaluate water supply and infrastructure impacts:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;

<sup>44</sup> Los Angeles Department of Water and Power, Water Supply Assessment for the Times Mirror Square Project.

- 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 project completion; and
- The degree to which scheduled water infrastructure or project design features would reduce or offset service impacts.

### c) Project Design Features

Based on the commitments by the Applicant to the LADWP (included as Appendix B of the WSA) regarding specific design features to conserve water and reduce Project water demand, the following Project Design Feature (PDF) is proposed to reduce the domestic water demand associated with the Project:

**PDF-WS-1 (Water Conservation Features):** The Project shall incorporate the following specific additional water conservation features:<sup>45</sup>

- High Efficiency Toilets with flush volume of 1.0 gallons per flush or less;
- ENERGY STAR Certified Residential Clothes Washers – Front-loading with an Integrated Water Factor of 3.6 or less and capacity of 4.3 cubic feet (cu ft);
- Showerheads with a flow rate of 1.5 gpm or less;
- Domestic Water Heating System located close in proximity to point(s) of use;
- Individual Metering and billing for water use for commercial space;
- Drip/Subsurface Irrigation (Micro-Irrigation);
- Proper Hydro-zoning/Zoned Irrigation (group plants with similar water requirements together); and
- Drought Tolerant Plants – 70 percent of total landscaping.

<sup>45</sup> Los Angeles Department of Water and Power, Board Letter Approval for the Water Supply Assessment, August 18, 2017, page 4.

## d) Analysis of Project Impacts

### (1) Water Infrastructure

**Threshold a) *Would the Project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

#### (a) Construction

The Project would require construction of both new on-site water distribution lines to serve all the proposed/renovated development, and new water laterals from the Broadway water main to serve the proposed North Tower, South Tower, and podium structure. The proposed renovated Times Building, Plant Building, and Mirror Building are anticipated to be serviced by the existing 12-inch water main in Spring Street. New domestic water laterals are expected to be required to service the North and South Tower Buildings. Water laterals are proposed to connect to the existing 18-inch main in Broadway.<sup>46</sup> Construction impacts associated with the installation of water distribution lines and laterals, which would primarily involve trenching in order to place the lines below the surface, would occur on already developed locations within a fully urbanized area, and would be limited to on-site and minor off-site (street right-of-way and sidewalk) construction activities. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines in the Project vicinity to avoid disruption of water service. Furthermore, the Project would implement Project Design Feature PDF-TRAF-1, a Construction Traffic Management Plan, to ensure that adequate and safe access remains available within and near the Project Site during construction activities, including construction of the water distribution lines and connections to the public main. Overall, construction activities associated with the Project would not require or result in the construction of new water facilities or expansion of existing facilities, except for the new service lines to connect to the mainlines. Further, as discussed above, off-site construction impacts associated with the installation of new service lines would be temporary in nature and would not result in a substantial interruption in water service or inconvenience to motorists or pedestrians. **Therefore, the Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and the impact would be less than significant.**

<sup>46</sup> KPFF Consulting Engineers, Onni Times Square Project, Utility Infrastructure Technical Report – Water, Wastewater, and Energy, page 23.

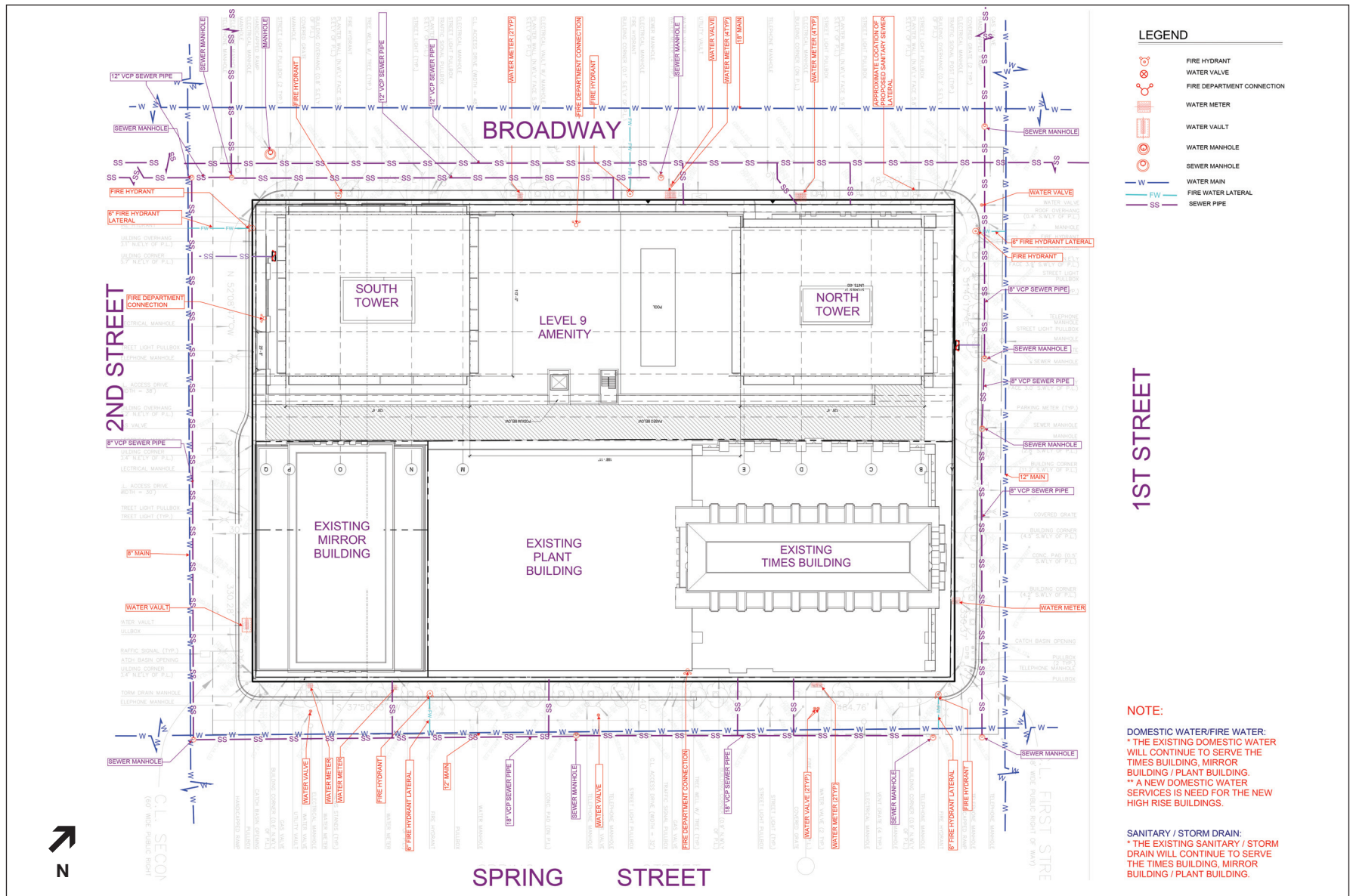
(b) *Operation*

Based on the Utility Report, which is included as Appendix M-1 of this Draft EIR, the existing water mains that would serve the Project include an 18-inch main in Broadway and a 12-inch main in Spring Street. The Broadway water main would serve the proposed North Tower, South Tower, and podium structure on the western half of the Project Site, while the Spring Street water main would serve the existing Times, Plant, and Mirror Buildings to be retained and renovated on the eastern half of the Project Site. **Figure IV.R-2, *Proposed Water & Wastewater Infrastructure***, shows the existing and proposed water infrastructure to serve the Project. As indicated therein, no off-site water infrastructure improvements are required/proposed, except for several new domestic water laterals required to connect the proposed buildings on the western half of the Project Site to the Broadway water main.

The Project Applicant would be responsible for providing the necessary water distribution system on the Project Site to serve the Project, and the necessary new water lateral connecting the proposed North Tower, South Tower, and podium structure to the Broadway water main. According to LADWP, based on flow testing conducted as part of SARs prepared for the Project, the Broadway and Spring Street water mains (included as Exhibit 1 of the Utility Report) have sufficient capacity (2,500 gpm [3,600,000 gpd] in the Broadway main and 2,500 gpm [3,600,000 gpd] in the Spring Street main), which would therefore meet the Project's operational domestic water needs of 256,069 gpd. Therefore, there is sufficient infrastructure capacity available for the Project.<sup>47</sup> **Project operation would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and the impact would be less than significant.**

<sup>47</sup> KPFF Consulting Engineers, Onni Times Square Project, Utility Infrastructure Technical Report – Water, Wastewater, and Energy, page 27.





SOURCE: KPFF Consulting Engineers, Onni Times Square Project – Utility Infrastructure Technical Report: Water, Wastewater, and Energy

Times Mirror Square Project  
**Figure IV.R-2**  
 Proposed Water & Wastewater Infrastructure

## (2) Water Supply

**Threshold b) *Would the Project have insufficient water supplies available to serve the project from existing entitlements and resources, thereby requiring new or expanded water entitlements?***

### (a) Construction

Water would be required for Project construction activities, such as soil watering (i.e., for fugitive dust control), clean up, excavation/export, removal and re-compaction, and other related activities. Construction activities would occur intermittently, with demand for water consumption varied, and generally short-term and temporary in nature. The activities requiring water would not create substantial water demand. According to the Utility Report, based on a review of construction projects of similar size and duration, a conservative estimate of construction water demand would be approximately 1,000 to 2,000 gpd.<sup>48</sup> Construction water use of approximately 2,000 gpd would be substantially less than the existing water consumption at the Project Site from uses to be removed of 20,137 gpd, which would be eliminated during the construction period. Furthermore, the approved WSA from LADWP demonstrates that there is adequate water supply for operational impacts of the Project, which is approximately 196,773 gpd. Therefore, the water supply needed for construction is a fraction of both the existing water demand at the Project Site and the LADWP-identified water supply available to the Project. Furthermore, the use of water during Project construction would be intermittent and temporary. **For all these reasons, sufficient water supplies would be available from existing entitlements and resources for Project construction activities, and the impacts would be less than significant.**

### (b) Operation

As indicated previously, existing operational domestic water demand at the Project Site is estimated at 20,137 gpd or 22.56 afy. Estimated domestic water demand calculations for the Project from the LADWP WSA are shown in **Table IV.R-4, *Estimated Project Water Demand***. The existing operational domestic water demand is based on the used office floor space, as approximately 40 percent of the existing office space (223,945 sf) is vacant or unused. As indicated Table IV.R-4, the Project would result in a net increase in domestic water demand of an estimated 223,990 gpd or 250.92 afy. This amount accounts for the net new additional water demand that would occur due to implementation of the Project and does not include the current water usage that would continue after the Times, Plant, and Mirror Buildings' rehabilitation (approximately 213,856 sf of office space).

<sup>48</sup> KPFF Consulting Engineers, Onni Times Square Project, Utility Infrastructure Technical Report – Water, Wastewater, and Energy, page 24.

The estimated 223,990 gpd or 250.92 afy accounts for required water conservation features (58,801 gpd or 65.87 afy) and the additional water conservation features (5,935 gpd or 6.65 afy) committed to by the Project Applicant in the WSA (e.g., PDF-WS-1), which together would reduce Project domestic water demand. The total water demand upon Project buildout, which includes the 213,856 sf of office space that would continue to be in use after rehabilitation, would be 256,069 gpd or 286.86 afy.

LADWP has determined in the WSA that there are adequate water supplies available from existing LADWP entitlements and supplies to meet the water demand associated with the Project, together with existing and projected demand annually during normal, single-dry, and multiple-dry water years over both the next 20 years as required by SB 610 and through at least 2040 (the planning horizon of the LADWP's 2015 UWMP). In addition, as stated in the WSA, the Project's water demand falls within the LADWP's 2015 UWMP's projected increases in Citywide water demands, while anticipating multi-dry year water conditions occurring at the same time.

The California Urban Water Management Planning Act (first effective on January 1, 1984) requires that every urban water supplier prepare and adopt a UWMP every five years. LADWP's 2015 UWMP provides water demand projections in five-year increments through 2040, which are based on regional demographic data provided by SCAG, as well as billing data for each major customer class, weather, and conservation. The 2015 UWMP accounts for climate change and concerns of drought and wet weather and states that the City of Los Angeles would meet the new demand for water due to population growth through water conservation and other water efficiency measures. The water conservation features of the Project, found listed in part in Project Design Feature PDF-WS-1, would also serve to reduce greenhouse gas emissions due to the required energy needed to supply, distribute, and treat water, thereby reducing the Project's impacts on both climate change and available water supply. As shown in Exhibit 2L of the LADWP's 2015 UWMP, the City's water demand is projected to reach 675,700 afy by 2040, which is a seven percent lower water demand trend than what was projected in the previous LADWP 2010 UWMP.<sup>49</sup>

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<sup>49</sup> Los Angeles Department of Water and Power, Water Supply Assessment, page 11.

**TABLE IV.R-4  
ESTIMATED PROJECT WATER DEMAND**

Existing Water Demand to be Removed						
Existing Use <sup>a</sup>	Quantity	Existing to be Removed				
		(gpd)		(afy)		
Offices <sup>b</sup>	103,312 sf					
Bank	7,500 sf					
Cafeteria	11,250 sf					
6 Story Parking Structure	44,306 sf					
<b>Existing to be Removed Total<sup>c</sup></b>		<b>20,137</b>		<b>22.56</b>		
Existing Water Demand to Remain						
Existing Use	Quantity	Existing Water Demand				
		(gpd)		(afy)		
Office	213,856 sf <sup>d</sup>	32,079 <sup>e</sup>		35.94		
Proposed New Water Demand						
Proposed Use	Quantity	Water Use Factor <sup>f</sup> (gpd/unit)	Base Demand (gpd)	Required Ordinance Water Savings <sup>g</sup> (gpd)	New Water Demand	
					(gpd)	(afy)
Residential: Studio	90 du	75/du	6,750			
Residential: 1 bd (+ Den)	706 du	110/du	77,660			
Residential: 2 bd	324 du	150/du	48,600			
Residential: 3 bd and Penthouse	7 du	190/du	1,330			
Base Demand Adjustment (Residential Units) <sup>h</sup>			14,206			
<b>Residential Units Total</b>	<b>1,127 du</b>		<b>148,546</b>	<b>32,100</b>	<b>116,446</b>	<b>130.45</b>
Gym/Fitness Center <sup>i</sup>	25,618 sf	650/1,000 sf	16,652			
Lobby	3,025 sf	50/1,000 sf	151			
Pool	2,250 sf		211			
<b>Residential Amenities Total<sup>j</sup></b>			<b>17,014</b>	<b>3,727</b>	<b>13,287</b>	<b>14.88</b>

Proposed Use	Quantity	Water Use	Base	Required	New Water Demand	
		Factor <sup>f</sup>	Demand	Ordinance		
		(gpd/unit)	(gpd)	Water	(gpd)	(afy)
				Savings <sup>g</sup>		
Office <sup>k,n</sup>	93,432 sf	150/1,000 sf	14,015			
Grocery Store	50,000 sf	50/1,000 sf	2,500			
Restaurant: Ground-floor Full Service <sup>m</sup>	53,389 sf (3,560 seats)	30/seat	106,800			
<b>Commercial Total</b>	<b>410,677 sf</b>		<b>123,315</b>	<b>4,373</b>	<b>118,942</b>	<b>133.24</b>
Landscaping <sup>l</sup>	16,242 sf		1,517	781	736	0.82
Parking Structure <sup>m</sup>	988,000 sf		650	0	650	0.73
Cooling Tower Total	1,500 sf		17,820	17,820	0	0.00
<b>Proposed Subtotal</b>			<b>308,862</b>	<b>58,801</b>	<b>250,061</b>	<b>280.13</b>
<b>Less Existing to be Removed Total</b>					<b>-20,137</b>	<b>-22.56</b>
<b>Less Additional Conservation<sup>o</sup></b>					<b>-5,935</b>	<b>-6.65</b>
<b>Net Additional Water Demand</b>					<b>223,990</b>	<b>250.92</b>
<b>Existing Water Demand to Remain</b>					32,079	35.94
<b>Total Water Demand Upon Project Buildout (Net + Existing)</b>					<b>256,069</b>	<b>286.86</b>

Abbreviations: du = dwelling unit, sf = square feet; gpd – gallons per day; afy = acre feet per year.

<sup>a</sup> Provided by City of Los Angeles Department of City Planning in the Request for Water Supply Assessment letter and Scope Confirmation e-mail.

<sup>b</sup> Of the 176,258 sf of existing office space in the Executive Building that will be removed, 103,313 sf has been used/occupied in the last 10 years. In other words, only 103,312 sf of office is considered having water demand in the existing Executive building that will be removed.

<sup>c</sup> The existing water demand is based on the LADWP billing data (average of varied available billing years from Fiscal Year 2010 to 2015).

<sup>d</sup> There are 541,113 sf of existing office uses on the Project Site. Of the existing office uses, 176,258 sf of those uses would be removed with the demolition of the Executive Building and 150,999 sf would be converted into grocery store, restaurant, and new office uses. The remaining 213,856 sf would remain as existing office uses.

<sup>e</sup> The water demand generated by the existing office uses to remain on the Project Site is calculated by multiplying the square footage by the conservative older Sewer Generation Rate for office uses of 150 gpd/1,000 sf.

<sup>f</sup> Proposed indoor water uses are based on 2012 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at: <http://www.lacitysan.org/fmd/odf/sfcfeerates.pdf>.

<sup>g</sup> The proposed development land uses will conform to City of Los Angeles ordinance No. 184248, 2013 California Plumbing Code, 2013 California Green Building Code (CALGreen), 2014 Los Angeles Plumbing Code, and 2014 Los Angeles Green Building Code.

<sup>h</sup> Base Demand Adjustment is the estimated savings due to Ordinance No. 180822 already accounted for in the current version of Bureau of Sanitation Sewer Generation Rates.

<sup>i</sup> The Gym/Fitness Center space is currently unprogrammed amenity space. The "Gym" sewage generation factor is used to present a conservative analysis as it provides the highest generation factor for a similar uses.

<sup>j</sup> Garden Plaza not shown here does not have additional water demand.

<sup>k</sup> This office square footage includes the remainder 93,432 sf of new office spaces that would be retrofitted with new water-efficient fixtures. Therefore, LADWP takes a more conservative approach in estimating water demand for these office spaces by using an older Sewer Generation Rate available at: <http://www.envirometia.org/programs/Thresholds/M-Public%20Utilities.pdf>.

Proposed Use	Quantity	Water Use	Base	Required	New Water Demand	
		Factor <sup>f</sup>	Demand	Ordinance	Water	
		(gpd/unit)	(gpd)	Savings <sup>g</sup>	(gpd)	(afy)

<sup>l</sup> Landscaping water use is estimated per California Code of Regulations title 23, Division 2, Chapter 2.7, Model Water Efficient Landscape Ordinance.

<sup>m</sup> Parking structure water uses are based on City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, and 12 times/year clearing assumptions.

<sup>n</sup> The office and restaurant square footages are based on the most current Project Description, where the upper floor restaurant square footage in the Times, Mirror, and Plant Buildings has been reallocated to office space (new total 93,342 sf) and the retail space in the North and South Towers has been reallocated to restaurant uses (new total 53,389 sf). The WSA, approved by the Board of Water and Power on September 19, 2017, reflected a prior version of the Project with a net new water demand of 196,773 gpd and 220.42 afy. As determined by LADWP in correspondence dated January 25, 2018 and February 8, 2018, and as included in Appendix M to this Draft EIR, LADWP recalculated the Project's water demand based on revisions to the scope of the Project, including the updated restaurant and office space, and determined that sufficient water supplies would be available from existing entitlements to meet the increased demand during average, single-dry, and multiple-dry years hydrologic conditions. Thus, no new WSA is required for the revisions because the changes in the Project do not result in a substantial increase in water demand for this Project relative to available supplies. This table has been updated from the WSA to show the amounts that would be generated by the updated uses in the Project Description. The Required Ordinance Water Savings for the uses that were updated were not proportionally increased as a smaller amount would provide for a more conservative new water demand for the listed use. Analysis based on the Project's water demand from the table would be considered to be conservative. The cumulative discussion below will rely on this number for the Project's net additional water demand.

<sup>o</sup> Water conservation due to additional conservation commitments agreed by the Applicant under PDF-WS-1. From Table II of the WSA.

SOURCE: Los Angeles Department of Water and Power, Water Supply Assessment, pages 8 and 9.

As discussed in the water reliability section of the 2015 UWMP, LADWP expects to have a reliable supply of up to 675,700 acre-feet of water in 2040.<sup>50</sup> As further discussed in the UWMP, LADWP expects to maintain a reliable water supply through conservation, increased recycled water use (including both non-potable and potable reuse), increasing the City sources of water and reducing purchases from the MWD.<sup>51</sup> Between 2015 and 2040, the City's locally developed supplies are planned to increase from 14 percent to 49 percent of total water supply usage in dry years, or to 47 percent in average years.<sup>52</sup> The City's imported supplies will decrease significantly from 86 percent to 51 percent of water supply use in dry years, or to 53 percent in average years. Regarding the MWD's ability to sell water to the LADWP, the MWD's 2015 RUWMP shows that with its investments in storage, water transfers, and improving the reliability of the Delta, critical water shortages are not expected to occur within the next 25 years.<sup>53</sup> As previously

<sup>50</sup> Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, page ES-23.

<sup>51</sup> Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, page ES-1.

<sup>52</sup> Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, page ES-20.

<sup>53</sup> Metropolitan Water District of Southern California, 2015 Urban Water Management Plan, page ES-5.

stated, both the 2015 RUWMP and 2015 IRP anticipate a surplus of available water to meet projected demand.

**Based on the above, and as stated in the WSA, there would be sufficient domestic water supplies available to serve the Project from existing LADWP water entitlements and resources, and no new or expanded water entitlements or resources would be required. Therefore, the operational water supply impacts of the Project would be less than significant.**

## **e) Cumulative Impacts**

### **(1) Water Infrastructure**

The geographic context for the cumulative impact analysis on water infrastructure is the vicinity of the Project Site (i.e., the water infrastructure that would serve the Project). Development of the Project, in conjunction with the related projects, would cumulatively increase service capacity on the existing water infrastructure system. However, each cumulative project would be subject to City review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project. All projects are required to obtain Service Advisory Reports (SAR), based on flow testing of facilities, to verify that there is available service. Developers are required to improve facilities where appropriate and development cannot proceed without appropriate verification and approval. Furthermore, LADWP, together with the City's Department of Public Works, conducts ongoing evaluations to ensure facilities are adequate and requires infrastructure system improvements as needed. **Therefore, the Project's contribution to cumulatively significant impacts on the water infrastructure system would be less than cumulatively considerable. Cumulative impacts on water infrastructure would be less than significant.**

### **(2) Water Supply**

The geographic context for the cumulative impact analysis on water supply is the LADWP service area (i.e., the City and portions of the cities of West Hollywood, Culver City, South Pasadena, and the Owens Valley). As discussed above, LADWP, as a public water service provider, is required to prepare and periodically update its urban water management plan to plan and provide for water supplies to serve existing and projected demands. LADWP's 2015 Urban Water Management Plan accounts for existing development within the LADWP service area, as well as projected growth through the year 2040. Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The water supply assessment for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed.

Chapter III, *General Description of Environmental Setting*, of this Draft EIR, identifies 170 related projects that are anticipated to be developed in the Project vicinity. The related projects would contribute, in conjunction with the Project, to overall water demand in the City.

As discussed in Chapter III, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

As indicated in **Table IV.R-5, *Estimated Cumulative Water Demand***, the estimated cumulative water demand (including the water demand associated with the Project) would be 11,165,092 gpd or 12,506.53 afy. As discussed with respect to the Project impacts above, LADWP expects to have a reliable supply of up to 675,700 afy of water in 2040 to service an estimated demand of 675,700 afy based on anticipated growth (565,600 afy with implementation of all existing and planned future water conservation measures).

As a public water service provider, LADWP is required to prepare and periodically update an UWMP to plan and provide for water supplies to serve existing and projected demands. The UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth anticipated to occur through redevelopment of existing uses and development of new uses. Additionally, under the provisions of SB 610, LADWP is required to prepare a comprehensive WSA for every new development "project" (as defined by Section 10912 of the CWC) within its service area. The types of projects subject to the requirements of SB 610 tend to be larger projects (i.e., residential projects of at least 500 dwelling units, shopping centers or businesses employing more than 1,000 persons or having more than 500,000 sf of floor space, commercial office buildings employing more than 1,000 persons or having more than 250,000 sf of floor space, etc.) that may or may not have been included within the growth projections of the UWMP. The WSAs for such projects, in conformance with the UWMP, would evaluate the quality and reliability of existing and projected water



supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed, on a project-by-project basis.

**TABLE IV.R-5  
ESTIMATED CUMULATIVE WATER DEMAND**

Land Uses	Quantity	Unit	Generation Factor <sup>a</sup>	Water Demand	
				(gpd)	(afy)
Residential <sup>b</sup>	45,785	du	150 gpd/du	6,867,750	7,692.87
Retail (Less than 100,000)	1,537.054	ksf	25 gpd/ksf	38,426	43.04
Retail (Greater than 100,000)	2,764.924	ksf	50 gpd/ksf	138,246	154.86
Restaurant	30,150 <sup>c</sup>	seat	30 gpd/seat	904,500	1,013.17
Bar	10.29	ksf	720 gpd/ksf	7,409	8.30
Supermarket/ Grocery Store <sup>d</sup>	188,362	sf	50 gpd/ksf	9,418	10.55
Pharmacy <sup>e</sup>	40	ksf	25 gpd/ksf	1,000	1.12
Hotel	8,237	rooms	120 gpd/room	988,440	1,107.20
Office	15,084.08	ksf	120 gpd/ksf	1,810,090	2,027.56
Medical Office <sup>f</sup>	33	ksf	250 gpd/ksf	8,250	9.24
Other (mixed-use, TV studio)	123.653	ksf	50 gpd/ksf	6,183	6.93
Elementary/ Middle School	532	students	9 gpd/student	4,788	5.36
Elementary/ Middle School <sup>g</sup>	977	students	9 gpd/student	8,793	9.85
Child Care	84	children	9 gpd/child	756	0.85
Hospital	56	beds	70 gpd/bed	3,920	4.39
Museum	70	ksf	30 gpd/ksf	2,100	2.35
Convention Center/ Event Space	343.617	ksf	50 gpd/ksf	17,181	19.25
Health Club/Gym	132.148	ksf	650 gpd/ksf	85,896	96.22
Live/Work <sup>h</sup>	11	du	75 gpd/du	825	0.92
Live/Work	129	du	75 gpd/du	9,675	10.84
Assisted Living	55	beds	70 gpd/bed	3,850	4.32
Theater/ Cinema	794	seat	3 gpd/seat	2,382	2.67
Event Facility	250	seats	3 gpd/seat	750	0.84
Sports Complex <sup>i</sup>	43.453	ksf	200 gpd/ksf	8,691	9.73
Bus Facility <sup>j</sup>	87.120	ksf	50 gpd/ksf	4,356	4.88

Land Uses	Quantity	Unit	Generation Factor <sup>a</sup>	Water Demand	
				(gpd)	(afy)
2 <sup>nd</sup> and Broadway Metro Station <sup>j</sup>	87	ksf	50 gpd/ksf	4,356	4.88
Gallery Space <sup>k</sup>	61,436	sf	50 gpd/ksf	3,072	3.44
<b>Total (without Project)</b>				<b>10,941,102</b>	<b>12,255.61</b>
<b>Project (net increase)</b>				<b>223,990</b>	<b>250.92</b>
<b>Total (with Project)</b>				<b>11,165,092</b>	<b>12,506.53</b>

Abbreviations: du = dwelling unit, sf = square feet; ksf = 1,000 square feet; gpd – gallons per day; afy = acre feet per year.

a Water generation rates are based on City of Los Angeles Department of Public Works, Sewage Facilities Charge, Sewage Generation Factor for Residential and Commercial Categories, 2012.

b Rates for residential water generation vary depending on unit type and size. It was assumed that all residential projects would be multi-family with an average size of two bedrooms.

c Assumes 25 sf per seat.

d Uses Store: Retail Generation Factor.

e Uses Retail (Less Than 100,000 sf) Generation Factor.

f Assumes 550 sf per employee.

g Assumes 30 sf per student.

h Uses Residential Artist Generation Factor.

i Uses Gymnasium Generation Factor.

j Uses Manufacturing or Industrial Generation Factor.

k Uses Museum Sales Area Generation Factor.

SOURCE: ESA, 2018.

LADWP expects to accommodate future demand in part by shifting the proportion of water supply being purchased from the MWD. Further, during times of severe water shortages, when MWD allocates its imported water. The MWD's 2015 Regional UWMP shows that with its investments in storage, water transfers and improving the reliability of the Delta, water shortages are not expected to occur within the next 25 years. As previously indicated, both the 2015 RUWMP and 2015 IRP anticipate a surplus of available water to meet projected demand.

Compliance of the Project and future development projects with regulatory requirements that promote water conservation such as the LAMC, including the City's Green Building Code, as well as AB 32, would also assist in assuring that adequate water supply is available on a cumulative basis.

The WSA, prepared by LADWP, provides a more detailed accounting of the reliable water supply sources for the Project and cumulative growth in the future. In addition, the WSA identifies long-term strategies that go beyond the items mentioned here. These include conservation rebates and incentives to reduce indoor and outdoor water use, retrofitting City Department facilities with water-efficient hardware, promoting water efficiency in new developments, water

recycling, enhanced stormwater capture, and accelerating clean-up of the San Fernando Basin to increase its contribution to the water supply.

In addition, the WSA found that: (1) the Project would be consistent with the demographic projections for the City in both the 2012 and 2016 RTP/SCS's; (2) the Project's water demand has been accounted for in the City's overall total demand projections in the LADWP 2015 UWMP; and (3) LADWP water supplies would be adequate during normal, single-dry and multiple-year dry years to meet Project, existing and projected future demand through 2040.<sup>54</sup>

**Therefore, the Project would not have a cumulatively considerable impact on water supply and cumulative impacts would be less than significant.**

### **f) Mitigation Measures**

The Project would result in less than significant impacts with respect to water supply. Therefore, no mitigation measures are required.

### **g) Level of Significance After Mitigation**

Project impacts were determined to be less than significant for water supply, and no mitigation measures would be required.

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<sup>54</sup> Los Angeles Department of Water and Power, Water Supply Assessment, page 5.

## **IV. Environmental Impact Analysis**

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### **S. Wastewater**

#### **1. Introduction**

This section analyzes potential impacts on wastewater collection and treatment infrastructure, including whether this infrastructure has sufficient capacity to serve the Project. This analysis is based on a Utility Infrastructure Technical Report (Utility Report) prepared for the Project by KPFF Consulting Engineers, which includes correspondence from the City of Los Angeles (City) Bureau of Sanitation (LA Sanitation) which will herein be referred to as the Waste Water Services Information (WWSI) Request from LA Sanitation.<sup>1,2</sup> The Utility Report is included in its entirety as Appendix M-1 of this Draft EIR, and the WWSI and LA Sanitation's further correspondence is included as Exhibit 2 of the report.

#### **2. Environmental Setting**

##### **a) Regulatory Framework**

###### **(1) State**

The California Green Building Standards Code, commonly referred to as the CALGreen Code, is set forth in California Code of Regulations Title 24, Part 11, and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development and water conservation, among other issues. Under the CALGreen Code, all water closets (i.e., flush toilets) are limited to 1.28 gallons per flush, and urinals are limited to 0.5 gallon per flush. In addition, maximum flow rates for faucets are established at: 2.0 gallons per minute (gpm) at 80 pounds per square inch (psi) for showerheads; 1.2 gpm at 60 psi for residential lavatory faucets; and 1.8 gpm at 60 psi for kitchen faucets.

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<sup>1</sup> KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, September 26, 2018.

<sup>2</sup> As provided in Exhibit 2 of the Utility Infrastructure Technical Report: Water, Wastewater, and Energy, LA Sanitation provided a letter response to the Notice of Preparation of Environmental Impact Report and Public Scoping Meeting. The letter includes a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed Project. The City has approved the use of the letter as the Project's WWSI Request.

## (2) Local

### (a) *Los Angeles General Plan Framework*

The Citywide General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan.<sup>3</sup> The General Plan Framework sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 9, Infrastructure and Public Services, of the City's General Plan Framework identifies goals, objectives, and policies for utilities in the City including wastewater collection and treatment. Goal 9A is to provide adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.

### (b) *Los Angeles Integrated Resources Plan*

The City's Integrated Resources Plan (IRP) is a series of reports that document collaborative, comprehensive Los Angeles Basin-wide water resources planning in Los Angeles.<sup>4,5</sup> Jointly developed by the City of Los Angeles Department of Public Works (LADPW) LA Sanitation and the Department of Water and Power (LADWP), the IRP acknowledges and addresses the interrelated management of wastewater, stormwater, and recycled water in the City and surrounding service areas.

The current IRP was adopted in November 2006 by the Los Angeles City Council and addresses facilities planning (including projected needs and planned improvements and upgrades), financial planning, and environmental documentation for wastewater conveyance systems, recycled water systems, and stormwater management programs through the year 2020. During initial IRP planning (Phase I) starting in 1999, the City engaged stakeholders and the general public to define the gaps in the current water resources systems, the ability to serve future populations, and themes or thematic alternatives including new construction, resources management, and demand management, to guide plans for future facilities. A series of Guiding Principles were defined to frame future planning decisions, broadly including building new wastewater facilities and decreasing dependency on imported water; identifying the best uses for recycled

<sup>3</sup> City of Los Angeles Department of City Planning, Citywide General Plan Framework, An Element of the Los Angeles General Plan, July 27, 1995, <https://planning.lacity.org/FrameWork.html>. Accessed December 2018.

<sup>4</sup> City of Los Angeles, Integrated Resources Plan – Planning for Wastewater, Recycled Water and Stormwater Management: A Visionary Strategy for the Right Facilities, in the Right Places, at the Right Time, Executive Summary, December 2006, page 3, <https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010372.pdf>. Accessed December 2018.

<sup>5</sup> City of Los Angeles, Integrated Resources Plan, Summary Report, December 2006, <https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010373.pdf>. Accessed December 2018.

water, such as for industrial, irrigation, and groundwater recharge purposes; reducing runoff inflow into the wastewater system; increasing reuse of dry weather urban runoff; increasing water conservation; the beneficial use of biosolids; and examining low-cost solutions for meeting the City's future wastewater needs.

During Phase II of planning, leading up to IRP adoption in 2006, alternative approaches to water resources management were selected and evaluated in collaboration with stakeholders, with the goal of identifying an Approved Alternative that implemented the Guiding Principles identified in Phase I of planning and supported increased wastewater collection and treatment capacity, water reclamation storage and beneficial use, water conservation, and stormwater management opportunities.

To plan for future wastewater management in particular, the IRP projects future wastewater generation based on population projections from the Southern California Association of Governments (SCAG). As shown in **Table IV.S-1, Population and Average Dry Weather Flow Projections: Hyperion Water Reclamation Plant Sanitary Sewer System Service Area**, the forecasted population for the Hyperion Water Reclamation Plant Sanitary Sewer System (Hyperion Sanitary Sewer System) service area in 2010 was approximately 4,485,054 residents, approximately 4,641,928 residents in 2015, and approximately 4,854,483 residents in 2020.<sup>6</sup> The wastewater flow projections account for planned levels of water conservation and assumed levels of collection system maintenance and rehabilitation.

The average dry weather flow projected by the IRP was estimated to be approximately 477.3 million gallons per day (mgd) in 2010;<sup>7</sup> approximately 492.3 mgd in 2015;<sup>8</sup> and approximately 511.5 mgd in 2020,<sup>9</sup> with each amount falling within the system-wide treatment capacity of 550 mgd. The Hyperion Sanitary Sewer System, in combination with the Terminal Island Service Area, received an actual dry weather flow of 337 mgd in 2015, which is lower than IRP projections and thus indicates that the system likely has more remaining capacity than anticipated when the IRP was adopted in 2006.<sup>10</sup>

<sup>6</sup> The population projections provided in Table 3-7 of the IRP are based on Southern California Association of Governments (SCAG) 2002 projections. It should be noted that more recent SCAG projections are available in the 2016 Regional Transportation Plan/Sustainable Communities Strategy. However, as the IRP focuses on the population for the wastewater service area, and more recent data is not available in that respect.

<sup>7</sup> City of Los Angeles, Integrated Resources Plan, Volume 1, Wastewater Management, Table 4-11, page 4-16.

<sup>8</sup> City of Los Angeles, Integrated Resources Plan, Volume 1, Wastewater Management, Table 4-12, page 4-17.

<sup>9</sup> City of Los Angeles, Integrated Resources Plan, Volume 1, Wastewater Management, Table 4-13, page 4-17.

<sup>10</sup> City of Los Angeles. One Water LA 2014 Plan, Volume 2, Wastewater Facilities Plan, April 2018, [https://www.lacitysan.org/cs/groups/sg\\_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf](https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf). Accessed December 2018.

**TABLE IV.S-1**  
**POPULATION AND AVERAGE DRY WEATHER FLOW PROJECTIONS:**  
**HYPERION SANITARY SEWER SYSTEM SERVICE AREA**

	2000	2005	2010	2015	2020
<b>SCAG Population</b>	4,138,567	4,331,109	4,485,054	4,641,928	4,854,483
<b>Average Dry Weather Flow (in mgd)</b>	443.1	461.8	477.3	492.3	511.5

SOURCE: Los Angeles Department of Public Works, LA Sanitation, Integrated Resources Plan, Volume 1, Wastewater Management, December 2006, page 3-12.

Despite the current and projected availability of system-wide treatment capacity, the IRP includes several proposals for improvements, additions, and expansions within the Hyperion Sanitary Sewer System service area to maintain adequate service over time. As the Hyperion Water Reclamation Plant is part of the larger City sanitary sewer system, including other treatment plants (i.e., Donald C. Tillman Water Reclamation Plant, Los Angeles-Glendale Water Reclamation Plant, Terminal Island Water Reclamation Plant, and the City's Regional Sanitary Sewer System), connecting outfalls, and numerous sewer connections and major interceptors, current and future implementation of the IRP and its corresponding expansion projects will support continued availability of capacity at the Hyperion Water Reclamation Plant.

Certification of the Final EIR for the IRP included adoption of the "Approved Alternative" (Alternative 4). Components of Alternative 4 included a list of wastewater "Go Projects" for which associated demand or regulatory triggers have already been met. These include treatment and collection system projects, as follows:<sup>11</sup>

- Construction of a 60-million-gallon wastewater storage at the Donald C. Tillman Water Reclamation Plant;
- Construction of five-million-gallon diurnal storage for wastewater and a 5 million gallon recycled water storage at the Los Angeles-Glendale Water Reclamation Plant, and maintain the option to upgrade the plant to advance treatment;
- Expansion of the Hyperion Treatment Plant biosolids handling capacity (e.g., new digesters and truck loading facility);
- Addition of secondary clarifiers at the Hyperion Water Reclamation Plant to meet existing treatment requirements;

<sup>11</sup> City of Los Angeles, Integrated Resources Plan, Summary Report, page 5-12.

- Construction of a new Glendale Burbank Interceptor Sewer, including air treatment; and
- Construction of a new North East Interceptor Sewer Phase 2; and

Alternative 4 also include a list of wastewater “Go To If Projects” to be implemented if and when triggered by an action, need, or regulations. These included the following:<sup>12</sup>

- Expansion and upgrade of the Donald C. Tillman Water Reclamation Plant capacity to 100 mgd with advanced treatment;
- LAG Upgrade to Advanced Treatment and UV disinfection (existing - 20 mgd capacity);
- HTP Secondary Clarifiers (add 100 mgd to get capacity to 450 mgd);
- HTP Digesters (up to 12 total); and
- Construction of a Valley Spring Lane Interceptor Sewer including air treatment.

Implementation of the IRP would increase the overall capacity of the larger City sanitary sewer system by 36 mgd through the expansion of the Donald C. Tillman Water Reclamation Plant capacity from 64 mgd to 100 mgd.<sup>13</sup>

Adoption of the IRP also includes the Adaptive Capital Improvement Program which includes the anticipated capital, operation and maintenance, project timing, and implementation strategy for tracking and monitoring triggers. As discussed in the IRP and CIP and based on LADPW information, projects have been completed within all the treatment plants and sewer lines and additional ongoing improvements have been proposed to continually provide services and meet the wastewater needs of the City. Furthermore, based on the 2004 population projections used for the IRP, expansions required for adequate wastewater treatment services would occur after 2025.<sup>14</sup>

In 2012, the City released the Water IRP 5-Year Review Final Document, a summary compilation of the progress updates between 2007 and 2012 related to new projects and programs, technology, and regulations that could affect the

<sup>12</sup> City of Los Angeles, Integrated Resources Plan, Summary Report, page 5-12.

<sup>13</sup> City of Los Angeles, Integrated Resources Plan, 2006 Water IRP Final EIR, Executive Summary, page ES-2, <https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010394.pdf>. Accessed December 2018.

<sup>14</sup> City of Los Angeles, Integrated Resource Plan, Facilities Plan, 5: Adaptive Capital Improvement Plan, page 4, <https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010372.pdf>. Accessed December 2018.



implementation of IRP recommendations.<sup>15</sup> The 5-Year Review reported on near-completion of one Go Project (Construction of a 60-million-gallon wastewater storage at the Donald C. Tillman Water Reclamation Plant); moved some of the Go Projects to the Go If Triggered list to reflect their revised prioritization since 2006; and deferred two other Go Projects to beyond the IRP's 2020 horizon date as the associated need is not anticipated. The 5-Year Review also deferred a Go To If Project beyond 2020 due to reduction in need.

(i) *One Water LA 2040 Plan*

In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management.<sup>16</sup> The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040. The One Water LA Plan proposes a collaborative approach to managing the City's future water, wastewater treatment, and stormwater needs with the goal of yielding sustainable, long-term water supplies for Los Angeles to ensure greater resiliency to drought conditions and climate change. The One Water LA Plan is also intended as a step toward meeting the Mayor's Executive Directive to reduce the City's purchase of imported water by 50 percent by 2024.<sup>17</sup> Major challenges addressed in the One Water LA Plan include recurring drought, climate change, and the availability of recycled water in the future in light of declining wastewater volumes.

(c) *Sewer System Management Plan*

The State of California, via the State Water Quality Control Board's May 2, 2006 Statewide General Waste Discharge Requirements, requires a Sewer System Management Plan (SSMP) to be prepared for all publicly owned sanitary sewer systems. The plans include measures to control and mitigate sewer spills and must be made available to the public. Accordingly, the City has prepared three SSMPs, one for each of the three separate sanitary sewer systems owned and operated by LA Sanitation: the Hyperion Water Reclamation Plant Sanitary Sewer System, which serves the Project Site (prepared in February 2015); City of Los Angeles Regional Sanitary Sewer System; and the Terminal Island Water Reclamation

<sup>15</sup> City of Los Angeles Department of Public Works, Bureau of Sanitation, and Department of Water and Power, Water Integrated Resources Plan 5-Year Review FINAL Documents, June 2012, <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/M211.pdf>. Accessed December 2018.

<sup>16</sup> City of Los Angeles, One Water LA 2040 Plan, Volume 1, Summary Report, April 2018, [https://www.lacitysan.org/cs/groups/sg\\_owla/documents/document/y250/mdi2/~edisp/cnt026188.pdf](https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026188.pdf). Accessed December 2018.

<sup>17</sup> City of Los Angeles, Office of the Mayor, Executive Directive No. 5, Emergency Drought Response - Creating a Water Wise City, October 14, 2014, [https://www.lamayor.org/sites/g/files/wph446/f/page/file/ED\\_5\\_-\\_Emergency\\_Drought\\_Response\\_-\\_Creating\\_a\\_Water\\_Wise\\_City.pdf?1426620015](https://www.lamayor.org/sites/g/files/wph446/f/page/file/ED_5_-_Emergency_Drought_Response_-_Creating_a_Water_Wise_City.pdf?1426620015). Accessed December 2018.

Plant Sanitary Sewer System. The City's SSMPs were last updated in February 2017 as part of a required biennial internal audit.<sup>18</sup>

The SMMPs address the proper management, operation, and maintenance of all parts of the systems and fulfills and complies with the Statewide General Waste Discharge Requirements mentioned above. The SSMP establishes design and performance standards for the sewer system; provides procedures for evaluating the system and providing capacity assurance; and establishes a performance standard to identify sewers in need of replacement or relief.

(d) *Los Angeles Municipal Code*

(i) *Los Angeles Green Building Code*

The City has been pursuing a number of green development initiatives intended to promote energy conservation and reductions in the amount of greenhouse gas emissions generated within the City. While these ordinances do not focus on the provision of sewer services, they do mandate the use of water conservation features in new developments. Through the use of less water by residents, residual wastewater is reduced, in turn reducing the demand for sewage conveyance and treatment.

The Los Angeles Municipal Code (LAMC) Chapter IX, Article 9, the Los Angeles Green Building Code (LA Green Building Code, Ordinance No. 181,480, subsequently amended by Ordinance No. 182,849),<sup>19</sup> was adopted in December 2010 and provides standards and a mechanism for evaluating projects for their water conservation features during site plan review. In 2010, 2014, and 2016, the LA Green Building Code was amended to incorporate various provisions of the California Green Building Standards (CALGreen) Code. The LA Green Building Code includes mandatory requirements and elective measures pertaining to wastewater for three categories of buildings, the second of which applies to this Project: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alterations to residential and non-residential buildings.

(ii) *Water Efficiency Requirements Ordinance*

LAMC Chapter XII, Article 5, the Water Efficiency Requirements Ordinance (Ordinance No. 180822),<sup>20</sup> effective December 1, 2009, requires the installation of

<sup>18</sup> City of Los Angeles, Department of Public Works, Department of Sanitation, Sewer System Management Plan, Hyperion Sanitary Sewer System, February 2017, <https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdey/~edisp/cnt012544.pdf>. Accessed December 2018.

<sup>19</sup> City of Los Angeles, Ordinance No. 181480, [http://clkrep.lacity.org/online/docs/2010/10-0735\\_ord\\_181480.pdf](http://clkrep.lacity.org/online/docs/2010/10-0735_ord_181480.pdf). Accessed December 2018.

<sup>20</sup> City of Los Angeles, Ordinance No. 180822, [http://clkrep.lacity.org/online/docs/2009/09-0510\\_ord\\_180822.pdf](http://clkrep.lacity.org/online/docs/2009/09-0510_ord_180822.pdf). Accessed December 2018.

efficient water fixtures, appliances, and cooling towers in new buildings and renovation of plumbing in existing buildings, to minimize the effect of water shortages for City customers and enhance water supply sustainability.

*(iii) Sewer Capacity Availability Review, LAMC  
Section 64.15*

The LAMC includes regulations that require the City to assure available sewer capacity for new projects and fees for improvements to the infrastructure system. LAMC Section 64.15 requires that the City perform a Sewer Capacity Availability Review (SCAR) when any person seeks a sewer permit to connect a property to the City's sewer collection system, proposes additional discharge through their existing public sewer connection, or proposes a future sewer connection or future development that is anticipated to generate 10,000 gallons or more of sewage per day. A SCAR provides an analysis of the existing sewer collection system to determine if there is adequate capacity existing in the system to safely convey the newly generated sewage to the appropriate sewage treatment plant.

*(iv) Sewerage Facilities Charge, LAMC Sections  
64.11.2 and 64.16.1*

LAMC Sections 64.11 and 64.16.1 require the payment of fees for new connections to the sewer system to assure the sufficiency of sewer infrastructure. New connections to the sewer system are assessed a Sewerage Facilities Charge. The rate structure for the Sewerage Facilities Charge is based upon wastewater flow strength and volume. The determination of wastewater strength for each applicable project is based on City guidelines for the average wastewater concentrations of two parameters, biological oxygen demand and suspended solids, for each type of land use. Sewerage Facilities Charge fees are deposited in the City's Sewer Construction and Maintenance Fund for sewer and sewage-related purposes, including, but not limited to, industrial waste control and water reclamation purposes.

*(v) Bureau of Engineering Special Order No. SO  
06-0691*

The City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City Standards (Bureau of Engineering Special Order No. SO06-0691). Per the Special Order, lateral sewers, which are sewers 18 inches or less in diameter, must be designed for a planning period of 100 years. The Special Order also requires that sewers be designed so that the peak dry weather flow depth shall not exceed one-

half the pipe diameter.<sup>21</sup>

## b) Existing Conditions

### (1) Wastewater Collection

Wastewater in the City is collected and conveyed via one of three sewer systems owned and operated by LA Sanitation. The Project Site is located within the service area of the Hyperion Sanitary Sewer System which is one of the largest in the world, including more than 6,700 miles of local, trunk, mainline and major interceptor sewers, five major outfall sewers, and 46 pumping plants serving a population of more than four million people.

Within the Project area, sewer lines run along the existing streets. As indicated in Figure IV.R-1, *Existing Water & Wastewater Infrastructure*, in Section IV.R, *Water Supply*, of this Draft EIR, existing sewer lines are present in the four streets bordering the Project Site, including one 8-inch sewer line each in 1st and 2nd Streets, a 12-inch sewer main in Broadway, and an 18-inch sewer main in Spring Street. As further indicated therein, the Project Site is currently connected to the Broadway and Spring Street mains via four laterals each along Broadway and Spring Street, with the Broadway laterals currently serving the western portion of the Project Site (e.g., the Times, Plant and Mirror Buildings) and the Spring Street laterals currently serving the eastern portion (e.g., the Executive Building and parking structure). **Table IV.S-2, Existing Sewer Line Capacities**, identifies the existing capacities of these sewer mains/lines.

### (2) Wastewater Generation

The approximately 3.6-acre Project Site is currently developed with four office buildings totaling approximately 559,863 square feet (gsf) and a multi-level parking structure. As indicated in **Table IV.S-3, Existing Estimated Wastewater Generation**, these uses currently generate an estimated 38,998 gallons per day (gpd) of sewage during average dry weather flow conditions. No public sewer lines currently bisect the Project Site.

**TABLE IV.S-2  
EXISTING SEWER LINE CAPACITIES**

Sewer Line	Size (inches)	Capacity	
		(cfs)	(gpd)
1st Street Sewer Line	8	1.17	756,043

<sup>21</sup> City of Los Angeles Department of Public Works, Bureau of Engineering, Special Order No. 006-0691, Planning Period, Flow, and Design Criteria for Gravity Sanitary Sewers and Pumping Plants, effective June 6, 1991, <http://eng2.lacity.org/docs/sporders/1991/so00691.pdf>. Accessed December 2018.

2nd Street Sewer Line	8	0.55	355,405
Broadway Sewer Main	12	3.31	2,138,891
Spring Street Sewer Main	18	8.78	5,673,552

Acronyms: cfs = cubic feet per second, gpm = gallons per minute, gpd = gallons per day

SOURCE: KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, page 14.

**TABLE IV.S-3  
EXISTING ESTIMATED WASTEWATER GENERATION**

Land Use	Size	Generation Rate (gpd) <sup>a</sup>	Wastewater Generation (gpd)
Office	317,168 sf <sup>b</sup>	120/1,000 sf	38,060
Bank	7,500 sf	50/1,000 sf	375
Cafeteria	11,250 sf	50/1,000 sf	563
<b>Total Existing Wastewater Generation</b>			<b>38,998</b>

Abbreviations: gpd = gallons per day, sf = square feet

a City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation rates.

b There are 541,113 sf of existing office uses on the Project Site, of which approximately 40 percent has been vacant for 10 years. Given this vacancy and per correspondence between the City's Department of City Planning and LA Sanitation on December 6, 2018, the WWSI has been revised to take into account the 40 percent vacancy in the existing office uses.

SOURCE: KPFF Consulting Engineers, Utility Infrastructure Technical Report: Water, Wastewater, and Energy, page 14 and 15.

### (3) Wastewater Treatment

All wastewater generated within the Hyperion Sanitary Sewer System service area, including from the Project Site, is conveyed to and treated at one of four wastewater treatment plants owned and operated by LA Sanitation: the Hyperion Water Reclamation Plant in Playa del Rey; Donald Tillman Water Reclamation Plant in Van Nuys; Los Angeles-Glendale Water Reclamation Plant in Los Angeles; and Terminal Island Treatment Plant in Los Angeles. As the Terminal Island Treatment Plant only provides wastewater treatment to Terminal Island in the Los Angeles Harbor area, further discussion of Terminal Island Treatment Plant is not provided.

The primary and largest plant is the Hyperion Water Reclamation Plant in Playa del Rey. The Hyperion Water Reclamation Plant has a service area encompassing 600 square miles and approximately four million people, and provides preliminary,

primary, and secondary treatment of wastewater; it accepts and treats wastewater flows from the Project Site.

The treatment plants remove pollutants from sewage and provide recycled water, protect the marine and river environments, and protect public health. The plants provide one or more of the following forms of treatment: primary treatment (solids removal and conveyance of the resulting “sludge” to digesters); secondary treatment (aeration with bacteria, decomposition, reduction of nitrogen, and production of activated sludge for further clarification); tertiary treatment (removal of remaining solids); digestion (destruction of pathogens within solids in enclosed anaerobic tanks); and dewatering (separation of effluent from biosolids). Treated effluent is discharged from the Hyperion Water Reclamation Plant through an outfall pipe located five miles offshore in the Santa Monica Bay. Treated sludge is discharged through a separate outfall pipe located seven miles offshore.<sup>22</sup> Hyperion Water Reclamation Plant effluent is required to meet the Regional Water Quality Control Board (RWQCB) requirements for a recreational beneficial use, which imposes performance standards on water quality that are more stringent than the standards required under the Clean Water Act permit administered under the system’s National Pollution Discharge Elimination System (NPDES) permit.

The current treatment capacity of the entire conveyance system is approximately 550 mgd, which consists of 450 mgd at the HTP, 80 mgd at the DTWRP, and 20 mgd at the LAGWRP.<sup>23,24,25</sup> The Hyperion Water Reclamation Plant currently receives an average dry weather flow of 275 mgd, for a residual treatment capacity of approximately 175 mgd, and is therefore operating at approximately 61 percent of its design capacity.<sup>26</sup>

<sup>22</sup> City of Los Angeles Department of Public Works, LA Sanitation, Hyperion Water Reclamation Plant: Background, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp.jsessionid=OC5mKklrvGk47Jz3HOpaYV\\_OfDk5GI\\_5gBLd4piCaPse1o7aFh2h!1291451969!-507278767?\\_afLoop=3349549090552117&\\_afWindowMode=0&\\_afWindowId=null&\\_adf.ctrl-state=eh7redhg\\_1#!%40%40%3F\\_afWindowId%3Dnull%26\\_afLoop%3D3349549090552117%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3Deh7redhg\\_5](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp.jsessionid=OC5mKklrvGk47Jz3HOpaYV_OfDk5GI_5gBLd4piCaPse1o7aFh2h!1291451969!-507278767?_afLoop=3349549090552117&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=eh7redhg_1#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D3349549090552117%26_afWindowMode%3D0%26_adf.ctrl-state%3Deh7redhg_5). Accessed December 2018.

<sup>23</sup> City of Los Angeles Department of Public Works, LA Sanitation, Hyperion Water Reclamation Plant, [https://www.lacitysan.org/san/faces/wcnav\\_externalId/s-lsh-wwd-cw-p-hwrp?\\_adf.ctrl-state=8kqxsrv02\\_13&\\_afLoop=6324281261161833#!](https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=8kqxsrv02_13&_afLoop=6324281261161833#!). Accessed December 2018.

<sup>24</sup> City of Los Angeles Department of Public Works, LA Sanitation, Donald C. Tillman Water Reclamation Plant, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-dctwrp?\\_adf.ctrl-state=eu61rh3y2\\_344&\\_afLoop=1039495806625525#!](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-dctwrp?_adf.ctrl-state=eu61rh3y2_344&_afLoop=1039495806625525#!). Accessed December 2018.

<sup>25</sup> City of Los Angeles Department of Public Works, LA Sanitation, Los Angeles-Glendale Water Reclamation Plant, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-lagwrp?\\_adf.ctrl-state=eu61rh3y2\\_344&\\_afLoop=1039463772479031](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-lagwrp?_adf.ctrl-state=eu61rh3y2_344&_afLoop=1039463772479031). Accessed December 2018.

<sup>26</sup> City of Los Angeles Department of Public Works, LA Sanitation, Hyperion Water Reclamation Plant: Process–Treatment Process, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp.jsessionid=OC5mKklrvGk47Jz3HOpaYV\\_OfDk5GI\\_5gBLd4piCaPse1o7aFh2h!1291451969!-507278767?\\_afLoop=3349549090552117&\\_afWindowMode=0&\\_afWindowId=null&\\_adf.ctrl-state=eh7redhg\\_1#!%40%40](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp.jsessionid=OC5mKklrvGk47Jz3HOpaYV_OfDk5GI_5gBLd4piCaPse1o7aFh2h!1291451969!-507278767?_afLoop=3349549090552117&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=eh7redhg_1#!%40%40)

### 3. Project Impacts

#### a) Methodology

The analysis in the Utility Report (including the WWSI approved by the LA Sanitation) is used as the basis of the wastewater collection capacity analysis in this section. To evaluate wastewater collection capacity, the Wastewater Engineering Division of LA Sanitation made a preliminary analysis of the local and regional sewer conditions to determine if available wastewater collection capacity exists for future development of the Project. Wastewater generation for the Project was estimated using LA Sanitation's Sewerage Facilities Charge Sewage Generation Factors for Residential and Commercial Categories (LA Sanitation Sewage Generation Factors). A combination of flow gauging data and computed results from the City's hydrodynamic model were used to assess the potential for impacts on wastewater conveyance capacity due to additional sewer discharge. As indicated previously, the WWSI is included as Exhibit 2 of the Utility Report, which in turn is included as Appendix M-1 of this Draft EIR.

In order to evaluate wastewater treatment capacity, the wastewater generation estimate for the Project compared with the projected available treatment capacity within the Hyperion Sanitary Sewer System for 2015 and 2020, the latest projections available. While it is anticipated that One Water 2040 and future projections would provide for improvements to serve future population needs, it is conservatively assumed that no new improvements to the wastewater treatment plants would occur prior to the Project's buildout year of 2023. Based on this conservative assumption, wastewater generation would be compared with the projected available treatment capacity of the Hyperion Sanitary Sewer System of 550 mgd for 2023, the Project's buildout year.

#### b) Thresholds of Significance

In accordance with State CEQA Guidelines Appendix G, the Project would have a significant impact related to wastewater if it would:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;**
- b) Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects; or**

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**c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold questions.

The L.A. CEQA Thresholds Guide (*Thresholds Guide*) identifies the following criteria to evaluate wastewater:

- The project would cause a measurable increase in wastewater flows at 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
- 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.

### **c) Project Design Features**

No specific project design features (PDF) are proposed with regard to wastewater.

### **d) Analysis of Project Impacts**

***Threshold a) Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

#### **(1) Construction**

Construction activities would temporarily produce a nominal volume of wastewater generated by construction workers on the Project Site. Portable restrooms would be provided and maintained on the Project Site for construction workers and would be serviced by a private company. The resultant waste would be disposed of off-site by a licensed waste hauler, and it is expected that the wastewater generated during Project construction would be treated within the Hyperion Sanitary Sewer System. As the Hyperion Sanitary Sewer System effluent is required to meet Regional Water Quality Control Board (RWQCB) requirements for a recreational beneficial use, which are more stringent than the standards imposed by the NPDES permit, the Project's construction wastewater would be treated to not exceed the wastewater treatment requirements of the RWQCB. **Therefore, construction of the Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and impacts would be less than significant.**



## (2) Operation

The Project would increase the volume of wastewater generated at the Project Site compared to existing conditions. Similar to existing conditions, effluent from the Project Site would be conveyed to the Hyperion Water Reclamation Plant and ultimately recycled or discharged after treatment to the Santa Monica Bay. As discussed above, the Hyperion Water Reclamation Plant continually monitors all effluent to ensure it meets applicable RWQCB water quality standards. These standards are more stringent than those required under the operable NPDES permit. As Project wastewater would be treated in compliance with these standards, it would not exceed the wastewater treatment requirements of the applicable RWQCB. **Therefore, operation of the Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, and impacts would be less than significant.**

***Threshold b) Would the Project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

## (1) Construction

Project construction activities would generate a small amount of wastewater associated with Project construction workers. However, any such wastewater generation would be temporary, only lasting as long as Project construction activities occur. Any wastewater generation from Project construction activities would also not cause a measurable increase in wastewater flows requiring treatment at the Hyperion Water Reclamation Plant. Lastly, construction workers typically utilize portable restrooms, which would be serviced by a licensed contractor who would dispose of wastewater off-site and would not contribute to wastewater flows to the local wastewater collection system. As stated above, the resultant waste would be disposed of off-site by a licensed waste hauler, and it is expected that the wastewater generated during Project construction would be treated within the Hyperion Sanitary Sewer System.

Construction of the Project would include all necessary on- and off-site sewer pipe improvements and connections to adequately connect to the City's existing sewer system. Construction would occur primarily within and at the Project Site boundaries and would involve minor trenching to provide connections to public infrastructure, and (as discussed further below under (2) Operation) installation of the new laterals in 1st Street and 2nd Street to serve the proposed buildings. Prior to construction, the Project contractors would coordinate with LA Sanitation to identify the locations and depth of the mains and laterals in the Project vicinity to avoid disruption of wastewater conveyance and service. Furthermore, the Project would implement Project Design Feature PDF-TRAF-1, a Construction Traffic Management Plan, to ensure that adequate and safe access remains available

within and near the Project Site during construction activities, including construction of the laterals. Further, off-site construction impacts would be temporary in nature and would not result in substantial interruption of wastewater conveyance or service or inconvenience to motorists or pedestrians. **Therefore, Project construction would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.**

## (2) Operation

### (a) Wastewater Generation

As indicated in **Table IV.S-4, Project Wastewater Generation During Operation**, the Project would generate an estimated gross of 328,328 gpd of wastewater (a net increase of 289,330 gpd over existing wastewater generation at the Project Site). The Project's estimated net wastewater generation volume upon buildout of 289,330 gpd or 0.289 mgd constitutes approximately 0.17 percent of Hyperion Water Reclamation Plant's current remaining available capacity of 175 mgd.

**TABLE IV.S-4  
PROJECT WASTEWATER GENERATION DURING OPERATION**

Existing Uses	Size	Generation Factor (gpd) <sup>a</sup>	Average Daily Flow (gpd)
<b>Existing Wastewater</b>			
Offices <sup>b,c</sup>	317,168 sf	120/1,000 sf	38,060
Bank	7,500 sf	50/1,000 sf	375
Cafeteria	11,250 sf	50/1,000 sf	563
<b>Existing Subtotal</b>			<b>38,998</b>
Type of Use <sup>d</sup>	Size	Generation Factor (gpd) <sup>e</sup>	Average Daily Flow (gpd)
<b>Residential</b>			
Studio	90 du	75/du	6,750
1 Bedroom	546 du	110/du	60,060
1 Bedroom + Den	160 du	190/du <sup>e</sup>	30,400
2 Bedroom	324 du	150/du	48,600
3 Bedroom	4 du	190/du	760
Penthouse	3 du	230/du	690
Amenities + Lounges + Loading <sup>f</sup>	29,539 sf	350/1,000 sf	10,339
Open Space	129,477 sf	350/1,000 sf	45,317

Existing Uses	Size	Generation Factor (gpd) <sup>a</sup>	Average Daily Flow (gpd)
Restaurant	53,389 sf	300/1,000 sf	16,017
Grocery Store (Plant Building)	50,000 sf	50/1,000 sf	2,500
Office <sup>g</sup>	307,288 sf	120/1,000 sf	36,875
Swimming Pool <sup>h</sup>	9,000 cf	7.78/cf	70,020
<b>Proposed Subtotal</b>			<b>328,328</b>
Less Existing to be Removed Total			-38,998
<b>Total Net Wastewater Generation Upon Project Buildout</b>			<b>289,330</b>

du = dwelling units; sf = square feet; cf = cubic feet

a Proposed generation rates are based on 2012 City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table available at <http://www.lacotysan.org/fmd/pdf/sfcfeerates.pdf>.

b There are 541,113 sf of existing office uses on the Project Site, of which approximately 40 percent has been vacant for 10 years. Given this vacancy, the analysis assumes that 317,168 sf of uses are currently in use.

c Per correspondence between the City's Department of City Planning and LA Sanitation on December 6, 2018, the WWSI has been revised to take into account the approximately 40 percent vacancy in the existing office uses.

d Provided by LA Sanitation in the WWSI, provided as Exhibit 2 of the Utility Technical Report. The office and restaurant square footages in this table are based on the most current Project Description, where the upper floor restaurant square footage has been reallocated to office space. As stated in LA Sanitation's email correspondence, dated July 16, 2018, the Project Description was updated to reallocate upper-floor restaurant square footage to office space and to reallocate retail space into ground-floor restaurant space. As stated by LA Sanitation, the revised wastewater demand would still be accommodated and no revisions to the wastewater demand estimates in the WWSI are required.

e The wastewater generation rate applied here for the 1 Bedroom + Den use is higher than the standard wastewater generation rate for a 2 Bedroom use (150 gpd/du). Therefore, the overall wastewater generation from the Project is more conservative.

f The wastewater generation from amenities and lounges are typically subsumed within the respective uses (e.g., amenities within residential uses, lounges within open space). Wastewater generation from loading docks are not typically calculated as part of the Project. Therefore, by including these uses within the wastewater generation under the Project, the total wastewater generated will be more conservative.

g This office square footage includes the remainder 93,432 sf of new office spaces that would be retrofitted with new water-efficient fixtures after rehabilitation of the Times, Plant, and Mirror Buildings as well as 213,856 square feet of existing office uses that would remain, but would not be retrofitted.

h The calculation for swimming pools is considered to be conservative as it assumes the pool will be drained and refilled daily.

SOURCE: KPFF Consulting Engineers, Utility Infrastructure Technical Report - Water, Wastewater, and Energy, pages 32 and 33. Based on the estimates provided by LA Sanitation in the WWSI, included as Exhibit 2 of the Utility Technical Report.

(b) *Wastewater Collection and Treatment*

Various factors, including future development of new treatment plants, upgrades and improvements to existing treatment capacity, development of new technologies, etc., will ultimately determine the future available capacity of the Hyperion Sanitary Sewer System. While it is anticipated that future iterations of the IRP would provide for improvements to serve future population needs, it is conservatively assumed that no new improvements to the wastewater treatment plants would occur prior to the Project's buildout year of 2023. Based on this conservative assumption, the 2023 effective capacity of the Hyperion Sanitary Sewer System has been estimated to be 550 mgd.

The Project's net increase in wastewater generation of 289,330 gpd (0.289 mgd) would represent approximately 0.05 percent of the Hyperion Sanitary Sewer System's estimated 2023 capacity of 550 mgd. As stated in the WWSI and in a correspondence with LA Sanitation on December 6, 2018, ultimately, the sewage flow generated by the Project would be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Project. The Project's net increase in wastewater generation would represent approximately 0.06 percent of the Hyperion Water Reclamation Plant's current design capacity of 450 mgd. As previously stated, the Hyperion Water Reclamation Plant currently receives flows of approximately 275 mgd; this represents approximately 61 percent of its capacity and leaves approximately 175 mgd of remaining capacity. The Project's net contribution of approximately 0.289 mgd of wastewater represents a negligible increase in the wastewater volumes treated at the Hyperion Water Reclamation Plant.

Additionally, it is important to note that the amounts listed in Table IV.S-4, above, provide a more conservative estimate of the Project's potential wastewater generation as compared to the Project's potential water supply demand, provided in Section IV.R, *Water Supply*, of the Draft EIR. The wastewater generation estimates provided by LA Sanitation (Appendix M, Utilities Documentation, Exhibit 2) conservatively assumed higher wastewater generation factors for the one bedroom plus den units, penthouse units, and amenities to provide. Additionally, LA Sanitation conservatively assumed that the loading docks and open space areas would generate wastewater every day that would be conveyed to the sanitary sewer system. LA Sanitation further conservatively assumed that the swimming pools would be drained and refilled daily, which is highly unlikely given the typical operations associated with pools. Lastly, the wastewater generation estimates do not take into account the reductions in wastewater generation that would result from required compliance with applicable LAMC requirements, which total the Project's water conservation measures, as presented in Section IV.R, *Water Supply*. Therefore, estimates of the Project's wastewater generation and the

remaining capacity in the Hyperion Water Reclamation Plant and Hyperion Sanitary Sewer System are considered conservative and actual wastewater generation is likely to be somewhat lower.

(c) *Wastewater Infrastructure*

Under the Project, the Project Site would continue to be served by the existing 12-inch sewer main along Broadway and 18-inch sewer main along S. Spring Street, with the Broadway main serving the western portion of the site (e.g., the two proposed towers and podium) and the S. Spring Street main serving the eastern portion of the site (e.g., the Times, Plant and Mirror Buildings to remain and be renovated under the Project). Wastewater from the new high-rise towers and podium proposed on the western portion of the Project Site would be conveyed to the Broadway sewer main via the four existing sewer laterals connecting the Project Site to the Broadway sewer main, and to the 1st and 2nd Street sewer lines by one new lateral each connecting the Project Site to these sewer lines. Wastewater from the three existing buildings on the eastern portion of the site to be renovated and adaptively re-used would be conveyed to the Spring Street sewer main via the four existing sewer laterals connecting the Project Site to the Spring Street sewer main. In addition, as indicated previously, two new sewer laterals are proposed to serve the western portion of the Project Site, one each to the 1st Street and 2nd Street sewer lines.

According to the WWSI, which is included as Exhibit 2 in the Utility Report, the Project has been approved to discharge up to 256,943 gpd of wastewater. Per LA Sanitation's email correspondence, dated December 6, 2018, the revised wastewater demand of 289,330 gpd that is not represented in the WWSI would still be accommodated. Further detailed gauging and evaluation, as required by LAMC Section 64.14, would be conducted as part of the normal permitting process to obtain final approval of sewer capacity and connection permit for the Project during the Project's permitting process. In addition, Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable LA Sanitation and California Plumbing Code standards. Furthermore, in accordance with LAMC Sections 64.11 and 64.16.1, the Project would pay the required sewer connection fees to help offset the Project's contribution to the City's wastewater collection infrastructure needs and would require approval of a sewer permit prior to connection to the sewer system. **Therefore, Project operation would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

***Threshold c) Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

### (1) Construction

As discussed under Threshold B, Project construction activities would generate a small amount of wastewater associated with Project construction workers. However, any such wastewater generation would be temporary, only lasting as long as Project construction activities occur. Any wastewater generation from Project construction activities would also not cause a measurable increase in wastewater flows requiring treatment at the Hyperion Water Reclamation Plant. Lastly, construction workers typically utilize portable restrooms, which would be serviced by a licensed contractor who would dispose of wastewater off-site and would not contribute to wastewater flows to the local wastewater collection system. The Project therefore would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **Impacts on wastewater treatment capacity would be less than significant.**

### (2) Operation

As discussed under Threshold B, sanitary sewer service to the Project Site from the surrounding streets is provided by LA Sanitation. LA Sanitation concluded in the WWSI that with the determined sewer system improvements, sufficient capacity would be available to handle the anticipated discharge from the Project Site. Sufficient future capacity also exists at the Hyperion Water Reclamation Plant, which would treat wastewater discharged from the Project Site, to handle Project wastewater flows.

**Therefore, Hyperion Water Reclamation Plant, the wastewater treatment provider that would serve the Project, has adequate capacity to serve the Project's operational wastewater treatment demand, in addition to its existing commitments and impacts resulting from Project operation would be less than significant.**

## e) Cumulative Impacts

### (1) Wastewater Generation

Chapter III, *General Description of Environmental Setting*, of this Draft EIR identifies 170 cumulative projects, all of which lie within the area served by the Hyperion Conveyance System and the HTP. These cumulative projects would cumulatively contribute, in conjunction with the proposed Project, to wastewater generation in the Project area.

As discussed in Chapter III, *General Description of the Environmental Setting*, of this Draft EIR, 170 related projects that are planned or are under construction in the Project study area. As discussed in Chapter III, the projected growth reflected

by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

As shown in **Table IV.S-5, *Estimated Cumulative Operational Wastewater Generation***, the estimated wastewater generation associated with the related projects would be 10,941,102 gpd. The estimated wastewater generation for the Project and the related projects combined would be approximately 11,230,432 gpd (11.230 mgd). This is conservative, as the related projects' wastewater estimates represents gross generation, rather than net generation after removal of any existing uses. This estimate also does not account for water conservation measures associated with each related project and, therefore, likely overstates wastewater generation.

## (2) Wastewater Conveyance and Treatment

As previously stated, Hyperion Water Reclamation Plant effluent is required to meet RWQCB requirements for a recreational beneficial use, which are more stringent than the standards imposed by the NPDES permit. The related projects would be subject to these requirements, just as the Project would be. Implementation of the IRP, upgrades in the advanced treatment processes at the Hyperion Water Reclamation Plant, and continual monitoring by the City of Los Angeles Environmental Monitoring Division would ensure that effluent discharged is within applicable limits.

**TABLE IV.S-5**  
**ESTIMATED CUMULATIVE OPERATIONAL WASTEWATER GENERATION**

<b>Land Uses</b>	<b>Quantity</b>	<b>Generation Factor<sup>a</sup></b>	<b>Wastewater Generation (gpd)</b>
Residential <sup>b</sup>	45,785 du	150 gpd/du	6,867,750
Retail (Less than 100,000)	1,537.054 ksf	25 gpd/ksf	38,426
Retail (Greater than 100,000)	2,764.924 ksf	50 gpd/ksf	138,246
Restaurant	30,150 <sup>c</sup>	30 gpd/seat	904,500
Bar	10.29 ksf	720 gpd/ksf	7,409
Supermarket/Grocery Store	188,362 sf	50 gpd/ksf	9,418
Pharmacy	40,000 sf	25 gpd/ksf	1,000
Hotel	8,237rooms	120 gpd/room	988,440
Office	15,084,08 ksf	170 gpd/ksf	1,810,090
Medical Office	66 employees (33,000 sf) <sup>d</sup>	250 gpd/ksf	8,250
Other (mixed-use, TV studio)	123,653 sf	170 gpd/ksf	6,183
Elementary/Middle School	532 students	9 gpd/student	4,788
Elementary/Middle School	29,316 sf (977 students) <sup>e</sup>	9 gpd/student	8,793
Child Care	2,500 sf (84 children) <sup>e</sup>	9 gpd/child	756
Hospital	56 beds	70 gpd/bed	3,920
Museum	70,000 sf	30 gpd/ksf	2,100
Convention Center/Event Space	343,617 sf	50 gpd/ksf	17,181
Health Club/Gym	132.148 ksf	650 gpd/ksf	85,896
Live/Work	11,000 sf (11 du) <sup>f</sup>	75 gpd/du	825
Live/Work	129 du	75 gpd/du	9,675
Assisted Living	55 beds	70 gpd/bed	3,850
Theater/Cinema	794 seats	3 gpd/seat	2,382
Event Facility	250 seats	3 gpd/seat	750
Sports Complex	43,453 sf	200 gpd/ksf	8,691
Bus Facility	2 acres (87,120 sf)	50 gpd/ksf	4,356
2 <sup>nd</sup> and Broadway Metro Station	87 ksf	50 gpd/ksf	4,356
Gallery Space	61,436 sf	50 gpd/ksf	3,072
<b>Total (without Project)</b>			<b>10,941,102</b>
<b>Project (net increase)</b>			<b>289,330</b>
<b>Total (with Project)</b>			<b>11,230,432<sup>g</sup></b>

Abbreviations: du = dwelling units; sf = square feet; rms = rooms; ksf = thousand square feet

a Wastewater generation factors are from LADPW's 2012 Sewage Facilities Charge - Sewage Generation Factors for Residential and Commercial Categories.

b Because the related projects list does not differentiate between single-family and multi-family residential units, this table assumes that the residential units would have two bedrooms.

c Assumes 25 sf per seat.

d Assumes 500 sf per employee.

e Assumes 30 sf per student.

f Assumes 1,000 sf per du.

g The total wastewater generation from the related projects and the Project conservatively includes wastewater generation from landscaping in the related projects, which would normally not be directed into the wastewater conveyance system.

SOURCE: ESA, 2018.



The net increase in wastewater generation from operation of the Project plus the related projects, totaling approximately 11.230 mgd, represents approximately 2.04 percent of the Hyperion Sanitary Sewer System's estimated future capacity of 550 mgd in 2023 (the Project buildout year). This increase represents approximately 2.50 percent of the Hyperion Water Reclamation Plant's current design capacity of 450 mgd and approximately 6.42 percent of the remaining capacity of 175 mgd; when added to existing commitments, approximately 63.6 percent of the total capacity of the Hyperion Water Reclamation Plant would be utilized.<sup>27</sup> Thus, the Project plus related projects additional wastewater flows would not exceed the future scheduled capacity of the treatment plant that would serve them and, therefore, would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. In addition, future development of new treatment plants, upgrades and improvements to existing treatment capacity, development of new technologies may ultimately increase future available capacity.

### (3) Wastewater Infrastructure

The Project, considered together with related projects, would increase demand for sewer services in the Hyperion Sanitary Sewer System. As with the Project, the related projects would be subject to the provisions of the LAMC requiring provision of on-site infrastructure, improvements to connect project wastewater into the local conveyance infrastructure, and payment of fees for future sewerage replacement and/or relief improvements. In particular, the Project and the related projects would be subject to LAMC Section 64.15, which requires a determination by LADPW that there is allotted sewer capacity available to adequately service each project, and LAMC Sections 64.11.2 and 64.16.1, which require approval of a sewer permit prior to connection to the sewer system. The City performs this code-required review for new development projects to ensure that sewer capacity is available prior to the commencement of construction.

In order to connect to the sewer system, related projects in the City would also be subject to payment of the City's Sewerage Facilities charge. Payment of such fees would help to offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the related project and LA Sanitation to construct the necessary improvements. Furthermore, similar to the Project, each related project would be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code, which would reduce wastewater generation.

<sup>27</sup>  $(275 \text{ mgd} + 11.230 \text{ mgd}) / 450 \text{ mgd} = 63.6 \text{ percent}$  of the Hyperion Water Reclamation Plant's current design capacity of 450 mgd.

#### (4) Conclusion

The Project, considered together with the related projects, would not exceed wastewater treatment requirements of the applicable RWQCB; 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; or result in a determination by the Hyperion Water Reclamation Plant, the wastewater treatment provider that would serve the Project, that it does not have adequate capacity to serve Project and related project demand in addition to its existing commitments. **Cumulative impacts would be less than significant.**

#### f) Mitigation Measures

The Project would result in less than significant impacts with respect to wastewater. Therefore, no mitigation measures are required.

#### g) Level of Significance after Mitigation

Project impacts were determined to be less than significant for wastewater, and no mitigation measures would be required.

## IV. Environmental Impact Analysis

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### T. Solid Waste

#### 1. Introduction

This section addresses potential impacts on the existing and planned capacity of designated Class III (non-hazardous municipal solid waste) and inert (non-hazardous earth and earth-like products such as yard waste, trash, direct, concrete and asphalt) landfills, and whether sufficient capacity exists at these landfills to serve the Project. Consistency with applicable requirements to divert waste and increase recycling of the waste stream is also evaluated. This section incorporates information from the California Department of Resources, Recycling and Recovery (CalRecycle), Los Angeles County Integrated Waste Management Plan (ColWMP), and the ColWMP 2016 Annual Report (published in September 2017).

#### 2. Environmental Setting

##### a) Regulatory Framework

###### (1) State

###### (a) *Assembly Bill 939 – California Integrated Waste Management Act of 1989*

The State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939) to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000.<sup>1</sup>

AB 939 requires all counties and cities to prepare a comprehensive solid waste management program that includes a Source Reduction and Recycling Element (SRRE) to address waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste. Annual reports are required to document the jurisdiction's achievements in meeting the requirements of AB 939, including planned and implemented solid

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<sup>1</sup> CalRecycle, Waste Diversion Activities at Solid Waste Landfills and Closed and Closing Disposal Sites, August 14, 2018, <https://www.calrecycle.ca.gov/lea/advisories/50>. Accessed December 2018.

waste diversion programs and facilities and all required supporting documentation. The ColWMP also has to include a Non-Disposal Facility Element (NDFE) to identify non-disposal facilities to be used in order to assist counties in reaching AB 939's diversion mandates. Non-disposal facilities include material recovery facilities, transfer stations, large-scale composting facilities, and other facilities that require a solid waste facility permit. Lastly, the ColWMP has to include a Household Hazardous Waste Element (HHWE) to reduce the amount of hazardous household waste generated and to provide the County with convenient collection services and promote waste minimization/ reduction techniques. It also requires counties to develop a Siting Element that addresses how each county, and cities within that county, will manage their solid waste disposal over 15-year planning periods. The Siting Elements also include goals and policies to ease the use of out-of-County/remote landfills and foster the development of alternatives to landfill disposal (e.g. conversion technologies). See further discussion of the Los Angeles County Siting Element below under regional regulations. Oversight of these activities was set up under the charge of the California Integrated Waste Management Board (CIWMB). The duties and responsibilities of CIWMB were transferred to the California Department of Resources, Recycling, and Recovery (CalRecycle) as of January 1, 2010.

*(b) Assembly Bill 1327 – California Solid Waste Reuse and Recycling Access Act of 1991*

The California Solid Waste Reuse and Recycling Access Act of 1991 (AB 1327) required CalRecycle to develop a model ordinance for adoption of recyclable materials in development projects by March 1, 1993. Local agencies were then required to adopt the model, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects by September 1, 1993. If, by that date, a local agency had not adopted its own ordinance, the model ordinance adopted by the CalRecycle took effect and shall be enforced by the local agency. As further discussed in subsection IV.T.3, the City passed such an ordinance in 1997 (Recycling Space Allocation, Ordinance No. 171,687).

*(c) Senate Bill 1374 – Construction and Demolition Waste Materials Diversion Requirements*

Senate Bill 1374 was signed into law in 2002 to assist jurisdictions with diverting their construction and demolition (C&D) waste material. The legislation requires that the CIWMB (now CalRecycle) complete five items in regards to the diversion of construction and demolition waste: (1) adopt a model ordinance for diverting 50 percent to 75 percent of all construction and demolition debris from landfills; (2) consult with multiple regulators and waste entities (e.g. California State Association of Counties, private and public waste services, building construction materials industry, etc.) during the development of the model ordinance; (3) compile a report on programs that can be implemented to increase diversion of

C&D debris; (4) post a report on the agency's website for general contractors on methods that contractors can use to increase diversion of C&D waste materials; (5) post on the agency's website a report for local governments with suggestions on programs to increase diversion of C&D waste materials. Under SB 1374, jurisdictions must also include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The model ordinance was adopted by CalRecycle on March 16, 2004.<sup>2</sup>

(d) *Assembly Bill 341 – Amendments to the California Integrated Waste Management Act of 1989*

AB 341, which took effect on July 1, 2012, amends AB 939 by mandating that jurisdictions meet a solid waste diversion goal of 75 percent by the year 2020, and requires commercial enterprises and public entities that generate four or more cubic yards (cy) per week of solid waste, and multi-family housing complexes with five or more units, to adopt recycling practices that achieve a 75 percent reduction in their waste streams. Such business/residential development must: 1) source separate recyclable materials from the solid waste they are discarding, and either self-haul or arrange for separate collection of the recyclables; and 2) subscribe to a service that includes mixed waste processing that yields diversion results comparable to source separation.

(e) *Assembly Bill 1826 – Organic Recycling*

Effective April 1, 2016, AB 1826 requires businesses that generate more than four cubic yards of organic waste (food, green and non-hazardous wood waste) per week, and multi-family properties with five units or more, to provide separate recycling bins for organic waste, and requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses. Furthermore:

- a) Effective April 1, 2016, all businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services.
- b) Effective January 1, 2017, all businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services.
- c) Effective January 1, 2019, all businesses that generate four cubic yards or more of commercial solid waste per week shall arrange for organic waste recycling services.
- d) Effective January 1, 2020, if statewide disposal of organic waste has not been reduced to 50 percent of the level of disposal during 2014, all businesses that generate two cubic yards or more of commercial solid waste per week shall arrange for organic waste recycling services.

<sup>2</sup> CalRecycle, Senate Bill 1374 (2002), August 24, 2018, <https://www2.calrecycle.ca.gov/Docs/CIWMBMeeting/Agenda/821>. Accessed December 2018.

(f) *California Green Building Standards (CALGreen) Code*

The 2016 California Green Building Standards (CALGreen) Code sets standards for new buildings and development projects with the objective of minimizing the state's carbon output.<sup>3</sup> The 2016 CALGreen Code, effective January 1, 2017, has new and revised provisions that require new buildings to reduce water consumption, increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.<sup>4</sup> Local jurisdictions also retain the administrative authority to exceed the CALGreen Code. As described further in subsection IV.T.3, the City has updated the Los Angeles Green Building Code in compliance with the 2016 CALGreen Code, with the 2016 requirements applicable to projects filed on or after January 1, 2017.<sup>5</sup>

(2) Regional

(a) *Countywide Integrated Waste Management Plan*

Pursuant to AB 939, each County is required to prepare and administer a ColWMP, including preparation of an Annual Report. The ColWMP, per AB 939, is to comprise of the various counties' and cities' solid waste reduction planning documents, plus an Integrated Waste Management Summary Plan (Summary Plan) and a Countywide Siting Element (CSE). The Summary Plan describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The County's Department of Public Works is responsible for preparing and administering the Summary Plan and the CSE. The Summary Plan for the County was approved by CalRecycle on June 23, 1999. The latest CSE was approved by CalRecycle in 2012. An EIR for this document was scheduled to be released for public review in early 2016, but as of June 2018 the document has not been published.

The County continually evaluates landfill disposal needs and capacity as part of the preparation of the ColWMP Annual Report. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity. The most recent annual report, the ColWMP 2016 Annual Report, published in September 2017, provides disposal analysis and facility capacities for 2016, as well as projections to the ColWMP's

<sup>3</sup> International Code Council, 2016 California Green Building Standards Code, Part 11, <https://codes.iccsafe.org/public/document/details/toc/657>. Accessed December 2018.

<sup>4</sup> California Building Standards Commission, 2016 California Green Building Standards Code: Nonresidential Mandatory Measures, revised April 2017, <https://www.documents.dgs.ca.gov/bsc/CALGreen/2016CALGreenSummary-04-2017.pdf>. Accessed December 2018.

<sup>5</sup> City of Los Angeles Department of Building and Safety, Green Building, <http://www.ladbs.org/forms-publications/forms/green-building>. Accessed December 2018.

horizon year of 2031.<sup>6</sup> As stated within the ColWMP 2016 Annual Report, the County is not anticipating a solid waste disposal capacity shortfall within the next 15 years under current conditions.<sup>7</sup> A variety of strategies, including mandatory commercial recycling, diversion of organic waste, and alternative technologies (e.g., engineered municipal solid waste conversion facilities or anaerobic digestion) would be implemented to ensure that the County would be able to accommodate the solid waste generated through the horizon year of 2031.<sup>8</sup>

### (3) Local

#### (a) *City of Los Angeles General Plan Framework*

Chapter 9, Infrastructure and Public Services, of the City's General Plan Framework identifies goals, objectives, and policies for utility provision in the City including provision of Solid Waste service. The goals, objectives and policies generally pertain to overall operations of the solid waste management system. Goal 9D provides an overall approach to solid waste management and sets a framework in which individual development projects would operate. Goal 9D calls for "An integrated solid waste management system that maximizes source reduction and materials recovery and minimized the amount of waste requiring disposal."

The General Plan Framework Element addresses many of the programs the City has implemented to divert waste from disposal facilities such as source reduction programs and recycling programs (e.g., Curbside Recycling Program and composting). Furthermore, the General Plan Framework Element states that for these programs to succeed, the City should locate businesses where recyclables can be handled, processed, and/or manufactured to allow a full circle recycling system to develop. The General Plan Framework Element indicates that more transfer facilities will be needed to dispose of waste at remote landfill facilities due to the continuing need for solid waste transfer and disposal facilities, as well as the limited disposal capacity of the landfills in Los Angeles. Several landfill disposal facilities accessible by truck and waste-by-rail landfill disposal facilities that could be used by the City are identified to meet its disposal needs.<sup>9</sup>

<sup>6</sup> County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2016 Annual Report, September 2017, <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=7990&hp=yes&type=PDF>. Accessed December 2018.

<sup>7</sup> County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2016 Annual Report, page 7.

<sup>8</sup> County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2016 Annual Report, page 37 through 41.

<sup>9</sup> City of Los Angeles Department of City Planning, Citywide General Plan Framework, Chapter 9,

(b) *Central City Community Plan*

The Central City Community Plan does not contain any goals, policies, objectives, or programs specifically related to solid waste.

(c) *City of Los Angeles Solid Waste Management Policy Plan*

The City of Los Angeles (City) Solid Waste Management Policy Plan (CiSWMPP) is a long-range policy plan adopted in 1993 to provide direction for solid waste management.<sup>10</sup> The objective of the CiSWMPP is to promote source reduction or recycling for a minimum of 50 percent of the City's waste by 2000, or as soon as possible thereafter, and 70 percent of the waste by 2020. The CiSWMPP calls for the disposal of the remaining waste in local and possibly remote landfills. Pursuant to the requirement of AB 939, the CiSWMPP contains a SRRE to address waste characterization, source reduction, recycling, composting, solid waste facility capacity, education and public information, funding, special waste (asbestos, sewage sludge, etc.), and household hazardous waste. The SRRE includes goals and objectives for achieving the diversion rates.

The Plan's goal has also been surpassed by the City, which achieved a diversion rate of 76.4 percent in 2012.<sup>11</sup> The responsibility for documenting waste diversion efforts for the City of Los Angeles lies with the Bureau of Sanitation (LA Sanitation). As set forth below, more recent plans have been adopted by the City to further its waste reduction and recycling goals.

(d) *Recovering Energy, Natural Resources and Economic Benefit from Waste for L.A. (RENEW LA)*

The RENEW LA Plan was adopted by the City in 2006 for the purpose of facilitating a shift from solid waste disposal to resource recovery.<sup>12</sup> Its purpose is to move Los Angeles away from dependency on landfills for disposal of waste materials and to create renewable green energy ("green collar jobs") by incentivizing local recycling and re-manufacturing industries. The primary objective of RENEW LA is to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources currently going to disposal. The plan calls for obtaining a minimum 90 percent diversion level by 2025 and gives direction to City departments about how to attain the objective.

<sup>10</sup> City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013, page 8, <https://www.lacitysan.org/san/sandocview?docname=cnt012522>. Accessed December 2018.

<sup>11</sup> City of Los Angeles, Bureau of Sanitation (LA Sanitation), Recycling, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?\\_adf.ctrl-state=auguwlldg\\_5&\\_afLoop=10870014375826670#!](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=auguwlldg_5&_afLoop=10870014375826670#!). Accessed December 2018.

<sup>12</sup> City of Los Angeles, Bureau of Sanitation (LA Sanitation), Fact Sheet: Solid Waste Facilities, [http://zerowaste.lacity.org/files/info/fact\\_sheet/SWIRPfacilitySystemInfrastructureFactSheet\\_032009.pdf](http://zerowaste.lacity.org/files/info/fact_sheet/SWIRPfacilitySystemInfrastructureFactSheet_032009.pdf). Accessed December 2018.



Under RENEW LA, the City committed to achieving zero waste by diverting 70 percent of the solid waste generated in the City by 2013 and 90 percent by 2025. recycling, and composting efforts, initiating new programs such as the development of seven conversion technology facilities, one in each of the City's "wastesheds", and converting the LA Sanitation fleet to clean fuel Liquid Natural Gas vehicles.<sup>13</sup>

(e) *Solid Waste Integrated Resources Plan (SWIRP)*

The City has established the Solid Waste Integrated Resources Plan (SWIRP) planning process to build on the direction provided by RENEW LA, as well as directives of the Mayor and City Council to achieve 70 percent recycling by 2015 and 90 percent by 2025.<sup>14</sup> The SWIRP planning process began in 2007. A Zero Waste Master Plan was published in October 2013 along with a Notice of Completion for a Draft Program EIR. The plan is a long-range plan for the City's solid waste management needs through 2030. SWIRP identifies the policies, programs, and facilities that will be needed to reach the City's goal of 90 percent landfill diversion by 2025. The goals of the SWIRP are to eliminate the City's use of urban landfills, develop alternative technologies for long term waste disposal, increase recycling and resource recovery and to convert the entire Sanitation fleet to clean fuel Liquid Natural Gas vehicles with the ultimate goal of leading Los Angeles towards being a "zero waste" City by 2030.<sup>15</sup>

(f) *City of Los Angeles Space Allocation Ordinance*

The City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687) was adopted on August 13, 1997 to meet the requirements of AB 1327, the California Solid Waste Reuse and the Recycling Access Act of 1991.<sup>16</sup> The Ordinance sets forth requirements for the inclusion of recycling areas or rooms within development projects. The Space Allocation Ordinance requires the provision of an adequate recycling area or room for collecting and loading recyclable materials for all new construction projects, all existing multi-family residential projects of four or more units where the addition of floor area is 25 percent or more, and all other existing development projects where the addition of floor area is 30 percent or more.

<sup>13</sup> City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, page ES 1.

<sup>14</sup> City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, page ES 1.

<sup>15</sup> The term "zero waste" refers to maximizing recycling, minimizing waste, reducing consumption, and encouraging the use of products with recycled/reused materials. As noted by the City, "zero waste" is a goal and not a categorical imperative; the City is simply seeking to come as close to "zero waste" as possible.

<sup>16</sup> City of Los Angeles, Ordinance No. 171687, 1997, [http://clkrep.lacity.org/online/docs/1994/94-0056\\_ORD\\_171687\\_08-19-1997.pdf](http://clkrep.lacity.org/online/docs/1994/94-0056_ORD_171687_08-19-1997.pdf). Accessed December 2018.

(g) *Waste Hauler Permit (AB 939 Compliance Permit) Program*

On March 5, 2010 the City approved Ordinance 181,519, which led to a Citywide Construction and Demolition Waste Recycling Ordinance, in order to meet the diversion goals set by AB 939 and the City.<sup>17</sup> The Ordinance, effective January 1, 2011, required that all private waste haulers collecting solid waste within the City, including C&D waste, to obtain AB 939 Compliance Permits and to transport C&D waste to City certified C&D processing facilities. These facilities process received materials for reuse and have recycling rates that vary from 70 percent to 86 percent, thus exceeding the 70 percent reclamation standard.<sup>18</sup> Additionally, compliance with the Ordinance and the Los Angeles Municipal Code (LAMC) Section 66.32, which requires the haulers to meet the diversion goals, would ensure that 70 percent of solid waste generated by the City, including C&D waste, would be recycled.

(h) *City-Wide Exclusive Franchise System for Municipal Solid Waste (Ordinance No. 182,986)*

Solid waste collection, management, and disposal in the City are handled both by LA Sanitation crews and by various permitted private solid waste haulers. The City provides solid waste collection, recycling, and green waste collection services primarily to single-family uses and multi-family uses with four units or less. Private solid waste haulers collect from most multi-family residential uses with more than four units and commercial uses based on an open permit system. Permitted waste haulers must obtain an annual permit, submit an annual report, and pay quarterly fees. However, unlike LA Sanitation, private waste haulers are not required to provide recycling services, operate clean fuel vehicles, offer similar costs for similar services, or reduce vehicle miles traveled. Thus, the existing open permit system limits the ability of the City to address compliance with state environmental mandates and the City's waste diversion goals. Although the City has obtained a 76 percent solid waste diversion rate as identified in the 2013 Zero Waste Progress Report, nearly three million tons of solid waste from the City are still disposed in landfills annually, nearly 70 percent of which is comprised of waste collected by private waste haulers from multi-family residential and commercial customers.<sup>19</sup>

<sup>17</sup> City of Los Angeles, Bureau of Sanitation (LA Sanitation), Construction & Demolition Recycling, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr?\\_afLoop=11204006936502016&\\_afWindowMode=0&\\_afWindowId=null&\\_adf.ctrl-state=fvI0xilie\\_216#!%40%40%3F\\_afWindowId%3Dnull%26\\_afLoop%3D11204006936502016%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3DfvI0xilie\\_220](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r/s-lsh-wwd-s-r-cdr?_afLoop=11204006936502016&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=fvI0xilie_216#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D11204006936502016%26_afWindowMode%3D0%26_adf.ctrl-state%3DfvI0xilie_220). Accessed December 2018.

<sup>18</sup> City of Los Angeles Bureau of Sanitation, Strategic Programs, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-c/s-lsh-wwd-s-c-whp?\\_adf.ctrl-state=1az3pjox07\\_5&\\_afLoop=69763588165455#!](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-c/s-lsh-wwd-s-c-whp?_adf.ctrl-state=1az3pjox07_5&_afLoop=69763588165455#!); Accessed December 2018.

<sup>19</sup> City of Los Angeles, Final Implementation Plan for Exclusive Commercial and Multifamily Franchise Hauling System, April 2013. <https://www.lacitysan.org/cs/groups/public/documents/document/mhfh/mdax/~edisp/qa001033.pdf>. Accessed December 2018.

To respond to these challenges, and in response to City Council directive, LA Sanitation established Zero Waste LA, a new public private partnership designed to address the three million tons of waste disposed annually by businesses, consumers and residents. This franchise system establishes a waste and recycling collection program for all commercial, industrial, and large multifamily customers in the City of Los Angeles. In April 2014, the Mayor and City Council approved the ordinance that allows the City to establish an exclusive franchise system with 11 zones, with a single trash hauler responsible for each zone. Among other requirements, the City will mandate maximum annual disposal levels and specific diversion requirements for each franchise zone to promote solid waste diversion from landfills in an effort to meet the City's zero waste goals. This program began on July 1, 2017.

This allows the City to meet and exceed the state's requirements for waste diversion and the provision of mandatory commercial and multifamily recycling. It also allows the City to fulfill a number of other environmental goals, including realizing waste collection route efficiencies and lowering vehicle miles traveled, allowing control over the age and fuel efficiency of fleet vehicles, and enabling improved health and safety conditions for workers.<sup>20</sup>

(i) *LA Green Pan and Green Building Code*

In addition to the above plans and regulations, the City has been pursuing a number of green development initiatives intended to promote energy conservation and reductions in the amount of greenhouse gas emissions generated within the City. While these initiatives address broader issues than waste management alone, they also address waste management. Passed in May 2007, *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan)* sets forth a goal of reducing the City's greenhouse gas emissions to 35 percent below 1990 levels by the year 2030; and identifies over 50 action items, grouped into focus areas, to reduce emissions.<sup>21</sup>

The City's Green Building Code, effective January 1, 2011, creates a set of development standards and guidelines to further energy efficiency and reduction of greenhouse gases. It builds upon and sets higher standards than those incorporated in the 2010 California Green Building Standard Code (CALGreen). The City's Green Building Code applies to new buildings and building alterations

<sup>20</sup> City of Los Angeles Department of Public Works, LA Sanitation, RecycLA, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-www/s-lsh-www-s/s-lsh-www-s-zwlafr?\\_afLoop=2107500762937056&\\_afWindowMode=0&\\_afWindowId=11d8yd1e2j&\\_adf.ctrl-state=18t5t8odzo\\_127#!%40%40%3F\\_afWindowId%3D11d8yd1e2j%26\\_afLoop%3D2107500762937056%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3D18t5t8odzo\\_131](https://www.lacitysan.org/san/faces/home/portal/s-lsh-www/s-lsh-www-s/s-lsh-www-s-zwlafr?_afLoop=2107500762937056&_afWindowMode=0&_afWindowId=11d8yd1e2j&_adf.ctrl-state=18t5t8odzo_127#!%40%40%3F_afWindowId%3D11d8yd1e2j%26_afLoop%3D2107500762937056%26_afWindowMode%3D0%26_adf.ctrl-state%3D18t5t8odzo_131). Accessed December 2018.

<sup>21</sup> City of Los Angeles, *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming*, May 2007, [http://environmentla.org/pdf/GreenLA\\_CAP\\_2007.pdf](http://environmentla.org/pdf/GreenLA_CAP_2007.pdf). Accessed December 2018.

with a building permit valuation of \$200,000. It is implemented through the building permit review process.

On December 20, 2016, the City Council approved Ordinance No. 184,692, which amended Chapter IX (Green Building Code) of the LAMC, by modifying certain provisions of Article 9 to reflect local administrative changes and incorporating by reference portions of the 2016 CALGreen Code. Projects filed on or after January 1, 2017 must comply with the provisions of the City's Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings.

## **b) Existing Conditions**

### **(1) Existing Site Conditions**

The approximately 3.6-acre Project Site is located in the City of Los Angeles, and is currently developed with four office buildings totaling approximately 559,863 gross square feet (gsf) and a multi-level parking structure. As indicated in **Table IV.T-1, *Existing Estimated Class III Solid Waste Generation at the Project Site***, the existing on-site uses currently generate an estimated 2,763.5 tons per year (tpy) of Class III solid waste.

### **(2) Solid Waste Collection/Disposal Services**

Solid waste management in the City involves both public and private refuse collection services as well as public and private operation of solid waste transfer, resource recovery, and disposal facilities. LA Sanitation is responsible for developing strategies to manage solid waste collection and disposal in the City. LA Sanitation collects solid waste generated primarily by single-family and small multi-family residential properties, while private hauling companies contracted with the City collect solid waste generated primarily by large multi-family residential, commercial, and industrial properties.

The City does not own or operate any landfills. The majority of solid waste generated in the City is disposed of at County of Los Angeles (County) landfills (see further discussion below).

**TABLE IV.T-1  
EXISTING ESTIMATED CLASS III SOLID WASTE GENERATION AT THE PROJECT SITE**

<b>Land Use</b>	<b>Quantity (sf/emp)<sup>a</sup></b>	<b>Generation Factor<sup>b</sup></b>	<b>Solid Waste Generation (lbs/day)</b>	<b>Solid Waste Generation (tons/year)<sup>c</sup></b>
Office	328,418 sf <sup>d</sup> (1,416 emp)	10.53 lbs/emp/day	14,910	2,721.2
Bank	7,500 sf (22 emp)	10.53 lbs/emp/day	232	42.3
<b>Total</b>			<b>15,142</b>	<b>2,763.5</b>

Acronyms: lbs = pounds, emp = employee

<sup>a</sup> Number of employees per use are detailed in Section IV.J, Population and Housing, of the Draft EIR.

<sup>b</sup> Generation factors from the 2006 L.A. CEQA Thresholds Guide.

<sup>c</sup> One ton = 2,000 lbs.

<sup>d</sup> Approximately 40 percent of the existing office space has been vacant for the past 10 years. Therefore, 60 percent of the existing 559,863 square feet of floor area (approximately 335,918 square feet) is currently occupied. The 7,500 square-foot bank is part of the occupied space. The remaining 328,418 square feet, shown here, is office uses. The 11,250 square-foot cafeteria is included in the square footage above and will be converted into the grocery store proposed under the Project.

SOURCE: ESA, 2018.

### (3) Regional Class III Landfill Capacity

Regional planning for the provision of landfill services is provided by the County which, in response to the California Integrated Waste Management Act of 1989, prepared and administers the County Integrated Waste Management Plan (ColWMP). As part of its obligations, Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of ColWMP Annual Reports. Within each annual report, future landfill disposal needs over the ensuing 15-year planning horizon are addressed, in part by determining the available landfill capacity.<sup>22</sup>

As discussed in the ColWMP 2016 Annual Report, due to lack of consumer demand for materials, slowdown in the construction industry, and the production and manufacturing of goods, the amount of waste that residents and business generated and disposed of in the County has remained relatively low.<sup>23</sup> The ColWMP 2016 Annual Report shows a downward disposal trend from 2005 to 2010 and a plateau at 2010 levels between 2011 through 2014. While there was an increase from 2014 to 2016, there is an overall reduction from 2005 to 2016.<sup>24</sup> In 2016, the most recent year for which reported data is available, the County and the cities in the County that dispose of solid waste at County landfills (like the City

<sup>22</sup> County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2016 Annual Report.

<sup>23</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 5.

<sup>24</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 5, Figure 1, Disposal Trend.

of Los Angeles) disposed of approximately 9.9 million tons of materials, compared to approximately 12.5 million tons in 2005, resulting in an overall reduction of approximately 2.6 million tons of solid waste. The overall reduction is due to the reduction in waste disposal at in-county facilities, likely due to the County's solid waste management efforts, markets for recyclable materials, development of alternative technology facilities, diversion credit for such facilities, and the State's 75 percent recycling goal. The 2016 average daily disposal for in-county landfills was 16,456 tpd and the maximum daily capacity was 30,449 tpd.<sup>25</sup>

As described in the Regulatory Framework, the County has prepared and is updating its ColWMP, including annual reports and a master plan for meeting waste disposal needs through 2031. The most recent ColWMP 2016 Annual Report indicates that the County can adequately meet future Class III disposal needs through 2031 through scenarios that include a combination of all or some of the following: (1) maximize waste reduction and recycling; (2) expand existing landfills; (3) study, promote, and develop alternative technologies; (4) expand transfer and processing infrastructure; and (5) out-of-county disposal (including waste-by-rail).<sup>26</sup>

#### (a) *Class III Landfills*

Class III landfills accept non-hazardous municipal solid waste. There are 10 Class III landfills in the County, which collectively accept the majority of solid waste generated in the County (approximately 5,197,069 tons), followed by exports to out-of-County landfills in Orange, Riverside, San Bernardino, Ventura, and Kern Counties (4,209,360 tons) and transformation facilities (528,417 tons). The remaining disposal capacity for the County's Class III landfills is estimated at approximately 103 million tons as of December 31, 2016.<sup>27</sup>

Of the various landfills serving the City, Sunshine Canyon Landfill is the largest recipient of Class III solid waste. The maximum daily capacity for the landfill is approximately 12,100 tpd, and the 2016 disposal rate was approximately 7,496 tpd.<sup>28</sup> As of December 31, 2016 Sunshine Canyon landfill had a remaining capacity of approximately 62.11 million tons and a remaining life expectancy of approximately 21 years.

For the purpose of long-term disposal capacity planning, a Countywide diversion rate of 65 percent was assumed for 2016. Based on a total disposal of approximately 9.82 million tons (excluding inert waste and imports) and the 65

<sup>25</sup> County of Los Angeles ColWMP, 2016 Annual Report, Appendix E-2, Table 1, Remaining Permitted Disposal Capacity of Existing Solid Waste Disposal Facilities in Los Angeles County.

<sup>26</sup> County of Los Angeles ColWMP, 2016 Annual Report, pages 51 and 52.

<sup>27</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 32.

<sup>28</sup> County of Los Angeles ColWMP, 2016 Annual Report, Appendix E-2, Table 1, Remaining Permitted Disposal Capacity of Existing Solid Waste Disposal Facilities in Los Angeles County.

percent diversion rate, the County generated approximately 28.05 million tons of waste.<sup>29</sup>

#### (b) *Unclassified Landfills*

Unclassified landfills accept C&D waste, certain green (landscaping) waste, and concrete, asphalt, and similar materials that are chemically and biologically inactive. In 2016, the amount of inert waste materials disposed Countywide was 369,083 tons.<sup>30</sup>

As of 2016, there is only one permitted Inert Waste Landfill in Los Angeles County that has a full solid waste facility permit (Azusa Land Reclamation Landfill).<sup>31</sup> The remaining capacity of this landfill is estimated at 45,068,688 cubic yards (56.34 million tons) with a projected closure date of 2046.<sup>32,33</sup>

In addition to the County-permitted facility, there are a number of Inert Debris Engineered Fill Operation facilities operating under state permit provisions that provide additional capacity in the County, collectively processing approximately 2.13 million tons in 2016.<sup>34</sup>

#### (4) Waste Diversion and Recycling Efforts

As described in the Regulatory Framework above, under SB 1374 and AB 939 and AB 341, all cities and counties in the State are currently required to divert 50 percent of their solid waste streams from landfills; this requirement will increase to 75 percent by 2020. Los Angeles County and multiple cities in the County (including the City of Los Angeles) have already achieved the 50 percent goal, with the County diversion rate currently at 65 percent.<sup>35</sup>

In 2001, the City adopted a 70 percent diversion rate goal by 2020. During his term of office, Mayor Antonio Villaraigosa revised the diversion rate goal to 75 percent by 2013, and the City adopted a new “zero waste-to-landfill” goal (zero waste) by the year 2025. The City had a diversion rate of 20.6 percent in 1990, 46 percent in 1995, 65.2 percent in 2000, and 67.1 percent by year 2005. As indicated previously, the City’s current diversion rate is 76.4 percent.<sup>36</sup> In 2011, the last reported year available, the City generated approximately nearly 16 million tons of

<sup>29</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 26.

<sup>30</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 25.

<sup>31</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 33.

<sup>32</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 58.

<sup>33</sup> Waste Management, Azusa Land Reclamation, 2014, [https://www.wmsolutions.com/pdf/factsheet/Azusa\\_Land\\_Reclamation.pdf](https://www.wmsolutions.com/pdf/factsheet/Azusa_Land_Reclamation.pdf). Accessed December 2018.

<sup>34</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 33.

<sup>35</sup> County of Los Angeles Department of Public Works, County of Los Angeles Countywide Integrated Waste Management Plan 2015 Annual Report, published December 2016.

<sup>36</sup> City of Los Angeles Bureau of Sanitation, Zero Waste Progress Report, March 2013, page 7.

potential solid waste.<sup>37</sup> Of this total, the City diverted approximately 12.2 million tons (76.4 percent) from disposal into landfills.<sup>38</sup>

### 3. Project Impacts

#### a) Methodology

The analysis of impacts on solid waste disposal addresses the amount of solid waste that would be generated by the Project and whether sufficient landfill capacity is available to receive that solid waste. The amount of solid waste to be generated by the Project is estimated by applying L.A. CEQA Thresholds Guide's (*Thresholds Guide*) solid waste generation factors to the proposed land uses, and identifying the net (proposed minus existing) increase in solid waste generation at the Project Site under the Project, taking account the prevailing diversion rate. The availability of existing landfill capacity to accommodate this net increase in solid waste is based on the existing and projected future remaining landfill capacity identified for County landfills in the ColWMP 2016 Annual Report.

The analysis also addresses the Project's consistency with policies and programs to increase diversion of solid waste from landfills and increase the recycling of materials in support of sustainability/green growth. Applicable policies and programs are summarized, and their goals and standards are noted. The Project's characteristics are reviewed for consistency with those goals and standards.

#### b) Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to solid waste if it would not:

- a) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or***
- b) Not comply with federal, state, and local statutes and regulations related to solid waste.***

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the *Thresholds Guide*, as appropriate, to assist in answering the Appendix G Threshold questions. The *Thresholds Guide* identifies the following criteria to evaluate solid waste:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed

<sup>37</sup> 4.2 pounds per person per day x 3,806,411 persons = 15,986,926 tons of potential solid waste based on data from the City of Los Angeles Zero Waste Progress Report, March 2013, page 8.

<sup>38</sup> Diversion statistic based on data in generation data included in the City of Los Angeles, Zero Waste Progress Report, March 2013. Generation for 2011 (15,986,926 tons of potential solid waste) x 2011 diversion rate (76.4 percent) totals approximately 12.2 million tons of diverted waste materials.



design and operational features that could reduce typical waste generation rates;

- Need for an additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether the project conflicts with solid waste policies and objectives in the SRRE or its updates, CiSWMPP, Framework Element or the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.
- In assessing impacts related to solid waste in this section, the City will use Appendix G as the threshold of significance. The criteria identified above from the Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G threshold.

### c) Project Design Features

No project design features are specifically proposed to reduce the solid waste impacts of the proposed Project.

### d) Analysis of Project Impacts

***Threshold a) Would the Project would have a significant impact if it would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?***

#### (1) Construction

Project construction would include the demolition of 432,855 sf of existing buildings (the 183,758 sf Executive Building and 249,097 sf parking structure), the export of approximately 364,000 cy of excavated soil (associated with excavation for new building foundations and up to nine levels of subterranean parking), and the construction of up to 1,135,803 square feet of new buildings (the proposed two towers and podium structure). As indicated in Table IV.T-2, *Project Construction and Demolition Solid Waste Generation*, these construction activities would generate an estimated 35,000 tons of inert demolition debris (e.g., concrete, asphalt, metal, wood, glass, plastic, cardboard, etc.), 393,120 tons of exported soil, and 2,499 tons of inert construction debris (e.g., metal, wood, glass, plastic, cardboard, sheetrock, etc.), for a total of an estimated 430,619 tons during the approximately four-year construction period. These estimates are prior to the diversion of 65 percent of Project C&D waste required by SB 1374, also do not reflect any benefits to C&D waste disposal capacity associated with compliance with the City's Green Building Code (e.g., use of recyclables in building construction, etc.).

**TABLE IV.T-2  
PROJECT CONSTRUCTION AND DEMOLITION SOLID WASTE GENERATION**

<b>Debris Type</b>	<b>Quantity</b>	<b>Generation Factor</b>	<b>Waste Generation (tons)</b>
<b>Site Preparation</b>			
Demolition Material	--	N/A	35,000 <sup>c</sup>
Exported Soil	364,000 cy	1.26 tons/cy <sup>a</sup>	458,640
<i>Site Preparation Subtotal</i>	--	--	
<b>Building Construction</b>			
Total New Building Area	1,135,803 sf	4.39 lbs/sf <sup>b</sup>	2,493
<i>Building Subtotal</i>	--	--	2,493
<b>Construction and Demolition Total</b>			<b>481,175</b>

Abbreviations: cy = cubic yards; sf = square feet

<sup>a</sup> One cubic yard of soil is approximately 1.26 tons. CalEEMod User's Guide, Appendix A, page 13, October 2017, [http://www.aqmd.gov/docs/default-source/caleemod/02\\_appendix-a2016-3-2.pdf?sfvrsn=6](http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6). Accessed December 2018.

<sup>b</sup> Generation factor obtained from U.S. EPA, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, 2003, Tables A-1, A-2, and A-3, 2003, <https://www.epa.gov/sites/production/files/2017-09/documents/estimating2003buildingrelatedcandmaterialsamounts.pdf>. Accessed December 2018.

<sup>c</sup> The 35,000 tons of demolition debris estimate in the table is from the Applicant's demolition contractor. However, if the EPA generation factor of 158 lbs/sf is applied to the proposed demolition of 432,855 sf of existing building, the resulting quantity is 34,196 tons. Therefore, use of the Applicant's estimate provides a more conservative analysis.

SOURCE: ESA, 2018.

As required by City Ordinance 181,519 (Waste Hauler Permit Program), Project construction waste would be hauled by permitted haulers and taken only to City-certified C&D processing facilities that are monitored for compliance with recycling regulations. The inert solid waste and soil would require disposal at the County's only operating inert landfill (Azusa Land Reclamation) or at any of a number of State-permitted Inert Debris Engineered Fill Operations in the County, such as the Arcadia Reclamation Facility. This does not include any asbestos-containing materials (ACMs), lead-based paints (LBPs), polychlorinated biphenyl (PCB), contaminated soil, or other contaminated waste which would be disposed of at facilities licensed to accept such waste (see Section IV.F, *Hazards and Hazardous Materials*, of this Draft EIR, for further discussion).

In compliance with the requirements of SB 1374 and City Ordinance No. 181,519, the Applicant would implement a construction waste management plan to recycle and/or salvage a minimum of 70 percent of non-hazardous demolition and construction debris. Without the 70 percent C&D diversion, the Project would generate an estimated 481,175 tons of C&D waste that would require disposal at County inert landfills. Assuming the 70 percent C&D diversion rate required by SB 1374 and City Ordinance No. 181,519, the Project would generate an estimated 144,353 tons of C&D waste requiring disposal at County inert landfills. Given that the remaining disposal capacity of the Azusa Land Reclamation Facility is 56.3 million tons, the Project's total solid waste disposal need during construction would represent approximately 0.85 percent and 0.21 percent of the estimated remaining capacity at the Azusa Facility before and after diversion, respectively. This is a conservative estimate as it does not take into account the additional capacity provided by the Inert Debris Engineered Fill Operations or the potential for reuse rather than disposal of the exported soil component of the Project's C&D waste. Therefore, the County's inert fill landfills would have adequate capacity to accommodate Project-generated inert C&D waste. **Based on the above, the Project would be served by landfills with sufficient permitted capacity during Project construction. Therefore, the Project's construction-related solid waste impact would be less than significant.**

## (2) Operation

The estimated Class III solid waste generation for the Project during operation is shown in **Table IV.T-3, Project Class III Solid Waste Generation**. As indicated therein, it is estimated that the Project would generate a net increase in Class III solid waste generation of 2,657.6 tpy. This increase would represent a negligible proportion (approximately 0.03 percent) of the County's 2016 annual Class III solid waste generation total of 9,934,846 tons, and a negligible proportion (approximately 0.003 percent) of the remaining 103 million ton capacity of the County's Class III landfills.<sup>39</sup> These estimates are conservative because they do not take into account the 50 percent diversion of Project operational solid waste to year 2020, and the 75 percent diversion required thereafter, required by AB 939 and 341.

In 2023, the Project's anticipated buildout year, the County expects that approximately 60,312,347 additional tons of the remaining 103-million-ton capacity would be used.<sup>40</sup> This would leave an available capacity of 42,687,653 tons of capacity in 2023 to serve the Project, assuming no additional disposal facilities are brought online or otherwise expanded to increase capacity. Project solid waste

<sup>39</sup> County of Los Angeles ColWMP, 2016 Annual Report, page 25 and Appendix E-2, Table 5, Los Angeles County Solid Waste Disposal Capacity Need Projection.

<sup>40</sup> County of Los Angeles ColWMP, 2016 Annual Report, Appendix E-2, Table 5, Los Angeles County Solid Waste Disposal Capacity Need Projection.

disposal (2,657.6 tpy) would therefore represent approximately 0.006 percent of the remaining capacity in 2023 (60,312,347 tons).

With diversion, the Project's annual solid waste generation of 2,657.6 tpy that requires landfill disposal would represent approximately 0.009 percent of the County's annual waste generation of 9,934,846 tons and approximately 0.0009 percent of the remaining capacity of 103 million tons in 2016. The Project, with diversion, would represent approximately 0.002 percent of the remaining capacity of 42,687,653 tons in 2023.

**TABLE IV.T-3  
PROJECT CLASS III SOLID WASTE GENERATION**

<b>Land Use</b>	<b>Quantity (sf/emp)<sup>a</sup></b>	<b>Daily Generation Factor<sup>b</sup></b>	<b>Solid Waste Generation (lbs/day)</b>	<b>Solid Waste Generation (tons/year)<sup>c</sup></b>
Residential	1,127 units	12.23 lbs/unit	13,783	2,515.4
Office	307,288 sf (1,325 emp)	10.53 lbs/emp	13,952	2,546.3
Restaurant	53,389 sf (51 emp)	10.53 lbs/emp	537	98.0
Grocery Store	50,000 sf (136 emp)	10.53 lbs/emp	1,432	261.4
<i>Subtotal Proposed (Gross Increase)</i>			<b>29,704</b>	<b>5,421.1</b>
<i>Subtotal Existing<sup>e</sup></i>			<b>15,142</b>	<b>2,763.5</b>
<b>Net Increase (Pre-Diversion)</b>			<b>14,562</b>	<b>2,657.6</b>
<b>Net Increase (Post Diversion)<sup>f</sup></b>			<b>5,097</b>	<b>930.2</b>

Acronyms: lbs = pounds, emp = employee

<sup>a</sup> Number of employees per use are detailed in Section IV.J, Population and Housing, of the Draft EIR.

<sup>b</sup> Generation factors from the 2006 L.A. CEQA Thresholds Guide.

<sup>c</sup> One ton = 2,000 lbs.

<sup>d</sup> Approximately 40 percent of the existing office space has been vacant for the past 10 years. Therefore, 60 percent of the existing 559,863 square feet of floor area (approximately 335,918 square feet) is currently occupied. The 7,500 square-foot bank is part of the occupied space. The remaining 328,418 square feet, shown here, is office uses. The 11,250 square-foot cafeteria is included in the square footage above and will be converted into the grocery store proposed under the Project.

<sup>e</sup> Existing subtotal is taken from Table IV.N.3-1.

<sup>f</sup> Based on an anticipated diversion rate of 65 percent for operations. This is conservative; actual diversion is likely to be higher with increasing compliance with the state's recycling goal of 75 percent by the year 2020.

SOURCE: ESA, 2018.

As noted previously, the Sunshine Canyon Landfill is the primary recipient of Class III solid waste from the City. The maximum daily capacity for this landfill is 12,100 tpd, and the 2016 disposal rate was 7,496 tpd, indicating a residual daily capacity

of 4,604 tpd of capacity.<sup>41</sup> If all of the Project's Class III solid waste were taken to Sunshine Canyon Landfill, the Project's addition of 8.52 tpd<sup>42</sup> would represent a negligible (approximately 0.19 percent) amount of this residual daily capacity, assuming no diversion. With diversion at the County's 65 percent rate, this percentage would drop to approximately 0.06 percent.

As described in the ColWMP 2016 Annual Report, future disposal needs over the next 15-year planning horizon (2031) would be adequately met through the use of in-County and out-of-County facilities through a number of strategies that would be carried out over the years. It should also be noted that with annual reviews of demand and capacity in each subsequent Annual Report, the 15-year planning horizon provides sufficient lead time for the County to address any future shortfalls in landfill capacity.

Solid waste collection services are currently provided to the Project Site by haulers contracted by the City for this service area. The Project Site is located in an urban area with established solid waste collection routes (i.e., private haulers under contract to LA Sanitation). Transport of the Project's solid waste would occur along one of the established routes. Thus, the Project would not result in the need for additional solid waste collection routes. The Project would not require the expansion or construction of a new solid waste disposal or recycling facility to handle Project-generated waste because the existing facilities have enough capacity to receive the Project's waste.

Based on the above, the Project's operational waste generation would not exceed the permitted capacity of disposal facilities serving the Project, and would not alter the ability of the County to address landfill needs via existing capacity and other planned strategies and measures for ensuring sufficient landfill capacity exists to meet the needs of the County. Therefore, the County's City-certified waste processing facilities would have sufficient permitted capacity to accommodate the Project's operational waste disposal needs. **Operational impacts on the ability of landfills with sufficient permitted capacity to accommodate the Project's solid waste disposal would be less than significant.**

***Threshold b) Would the Project would have a significant impact if it would not comply with federal, state, and local statutes and regulations related to solid waste?***

The Project would comply with applicable statutes and regulations related to solid waste, including those pertaining to waste reduction and recycling, as summarized

<sup>41</sup> County of Los Angeles ColWMP, 2016 Annual Report, Appendix E-2, Table 1, Remaining Permitted Disposal Capacity of Existing Solid Waste Disposal Facilities in Los Angeles County.

<sup>42</sup> The Project's daily disposal in tons assumes that landfills operate six days per week. 52 weeks \* 6 days = 312 days. Therefore, the Project's daily disposal is calculated by 2,657.61 tons / 312 days = 8.52 tpd.

above in the Regulatory Framework subsection. Additionally, the Project's construction contractor would deliver all C&D waste generated by the Project to a certified Construction and Demolition Waste Processing Facility in accordance AB 939 Compliance Permit requirements. Thus, the Project would promote source reduction and recycling, consistent with the applicable federal, state, and local statutes and regulations related to solid waste. Therefore, Project construction would not conflict with applicable solid waste statutes and regulations related to solid waste. Impacts would be less than significant.

During Project operation, in accordance with the City's Recycling Space Allocation Ordinance, which requires that all new development projects provide an adequate recycling area or room for collecting and loading recyclable materials, the Project would provide on-site recycling collection facilities for the Project's occupants within the parking garage portion of the podium structure. The City has taken an aggressive stance on diverting solid waste from landfills, achieving 76.4 percent reduction in landfill deposited in 2011 with a goal of zero waste by 2025 through the implementation of programs with which the Project will comply.<sup>43</sup> In addition, the Project would be designed to meet City Green Building Code requirements, including the potential use of recycled materials in building construction. The Project would also be required to comply with any further City solid waste statutes and regulations that may be applicable to the Project.

In accordance with Senate Bill 1374 and Assembly Bills 939 and 341, Project construction and operation would achieve at least a 65 percent and 50 percent solid waste diversion rate, respectively, until year 2020, and at least a 75 percent solid waste diversion rate thereafter, through source reduction, recycling, composting and other methods. Thus, the Project would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, General Plan Framework Element, RENEW LA Plan, and *LA Green Plan*.

**Therefore, the Project would comply with applicable federal, state, and local statutes and regulations governing solid waste, and impacts would be less than significant.**

## **e) Cumulative Impacts**

Cumulative impacts associated with disposal of solid waste on landfill facilities are a regional issue addressed by regional agencies, in this case the County of Los Angeles in the CoIWMP. County planning for future landfill capacity addresses expected cumulative demand over 15-year planning increments. The CoIWMP 2016 Annual Report anticipates that County population growth will increase from approximately 10.26 million to approximately 11.25 million between years 2016

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<sup>43</sup> City of Los Angeles Bureau of Sanitation, Zero Waste Progress Report, March 2013, page 7.

and 2031 (a 9.7 percent increase), and that employment will increase from approximately 4.38 million to approximately 5.09 million (a 16.4 percent increase) during the same period.<sup>44</sup>

The 170 related projects are listed in Table III-1 of Chapter III, *General Description of the Environmental Setting*, of this Draft EIR. As discussed in Chapter III, *Environmental Setting*, of this Draft EIR, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

### (1) Construction

Similar to the Project, the related projects within the City would generate C&D waste. Also similar to the Project, the related projects would be subject to the Citywide Construction and Demolition Waste Recycling Ordinance and the Waste Hauler Permit Program. The C&D waste resulting from construction activities for the related projects is unknown and unquantifiable as each related project would result in differing amounts of demolition and soil excavation. The C&D waste would be disposed of at the County's Azusa Land Reclamation Landfill or one of the inert debris engineered fill operations located in the County. As indicated above, the remaining capacity of the Azusa Land Reclamation Landfill is estimated at 56.34 million tons with a projected closure date of year 2046. Additional capacity would also be provided by inert debris engineered fill operations or the potential for reuse rather than disposal of exported soil. Given this available future capacity, it is expected that all C&D waste can be accommodated during that time, and cumulative impacts regarding the disposal of C&D waste would not occur.

Additionally, as required by City Ordinance 181,519 (Waste Hauler Permit Program), construction waste would be hauled by permitted haulers and taken only to City-certified C&D processing facilities that are monitored for compliance with

<sup>44</sup> County of Los Angeles CoIWMP, 2016 Annual Report, Appendix E-2, Table 4, Population, Employment, Real Taxable Sales, and Waste Generation in Los Angeles County.

recycling regulations. The related projects would also be required to comply with SB 1374 and City Ordinance No. 181,519, which requires the related projects to implement a construction waste management plan to recycle and/or salvage a minimum of 70 percent of non-hazardous demolition and construction debris. The related projects' respective construction contractors would deliver all C&D waste generated by those projects to a certified C&D Waste Processing Facility in accordance AB 939 Compliance Permit requirements, which is expected to further increase the diversion rate.

Moreover, the CoIWMP 2016 Annual Report concludes that there is adequate capacity in permitted inert solid waste facilities to serve the County through the 15-year planning period of 2016 through 2031.<sup>45</sup> **For these reasons, cumulative construction impacts related to landfill capacity to accommodate solid waste disposal needs would be less than significant.**

## (2) Operation

With regard to future operational solid waste generation from new development, the solid waste from the 170 related projects and the proposed Project would together contribute to the overall County-wide demand for Class III solid waste disposal capacity. As shown in **Table IV.T-4, *Estimated Cumulative Operational Solid Waste Generation***, the estimated Class III solid waste requiring landfill disposal for the related projects plus the proposed Project, would be an estimated 281,583.4 tons per year. This would represent negligible amounts (approximately 0.27 percent and 0.66 percent, respectively) of the County's existing (103 million tons) and projected 2023 (42.7 million tons) remaining Class III disposal capacity. Therefore, the County would have sufficient existing and projected future Class III solid waste disposal capacity to serve the related projects plus the proposed Project, and the cumulative operational solid waste impact would be less than significant.

Furthermore, the cumulative analysis is conservative because: (1) some proportion of the related projects have already been accounted for in the growth projections and associated solid waste generation projections in the 2016 CoIWMP Annual Report; (2) the analysis does not account for the Countywide 65 percent diversion rate assumed for the purpose of long-term disposal capacity planning within the 2016 CoIWMP Annual Report and the 75 percent diversion rate pursuant to AB 341; and (3) the estimates Project and related projects solid waste generation assume solid waste generation 365 days a year, when in fact many uses (e.g., office, industrial, school, etc.) often only operate during weekdays and generate solid waste only during operating hours).

<sup>45</sup> County of Los Angeles CoIWMP, 2016 Annual Report, page 37.



**TABLE IV.T-4  
ESTIMATED CUMULATIVE OPERATIONAL SOLID WASTE GENERATION**

Land Uses	Quantity <sup>a</sup>	Daily Generation Factor <sup>b</sup>	Solid Waste Generation	
			(lbs/day)	(tons/year)
Residential	45,914 du	12.23 lb/du	561,528	102,478.9
Restaurant	657,940 sf (1,784 emp)	10.53 lb/emp	18,786	3,428.4
Retail	3,902,205 sf (10,575 emp)	10.53 lb/emp	111,355	20,322.2
Hotel	8,237 rooms (4,654 emp)	10.53 lb/emp	49,007	8,943.7
Office <sup>c</sup>	12,357,993 sf (74,622 emp)	10.53 lb/emp	785,770	143,403.0
Schools	1,169 students	0.6 lb/student	701	128.0
Others	699,000 sf	8.93 lb/emp	1,214	221.6
<b>Total (without Project)<sup>d</sup></b>			<b>1,528,361</b>	<b>278,925.8</b>
<b>Project (net increase pre-diversion)<sup>e</sup></b>			<b>14,562</b>	<b>2,657.6</b>
<b>Total (with Project)</b>			<b>1,542,923</b>	<b>281,583.4</b>

Abbreviations: du = dwelling units; sf = square feet; lb = pounds

<sup>a</sup> Number of employees per use, as applicable, are detailed in Section IV.J, Population and Housing, of the Draft EIR.

<sup>b</sup> Generation factors provided by the 2006 L.A. CEQA Thresholds Guide for all uses except for schools. The solid waste generation factor for schools uses the CalRecycle Estimated Solid Waste Generation Rates, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed December 2018.

<sup>c</sup> "Other Services" includes various uses that do not have specific generation rates, such as Other, Convention Center, etc.

<sup>d</sup> Totals may not add up precisely due to rounding.

<sup>e</sup> Project amount is taken from Table IV.T.3-3 of this section.

SOURCE: ESA, 2018.

As discussed above, Project-level impacts related to solid waste disposal would be less than significant. The ColWMP accounts for cumulative waste generation for the 15-year planning period ending in 2031, as the analysis includes projected growth. Therefore, cumulative development would not alter the County's ability to address landfill needs via existing capacity and other options for increasing capacity. **For these reasons, cumulative impacts related to landfill capacity would be less than significant.**

### (3) Consistency with Applicable Regulations

Similar to the Project, related projects would be required to comply with applicable regulations related to solid waste, including those pertaining to waste reduction, recycling, and diversion. Compliance with mandated waste reduction and diversion

requirements would be required for each related project on a project-by-project basis at the time of plan submittal to their respective jurisdictions and would be reviewed pursuant to their respective City or County's Green Building Code, as applicable. Each project, and jurisdiction, would be required to comply with state and County regulations governing solid waste, and as such, would be obligated to implement source reduction, reuse, and recycling in compliance with these regulations. The County's solid waste management efforts, markets for recyclable materials, development of alternative technology facilities, diversion credit for such facilities, and the State's 75 percent recycling goal pursuant to AB 341 would all assist in contributing to a reduction in waste disposal at in-county facilities. Overall disposal volumes therefore remain relatively low as the result of compliance with increasingly stringent state, county, and local diversion goals, a trend that is expected to continue as more stringent waste diversion requirements and other strategies and technologies that promote alternatives to disposal are implemented. **Therefore, cumulative impacts related to consistency of the Project and related projects with federal, state, and local statutes and regulations related to solid waste would be less than significant.**

#### **f) Mitigation Measures**

The Project would result in less than significant impacts with respect to solid waste. Therefore, no mitigation measures would be required.

#### **g) Level of Significance after Mitigation**

Project impacts were determined to be less than significant for solid waste and no mitigation measures would be required.

## **IV. Environmental Impact Analysis**

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### **U. Energy Conservation and Infrastructure**

#### **1. Introduction**

This section of the Draft EIR provides the content and analysis required by Public Resources Code, Section 21100(b)(3) and described in Appendix F to the Guidelines for the Implementation of the California Environmental Quality Act (14 California Code of Regulations §§ 15000 et seq.) Section 21100(b) of the State *CEQA Guidelines* requires that an EIR include a detailed statement setting forth mitigation measures proposed to minimize a project's significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the State *CEQA Guidelines* states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the Project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives.

In accordance with the intent of Appendix F of the State *CEQA Guidelines*, this Draft EIR includes relevant information and analyses that address the energy implications of the Project, focusing on the following three energy resources: electricity, natural gas, and transportation-related energy (petroleum-based fuels). This section includes a summary of the Project's anticipated energy needs, impacts, and conservation measures. Information found herein, as well as other aspects of the Project's energy implications, are also discussed in greater detail elsewhere in this Draft EIR, including in Chapter II, *Project Description*; Section IV.E, *Greenhouse Gas Emissions*; Section IV.P, *Transportation and Traffic*; and Appendix A, Initial Study, of this Draft EIR.

The analysis in this section is also based on information provided in Appendix N of this Draft EIR, Energy Documentation.

## 2. Environmental Setting

### a) Regulatory Framework

#### (1) Federal

On April 1, 2010, federal Corporate Average Fuel Economy (CAFE) standards were adopted for passenger cars and light-duty trucks for model years 2012 through 2016. The standards surpass the prior CAFE standards and require an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO<sub>2</sub> per mile by model year 2016, based on U.S. Environmental Protection Agency (USEPA) calculation methods. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg and 163 grams of CO<sub>2</sub> per mile.<sup>1</sup>

The Heavy-Duty National Program fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by the United States Environmental Protection Agency (USEPA) and the National Highway Traffic Safety Administration (NHTSA). The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.<sup>2</sup> The USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.<sup>3</sup>

#### (2) State

##### (a) *Senate Bill 1389*

Senate Bill (SB) 1389, codified in Public Resources Code Sections 25300-25323, requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy

<sup>1</sup> United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012, <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100EZ7C.PDF?Dockey=P100EZ7C.PDF>. Accessed December 2018.

<sup>2</sup> United States Environmental Protection Agency, Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles, August 2011, <https://nepis.epa.gov/Exe/ZyPDF.cgi/P100BOT1.PDF?Dockey=P100BOT1.PDF>. Accessed December 2018.

<sup>3</sup> United States Environmental Protection Agency, Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles - Phase 2, October 25, 2016, <https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf>. Accessed December 2018.

recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California including energy efficiency, strategies related to data for improved decisions in the Existing Buildings Energy Efficiency Action Plan, building energy efficiency standards, the impact of drought on California's energy system, achieving 50 percent renewables by 2030, the California Energy Demand Forecast, the Natural Gas Outlook, the Transportation Energy Demand Forecast, Alternative and Renewable Fuel and Vehicle Technology Program benefits updates, update on electricity infrastructure in Southern California, an update on trends in California's sources of crude oil, an update on California's nuclear plants, energy and climate resiliency, and other energy issues.

(b) *California's Renewables Portfolio Standard*

The State of California has adopted standards to increase the percentage that retail sellers of electricity, including investor-owned utilities and community choice aggregators, must provide from renewable sources. The standards are referred to as the Renewables Portfolio Standard (RPS) and require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2040. Refer to Section IV.E, *Greenhouse Gas Emissions*, for details regarding this regulation.

(c) *Title 24, Building Standards Code and California Green Building Standards (CALGreen) Code*

The CEC first adopted the California Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the State. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2016 Title 24 standards, which became effective on January 1, 2017. The 2016 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting, and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1 2013 national standards.

The California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards, referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices.

Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the standards have co-benefits of reducing energy consumption from residential and nonresidential buildings subject to the standard. Refer to Section IV.E, Greenhouse Gas Emissions, for additional details regarding these standards. The 2016 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Most mandatory measure changes, when compared to the previously applicable 2013 CALGreen Code, were related to the definitions and to the clarification or addition of referenced manuals, handbooks, and standards. For example, several definitions related to energy that were added or revised affect electric vehicle (EV) chargers and charging and hot water recirculation systems. For new multi-family dwelling units, the residential mandatory measures were revised to provide additional EV charging requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification. For nonresidential mandatory measures, the table (Table 5.106.5.3.3) identifying the number of required EV charging spaces has been revised in its entirety.

(d) *California Assembly Bill No. 1493 (AB 1493, Pavley),  
(Chapter 200, Statutes of 2002)*

In response to the transportation sector's large share of California's carbon dioxide (CO<sub>2</sub>) emissions, Assembly Bill (AB) 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation for vehicle model years 2009 through 2016 for the Phase I standards and model years 2017 through 2025 for the Phase II standards. Refer to Section IV.E, *Greenhouse Gas Emissions*, for details regarding this regulation.

(e) *Senate Bill 375 (SB 375, Steinberg) (Chapter 728,  
Statutes of 2008)*

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375 (SB 375), establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions and was adopted by the State on September 30, 2008. Under SB 375, the target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS. Refer to Section IV.E, *Greenhouse Gas Emissions*, for details regarding these standards.

The Project Site is located within the planning jurisdiction of the Southern California Association of Governments (SCAG), as is the entire City. SCAG's first-ever SCS was included in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS), which was adopted by SCAG in April 2012. The goals and policies of the SCS that reduce VMT (and result in corresponding decreases in transportation-related fuel consumption) focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service. SCAG has since adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The goals and policies of the 2016 RTP/SCS are substantially the same as those in the 2012 RTP/SCS.

(f) *California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006*

In 2006, the California State Legislature adopted AB 32 (codified in the California Health and Safety Code (HSC), Division 25.5 – California Global Warming Solutions Act of 2006), which focuses on reducing GHG emissions in California to 1990 levels by 2020. Under HSC Division 25.5, CARB has the primary responsibility for reducing the State's GHG emissions, however, it also tasked the CEC and the California Public Utilities Commission (CPUC) with providing information, analysis, and recommendations to CARB regarding strategies to reduce GHG emissions in the energy sector.

In 2016, the California State Legislature adopted SB 32 and its companion bill AB 197; both were signed by Governor Brown. SB 32 and AB 197 amends HSC Division 25.5 and establishes a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and includes provisions to ensure that the benefits of state climate policies reach into disadvantaged communities. Refer to Section IV.E, *Greenhouse Gas Emissions*, for details regarding these regulations.

(g) *Senate Bill 350*

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent; and (2) to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

(h) *Low Carbon Fuel Standard*

The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products, starting with 0.25 percent in 2011 and culminating in a 10-percent total reduction in 2020. Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products, or

buy LCFS credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas and hydrogen.

(i) *CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations*

In 2004, the CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 California Code of Regulations [CCR] Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

In addition to limiting exhaust from idling trucks, CARB also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The In-Use Off-Road Diesel-Fueled Fleets regulation adopted by CARB on July 26, 2007 aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission controlled models (13 CCR Section 2449). The compliance schedule requires full implementation by 2023 in all equipment for large and medium fleets and by 2028 for small fleets. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation has shown an increase in energy savings in the form of reduced fuel consumption from more fuel efficient engines.

(j) *CARB's Advanced Clean Car Program*

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations.<sup>4</sup> The program requires a greater number of zero-emission vehicle models for years 2015 through 2025 to control smog, soot and GHG emissions. This program includes the Low-Emissions Vehicle (LEV) regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and the Zero-Emissions Vehicle regulations (ZEV) to require manufactures to produce an increasing number of pure ZEV's (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025.

<sup>4</sup> California Air Resources Board, Clean Car Standards – Pavley, Assembly Bill 1493, <https://www.arb.ca.gov/cc/ccms/ccms.htm>, last reviewed January 11, 2017. Accessed December 2018.



### (3) Regional

#### (a) *Southern California Gas Company (SoCalGas)*

SoCalGas, along with five other California utility providers released the *2018 California Gas Report*, presenting a forecast of natural gas supplies and requirements for California through the year 2035. This report predicts gas demand for all sectors (residential, commercial, industrial, energy generation and wholesale exports) and presents best estimates, as well as scenarios for hot and cold years. Overall, SoCalGas predicts a decrease in natural gas demand in future years due to a decrease in per capita usage, energy efficiency policies, and the State's transition to renewable energy displacing fossil fuels including natural gas.<sup>5</sup>

As discussed in Section IV.H, *Land Use and Planning*, of this Draft EIR, SCAG's 2016 RTP/SCS presents a long-term transportation vision through the year 2040 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. On April 7, 2016, the SCAG Regional Council adopted the 2016 RTP/SCS, the mission of which is "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians." The 2016 RTP/SCS includes land use strategies that focus on urban infill growth and walkable, mixed-use communities in existing urbanized and opportunity areas. More mixed-use, walkable, and urban infill development would be expected to accommodate a higher proportion of growth in more energy-efficient housing types like townhomes, apartments, and smaller single-family homes, as well as more compact commercial building types. Furthermore, the 2016 RTP/SCS includes transportation investments and land use strategies that encourage carpooling, increase transit use, active transportation opportunities, and promoting more walkable and mixed use communities, which would potentially help to reduce VMT.

The 2016 RTP/SCS also establishes High-Quality Transit Areas (HQTAs), which are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs to reduce VMT. The Project Site is located within a HQTA as designated by the 2016 RTP/SCS.

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<sup>5</sup> California Gas and Electric Utilities, 2018 California Gas Report, [https://www.socalgas.com/regulatory/documents/cgr/2018\\_California\\_Gas\\_Report.pdf](https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf). Accessed December 2018.

## (4) Local

### (a) *City of Los Angeles LA Green Plan*

In May 2007, the City of Los Angeles (City) published *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan)*, outlining the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities.<sup>6</sup> Although the *LA Green Plan* was adopted as part of the City's efforts to reduce GHG emissions, the standards have co-benefits of reducing energy consumption from residential and nonresidential buildings.

In 2008, the City released an implementation program for the *LA Green Plan*, referred to as ClimateLA, which provides detailed information about each action item discussed in the *LA Green Plan* framework. Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient models, and reducing water consumption. In addition, when implemented, the planned City actions of decreasing emissions from Los Angeles Department of Water and Power (LADWP) electrical generation and import activities, promoting walking and biking to work, within neighborhoods and to large events and venues, and expanding the regional rail network to reduce VMT, as presented in the *LA Green Plan*, may further decrease energy consumption. Refer to Section IV.E, *Greenhouse Gas Emissions*, for details regarding the *LA Green Plan* and ClimateLA.<sup>7</sup>

### (b) *Sustainable City pLAn*

The *Sustainable City pLAn* is a comprehensive and actionable directive from the Mayor to improve the environmental, economic, and equitable conditions in the City of Los Angeles.<sup>8</sup> The pLAn is a tool that the Mayor will use to manage the City and establish visions, goals, and metrics for City Departments. The *Sustainable City pLAn* establishes visions for City Departments for the following categories: (1) Environment; (2) Economy; and (3) Equity. Refer to Section IV.E, *Greenhouse Gas Emissions*, for details regarding the *Sustainable City pLAn*.

### (c) *City of Los Angeles Green Building Ordinance*

To achieve goals outlined in the *LA Green Plan*, in April 2008, the City of Los Angeles adopted the Green Building Program Ordinance to address the impact on climate change from new development. Projects filed on or after January 1, 2014,

<sup>6</sup> City of Los Angeles, *GREEN LA: An Action Plan to Lead the Nation in Fighting Global Warming*, May 2007, [http://environmentla.org/pdf/GreenLA\\_CAP\\_2007.pdf](http://environmentla.org/pdf/GreenLA_CAP_2007.pdf). Accessed December 2018.

<sup>7</sup> City of Los Angeles, *ClimateLA Plan*, 2008, <http://environmentla.org/pdf/ClimateLA%20Program%20document%2012-08.pdf>. Accessed December 2018.

<sup>8</sup> City of Los Angeles, Mayor's Office of Sustainability, *Sustainable City pLAn*, 2015, <http://plan.lamayor.org/wp-content/uploads/2017/03/the-plan.pdf>. Accessed December 2018.

must comply with the Los Angeles Green Building Code as amended to comply with various provisions of the CALGreen Code. Although the Green Building Program Ordinance was adopted as part of the City's efforts to reduce GHG emissions, the standards have co-benefits of reducing energy consumption from residential and nonresidential buildings. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings. Refer to Section IV.E, *Greenhouse Gas Emissions*, for additional details.

(d) *City of Los Angeles Solid Waste Programs and Ordinances*

The generation of solid waste results in fuel demand from collection service vehicles to transport waste to a material recovery facility or landfill. The City has enacted plans, policies and regulations to address solid waste services and reduction of the solid waste stream. The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan (SWIRP), also referred to as the City's Zero Waste Plan, whose goal is to lead Los Angeles towards being a "zero waste" City by 2030.<sup>9</sup> These waste reduction plans, policies, and regulations, along with Mayoral and City Council directives, have increased the level of waste diversion (e.g., recycling) for the City to 76 percent as of 2013.<sup>10</sup> The City has also approved Ordinance No. 181519 (Los Angeles Municipal Code (LAMC) Chapter VI, Article 6, Section 66.32-66.32.5), which requires the diversion of mixed construction and demolition debris to City certified construction and demolition waste processors.

(e) *City of Los Angeles Waste Hauler Permit Program*

The Waste Hauler Permit Program (Ordinance 181519), effective January 1, 2011, requires all private waste haulers collecting solid waste within the City, including C&D waste, to obtain AB 939 Compliance Permits and to transport C&D waste to City certified C&D processing facilities. These facilities process received materials for reuse and have recycling rates that vary from 70 percent to 86 percent; thus, exceeding the 70 percent reclamation standard.<sup>11</sup> See Section IV.T, *Solid Waste*, for further detail.

<sup>9</sup> City of Los Angeles Department of Public Works, LA Sanitation, Solid Waste Integrated Resources Plan (SWIRP) – A Zero Waste Management Plan, October 2013, <https://www.lacitysan.org/san/sandocview?docname=cnt012522>. Accessed December 2018.

<sup>10</sup> City of Los Angeles Department of Public Works, LA Sanitation, Recycling, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?\\_adf.ctrl-state=kq9mn3h5a\\_188](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=kq9mn3h5a_188). Accessed December 2018.

<sup>11</sup> City of Los Angeles Department of Public Works, LA Sanitation, Waste Hauler Permit Program, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-c/s-lsh-wwd-s-c-whp?\\_adf.ctrl-state=141w8e5dov\\_78](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-c/s-lsh-wwd-s-c-whp?_adf.ctrl-state=141w8e5dov_78). Accessed December 2018.

(f) *City-wide Exclusive Franchise System for Municipal Solid Waste Collection and Handling and Upcoming Zero Waste-LA Franchise System*

The Exclusive Franchise System Ordinance (Ordinance No. 182,986) sets maximum annual disposal levels and specific diversion requirements for franchised waste haulers in the City to promote solid waste diversion from landfills in an effort to meet the City's zero waste goals. These solid waste reduction programs and ordinances help to reduce the number of trips to haul solid waste; therefore, reducing the amount of petroleum-based fuel, and also help to reduce the energy used to process solid waste. See Section IV.T, *Solid Waste*, for further detail.

## **b) Existing Conditions**

### **(1) Existing Electricity Sales**

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

The LADWP is the utility provider for the City. LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. According to LADWP's 2016 Power Integrated Resource Plan, the LADWP has a net dependable generation capacity greater than 7,531 MW.<sup>12</sup> In 2017, the LADWP

<sup>12</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, December 2016, [https://www.ladwp.com/cs/idcplg?lIdcService=GET\\_FILE&dDocName=OP\\_LADWPCCB562207&RevisionSelectionMethod=LatestReleased](https://www.ladwp.com/cs/idcplg?lIdcService=GET_FILE&dDocName=OP_LADWPCCB562207&RevisionSelectionMethod=LatestReleased). Accessed December 2018.

power system experienced an instantaneous peak demand of 6,432 MW.<sup>13</sup> Approximately 29 percent of LADWP's 2016 electricity purchases were from renewable sources, which is similar to the 25 percent statewide percentage of electricity purchases from renewable sources.<sup>14</sup> The annual electricity sale to customers for the 2017-2018 fiscal year was approximately 22,880 million kilowatt hours (kWh).<sup>15</sup> The electricity demand for the existing uses, excluding the portion of the existing office building that is unoccupied and not in use, was estimated as part of the air quality and GHG assessment conducted for the Project.<sup>16</sup> According to these calculations, the existing occupied uses generate an electricity demand of approximately 4.88 million kWh per year. Based on available substructure maps from the City of LA Bureau of Engineering's online Navigate LA database, the Project Site receives electric power service from the LADWP via existing underground conduits from Broadway, Spring Street, and 1st Street.<sup>17</sup>

## (2) Existing Natural Gas Supply

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network, and, therefore, resource availability is typically not an issue. Natural gas provides almost one-third of the state's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet (cf).

SoCalGas is responsible for providing natural gas supply to the City and is regulated by the California Public Utilities Commission and other state agencies. The annual natural gas sales to all SoCalGas customers in 2017 (the most recent year for which data is available) was approximately 2,590 million kilo British thermal units (kBtu) per day (approximately 945,309 million kBtu per year).<sup>18,19</sup>

<sup>13</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast, page 6, 2017, [http://ezweb.ladwp.com/Admin/Uploads/Load%20Forecast/2017/10/2017%20Retails%20Sales%20Forecast\\_Final.pdf](http://ezweb.ladwp.com/Admin/Uploads/Load%20Forecast/2017/10/2017%20Retails%20Sales%20Forecast_Final.pdf). Accessed December 2018.

<sup>14</sup> California Energy Commission, Utility Annual Power Content Labels for 2016, [www.energy.ca.gov/pcl/labels/](http://www.energy.ca.gov/pcl/labels/). Accessed December 2018.

<sup>15</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast, September 2017.

<sup>16</sup> Refer to the California Emissions Estimator Model (CalEEMod) worksheets provided in Appendix N of this Draft EIR for the existing uses.

<sup>17</sup> Los Angeles Department of Public Works, NavigateLA, available at <http://navigate.lacity.org/navigate/>. Accessed December 2018.

<sup>18</sup> California Gas and Electric Utilities, 2018 California Gas Report, page 101.

<sup>19</sup> Natural gas is converted from million cubic feet per day to million kBtu per day based on a factor of 1.0343 kbtu per cubic foot as listed on page 101 of the 2018 California Gas Report, and multiplied by 365 days to obtain natural gas per year.

SoCalGas receives gas supplies from several sedimentary basins in the western United States and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies.<sup>20</sup> The traditional, southwestern United States sources of natural gas will continue to supply most of SoCalGas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and the use of Canadian sources provide only a small share of SoCalGas supplies due to the high cost of transport.<sup>21</sup>

The natural gas demand for the existing uses, excluding the portion of the existing office building that is unoccupied and not in use, was estimated as part of the air quality and GHG assessment conducted for the Project.<sup>22</sup> According to these calculations, the existing occupied uses generate a natural gas demand of approximately 6.03 million kBtu per year. Based on substructure maps provided by the City, the Project Site receives natural gas service via existing underground conduits from Spring Street and 2nd Street from SoCalGas.

### (3) Existing Transportation Energy

According to fuel sales data from the California Energy Commission, fuel consumption in Los Angeles County was approximately 3.66 billion gallons of gasoline and 590 million gallons of diesel fuel in 2017.<sup>23</sup> Gasoline-fueled vehicles account for approximately 96 percent of the total vehicles and diesel-fueled vehicles account for approximately 3.7 percent of the total vehicles.<sup>24</sup> Electric vehicles account for approximately 0.3 percent of the total vehicles.

The existing office and bank uses on the Project Site generate transportation energy demand from vehicles traveling to and from the Project Site. Transportation fuels, primarily gasoline and diesel, are provided by local or regional suppliers and vendors. The vehicles miles traveled (VMT) for the existing uses was estimated as part of the air quality and GHG assessment conducted for the Project.<sup>25</sup> Based on the estimated VMT of 8,400,914 miles per year, vehicles associated with the

<sup>20</sup> California Gas and Electric Utilities, 2018 California Gas Report, page 80.

<sup>21</sup> California Gas and Electric Utilities, 2018 California Gas Report, pages 80 and 81.

<sup>22</sup> Refer to the California Emissions Estimator Model (CalEEMod) worksheets provided in Appendix F of this Draft EIR for the existing uses.

<sup>23</sup> California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2017, [http://www.energy.ca.gov/almanac/transportation\\_data/gasoline/piira\\_retail\\_survey.html](http://www.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html). Accessed December 2018. Diesel is adjusted to account for retail (51%) and non-retail (49%) diesel sales.

<sup>24</sup> Based on the California Air Resources Board on-road vehicle emissions model, EMFAC2014 (Modeling input: South Coast Air Basin; Fleet Aggregate; Annual; 2017). The modeling input values are considered generally representative of Project buildout conditions for the region and representative of the majority of vehicles associated with Project-related VMT.

<sup>25</sup> Refer to the California Emissions Estimator Model (CalEEMod) worksheets provided in Appendix N of this Draft EIR for the existing uses.

existing uses consume approximately 356,322 gallons of gasoline and 37,981 gallons of diesel fuel in a year.<sup>26</sup>

### 3. Environmental Impacts

#### a) Methodology

Analysis of the Project's energy impacts is based in part on the Energy Analysis provided in Appendix N of this Draft EIR. The evaluation of potential impacts related to energy usage that may result from the construction and long-term operations of the Project has been conducted as described below.

##### (1) Construction

The Project would be constructed in a single phase with overlapping development activities. Construction could commence as early as 2019, pending Project approval and EIR certification, with full buildout and occupancy of the Project anticipated in 2023. Construction energy consumption would result primarily from transportation fuels (e.g., diesel and gasoline) used for haul trucks, heavy-duty construction equipment, and construction workers traveling to and from the Project Site. Construction activities can vary substantially from day to day, depending on the specific type of construction activity and the number of workers and vendors traveling to the Project Site. This analysis considers these factors and provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources.

##### (a) Electricity

Construction electricity was estimated for a temporary construction office and for construction equipment that would use electricity as an alternative to diesel. The construction office was assumed to be a 1,000 square-foot trailer and was modelled using the California Emissions Estimator Model (CalEEMod), which is a state-approved emissions model used for the Project's air quality and GHG emissions assessment. In addition to outputting emissions, CalEEMod provides estimation on annual electricity, natural gas, and water use. Electric construction equipment was estimated using default horsepower and load factors from CalEEMod and hours of operation per day given by the Applicant. The total horsepower-hours were then converted to kilowatt-hours using a standard conversion factor. Construction electricity use was then compared as a percentage of the existing site's electricity use.

<sup>26</sup> According to the California Air Resources Board on-road vehicle emissions factor (EMFAC2014) model, the average fuel economy for the fleet-wide mix of vehicles operating in the South Coast Air Basin region is approximately 22.60 miles per gallon for gasoline-fueled vehicles and approximately 8.25 miles per gallon for diesel-fueled vehicles.

(b) *Natural Gas*

Natural gas is not expected to be consumed during construction of the Project. Therefore, natural gas associated with construction activities was not calculated.

(c) *Transportation Fuels*

Energy use during construction is forecasted by assuming a conservative estimate of construction activities (i.e., maximum daily equipment usage levels). The energy usage required for Project construction has been estimated based on the number and type of construction equipment that would be used during Project construction, the extent that various equipment are utilized in terms of equipment operating hours or miles driven, and the estimated duration of construction activities. Energy for construction worker commuting trips has been estimated based on the predicted number of workers for the various phases of construction and the estimated VMT, which is based on worker trip factors from CalEEMod. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulatory measures and Project Design Features that would minimize the amount of energy usage during construction. These measures are also discussed in Chapter II, *Project Description*; Section IV.E, *Greenhouse Gas Emissions*; Section IV.H, *Land Use and Planning*; and Section IV.P, *Transportation and Traffic*.

Construction equipment would likely be diesel-fueled (with the exception of construction worker commute vehicles, which would primarily be gasoline-fueled). For purposes of this assessment, it is conservatively assumed heavy-duty construction equipment and haul trucks would be diesel-fueled. This represents a worst-case scenario to cover maximum potential energy use during construction. The estimated fuel economy for heavy-duty construction equipment is based on fuel consumption factors from the CARB off-road vehicle (OFFROAD) emissions model, which is a state-approved model for estimating emissions from off-road heavy-duty equipment. The estimated fuel economy for haul trucks and worker commute vehicles is based on fuel consumption factors from the CARB EMFAC emissions model, which is a state-approved model for estimating emissions on-road vehicles and trucks. Both OFFROAD and EMFAC are incorporated into the CalEEMod, which is a state-approved emissions model used for the Project's air quality and GHG emissions assessment. Therefore, this energy assessment is consistent with the modeling approach used for other environmental analyses in the EIR and consistent with general CEQA standards. Gasoline and diesel use from construction were then compared to the County of Los Angeles' total annual gasoline and diesel fuel use in 2016.

(2) *Operation*

Operation of the Project would require energy in the form of electricity and natural gas for building heating, cooling, cooking, lighting, water demand and wastewater



treatment, consumer electronics, and other energy needs, and transportation-fuels, primarily gasoline, for vehicles traveling to and from the Project Site.

Energy usage from water demand (e.g., electricity used to supply, convey, treat, and distribute) is estimated based on the net change from the new and renovated buildings and facilities compared to the existing office and bank uses. The assessment also includes a discussion of the Project's compliance with relevant energy-related regulations, Project Design Features (PDF-AQ-1 [Green Building Features]; PDF-AQ-2 [Electric Vehicle Parking Features]; PDF-WS-1 [Water Conservation Features]), and land use transportation characteristics that would minimize the amount of energy usage during operations. The energy usage required for Project operations and routine and incidental maintenance activities is estimated based on the net change in energy demand from the new and renovated buildings and facilities compared to the existing office and bank uses. The energy usage takes into account building energy standards pursuant to the Title 24 Building Standards Code and CALGreen Code. These measures are also discussed in Chapter II, *Project Description*, Section IV.E, *Greenhouse Gas Emissions*, and Section IV.R, *Water Supply*, of this Draft EIR.

#### (a) *Electricity*

Building energy use factors and water demand factors from CalEEMod are used to estimate building energy use. CalEEMod inputs (land use type, square footage, location) affect the estimated energy use provided in the annual outputs of the model. Electricity from building energy and water conveyance were taken from the outputs and used as an estimate of the Project's overall electricity use. The existing site's electricity is also calculated using the same methods and subtracted from the Project's electricity to get the net electricity use. The existing buildings' construction precedes CALGreen Code and Title 24 energy standards and is therefore less efficient than newer buildings subject to new energy standards. This is accounted for by applying a historic energy use factor to the existing buildings within CalEEMod.<sup>27</sup> Rehabilitated buildings that are part of the Project would be subject to the most current energy standards, which are therefore considered in electricity use calculations. The net electricity use is then compared to LADWP's forecasted electricity use for the Project buildout year in 2023.

#### (b) *Natural Gas*

Similar to electricity, natural gas is derived from CalEEMod outputs for the Project's annual natural gas consumption. The existing Project Site's natural gas use is calculated using the same methods and subtracted from the Project's

<sup>27</sup> California Air Pollution Control Officers Association, CalEEMod User's Guide, page 43, [http://www.aqmd.gov/docs/default-source/caleemod/01\\_user-39-s-guide2016-3-2\\_15november2017.pdf?sfvrsn=4](http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4). Accessed December 2018.

natural gas to get the net natural gas use. The net natural gas use is then compared to SoCalGas' natural gas use for 2017.

(c) *Transportation Fuels*

Energy for transportation from employees and visitors to the Project Site is estimated based on the predicted number of trips from the Project's traffic study to and from the Project Site and the estimated VMT.<sup>28</sup> The estimated fuel economy for vehicles is based on fuel consumption factors from the CARB EMFAC emissions model. As discussed above, EMFAC is incorporated into CalEEMod. Therefore, this energy assessment is consistent with the modeling approach used for other environmental analyses in the EIR and consistent with general CEQA standards. Gasoline and diesel use from operation were then compared to the County of Los Angeles' total annual gasoline and diesel fuel use in 2017.

## b) Thresholds of Significance

Appendix F of the *CEQA Guidelines* was prepared in response to the requirement in Public Resources Code Section 21100(b)(3), which states that an EIR shall include a detailed statement setting forth "[m]itigation measures proposed to minimize significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy."

In addition, with regard to potential impacts to energy, the 2006 L.A. CEQA Thresholds Guide (*Thresholds Guide*) states that a determination of significance shall be made on a case-by case basis, considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure; or capacity-enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was anticipated by adopted plans; and
- The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

**a) *Based on the above, the Project would result in significant impacts with regard to energy use and consumption, if it would: Cause wasteful, inefficient, and unnecessary consumption of energy.***

In accordance with Appendix G and *Thresholds Guide*, the following criteria will be considered to the extent applicable in determining whether this threshold of significance is met:

<sup>28</sup> Fehr and Peers, Times Mirror Square Project Draft Transportation Impact Analysis, May 2018.

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
3. The effects of the project on peak and base period demands for electricity and other forms of energy;
4. The degree to which the project complies with existing energy standards;
5. The effects of the project on energy resources;
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.
7. The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.
8. Whether the Project conflicts with adopted energy conservation plans.

***b) With regard to energy infrastructure, the Project would result in significant impacts if it would: Result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.***

## **c) Project Design Features**

### **(1) Land Use Characteristics**

The Project would represent an urban infill development, since it would be undertaken on a currently developed site, and would be located near existing off-site commercial, residential, and retail destinations and in close proximity to existing public transit stops, which would result in reduced vehicle trips and VMT. This would be in comparison to a business-as-usual project of similar size and land uses without close access to off-site destinations and public transit stops. As the Project comprises mixed uses including residential uses, and the Project Site is a previously developed "infill" site located within 750 feet of Metro's Los Angeles Civic Center/Grand Park Station and directly across W. 2nd Street from Metro's 2nd Street and Broadway Station (currently under construction), the Project meets

the criteria of the City as a High Quality Transit Area (HQTa).<sup>29</sup> The Project would result in a corresponding reduction in transportation-related emissions compared to a business-as-usual project that is developed at a site without existing off-site destinations and public transit stops. Additional detailed information regarding these land use characteristics are provided in Section IV. B, *Air Quality*, and Section IV.E, *Greenhouse Gas Emissions*.

## (2) Project Design Features

The Project would include project design features designed to improve energy efficiency as set forth in Sections IV.B, *Air Quality*; Sections IV.P, *Transportation and Traffic*; and Section IV.R, *Water Supply*.

## d) Analysis of Project Impacts

Information found herein, as well as other aspects of the Project's energy implications, are also discussed in greater detail elsewhere in this Draft EIR, including in Chapter II, *Project Description*; Section IV.E, *Greenhouse Gas Emissions*; Section IV.P, *Transportation and Traffic*; and Appendix A, Initial Study, of this Draft EIR.

***Threshold a) Would the Project cause wasteful, inefficient, and unnecessary consumption of energy?***

***(1) The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.***

The Project would consume energy during construction and operational activities. Sources of energy for these activities would include electricity usage, natural gas consumption, and transportation fuels (diesel and gasoline).

For the purposes of this analysis, Project maintenance would include activities such as repair of structures, landscaping and architectural coatings. Energy usage related to Project maintenance activities are assumed to be included as part of Project operations. Project removal activities would include demolition or abandonment of the site. However, it is not known when the Project would be removed. Therefore, analysis of energy usage related to Project removal activities would be speculative. For this reason, energy usage related to Project removal was not analyzed.

<sup>29</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 25, 2016, <http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed December 2018.

**(a) Construction**

During construction of the Project, short-term energy consumption would result primarily from electrical equipment inside temporary construction trailers, cranes, and signal boards. Lighting would be run off of generator sets and is therefore accounted for under transportation fuel. Energy use from construction was taken by modeling a small office building in CalEEMod (Version 2016.3.2) to account for the construction trailer, combined with the estimated energy use from electric-powered off-road equipment (cranes and signal boards per Project Applicant specifications). The use of electricity for cranes and signal boards replaces the less clean-burning diesel fuel. Since electricity in California is generated largely from natural gas and in part from renewable sources, this has the added co-benefit of reducing construction-related air pollutant and GHG emissions.

**(i) Electricity**

During Project construction, electricity would be consumed, on a limited basis, to power lighting of the Project Site and construction trailer, to power a limited amount of construction equipment (cranes and signal boards), and for water conveyance for dust control. Electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site. This would be consistent with suggested measures in the *Thresholds Guide* to use electricity from power poles rather than temporary gasoline or diesel-powered generators. Total electricity use from construction is shown in Table IV.U-1, below.

**TABLE IV.U-1  
PROJECT CONSTRUCTION ELECTRICITY USAGE**

<b>Source</b>	<b>Electricity Per Year (Million kWh)</b>
<b>Existing Land Use</b>	<b>4.88</b>
Construction Trailer	0.013
Cranes	0.424
Signal Boards	0.033
Water Conveyance for Dust Control	0.045
<b>Annual Average (approximately up to a 4-year construction duration)</b>	<b>0.515</b>
<b>Percent of Existing Land Use</b>	<b>10.6%</b>
SOURCE: ESA, 2018. Refer to Appendix N-1, Construction Energy Calculation Worksheets.	

As shown above, annual usage would be approximately 0.515 MWh (515,209 kWh). This represents approximately 10.6 percent of the existing land use's annual electricity consumption. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and use a small fraction of total electricity. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. **Thus, electricity consumption would not be wasteful, unnecessary, or inefficient. Furthermore, the electricity used for off-road equipment would have the co-benefit of reducing construction-related air pollutant and GHG emissions from more traditional construction-related energy in the form of diesel fuel. Due to the above reasons, impacts from construction electrical demand would be less than significant.**

(ii) *Natural Gas*

Natural gas is not expected to be consumed during construction of the Project. **Therefore, Project impacts on natural gas associated with construction activities would not be wasteful, unnecessary, or inefficient and would be less than significant.**

(iii) *Transportation Energy*

The estimated fuel usage for off-road equipment is based on the number and type of equipment that would be used during construction activities, hour usage estimates, the total duration of construction activities, and hourly equipment fuel consumption factors from the OFFROAD model. On-road equipment would include trucks to haul material to and from the Project Site, vendor trucks to deliver supplies necessary for Project construction, and fuel used for employee commute trips. The estimated fuel usage for on-road trucks is based on the engineering estimates that form the basis of the construction-related impact analyses and fuel consumption information from the CARB on-road vehicle emissions model, EMFAC2014. The number of construction workers that would be required would vary based on the phase of construction and activity taking place. The transportation fuel required by construction workers to travel to and from the Project Site would depend on the total number of worker trips estimated for the duration of construction activity. The estimated fuel usage for construction worker commutes is based on the estimated number of workers for different phases of construction, the average distance that the workers would travel on local and regional roadways from CalEEMod, and emissions factors in the EMFAC2014 model. A summary of the annual fuel consumption during construction of the Project is provided in **Table IV.U-2, Project Construction Fuel Usage**. As shown in Table IV.U-2, on- and off-road vehicles would consume an estimated annual average of 347,351 gallons of diesel fuel for each year of Project construction.

**TABLE IV.U-2  
PROJECT CONSTRUCTION FUEL USAGE**

<b>Source</b>	<b>Gallons of Diesel Fuel Per Year</b>	<b>Gallons of Gasoline Fuel Per Year</b>
<b>Construction:</b>		
Heavy-Duty Construction Equipment	217,209	—
Haul Trucks <sup>a</sup>	39,618	—
Vendor Trucks <sup>a</sup>	90,524	—
Worker Trips	—	210,402
<b>Annual Average (approximately up to a 4-year construction duration)</b>	<b>347,351</b>	<b>210,402</b>
Estimated Project Fuel Savings from Construction Measures (Annual)	10,556 (Anti-Idling ATCM)	—
Annual Average without Fuel Saving Measures	357,907	210,402

<sup>a</sup> Includes estimated fuel consumption from truck travel on roadways and idling in compliance with the CARB anti-idling regulation (13 CCR Section 2485).

SOURCE: ESA, 2018. Refer to Appendix N-1, Construction Energy Calculation Worksheets.

As discussed previously, construction of the Project would utilize fuel efficient equipment consistent with state and federal regulations, and would comply with state measures, such as CARB's Airborne Toxic Control Measure (ATCM) to limit idling of diesel powered vehicles, to reduce the inefficient, wasteful, and unnecessary consumption of energy.

Implementation of PDF-TRAF-1 includes creation of a Construction Traffic Management Plan that could potentially reduce the fuel usage for on-road equipment used during construction activities. However, since the exact features of the Construction Traffic Management Plan are flexible in nature, fuel usage reductions from PDF-TRAF-1 are unquantifiable and were not included in the Project's energy demand estimates.

Based on the available data, construction would utilize energy for necessary on-site activities, to transport construction materials and demolition debris to and from the Project Site, and for workers to commute to and from the Project Site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and thus minimize the Project's construction-related energy use. **Therefore, construction**

**of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy.**

*(b) Operation*

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and appliances. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips.

*(i) Electricity*

The Project would increase demand for electricity including what is needed to support water supply, conveyance, distribution, and treatment. The Project's estimated net operational electricity demand, including from water demand, is provided in **Table IV.U-3, Project Operational Electricity Usage**. As shown in Table IV.U-3, the Project would result in a projected consumption of electricity totaling approximately 19.45 million kWh per year (inclusive of water-, cooling tower-, and EV charging station-related electricity). The existing buildings and parking lot use approximately 4.88 million kWh per year (inclusive of water-related electricity). As such, the Project would result in a net new consumption of electricity within the Project Site of approximately 14.57 million kWh per year. Water conservation features that would be implemented by the Project and discussed in PDF-WS-1 (see Section IV.R, *Water Supply*) would minimize the Project's estimated electricity consumption by using high efficiency toilets and ENERGY STAR certified clothes washers that would save electricity from water conveyance.

As discussed previously, the Project would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance. As specified in PDF-AQ-1, the Project would be designed to achieve the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Silver Certification level for new and renovated buildings that would enhance the Project's energy efficient design. As such, the Project would minimize energy demand. **Therefore, with the incorporation of these features, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of electricity.**



**TABLE IV.U-3  
PROJECT OPERATIONAL ELECTRICITY USAGE**

<b>Source</b>	<b>Electricity Per Year (million kWh)</b>
<b>Operations:</b>	
Existing Uses (all existing occupied uses) <sup>a</sup>	4.88
Proposed Project (including renovated existing uses) <sup>a</sup>	
Building Electricity	17.77
Water Electricity <sup>b</sup>	1.03
Cooling Tower	0.085
EV Charging Stations <sup>c</sup>	0.560
<b>Project Total</b>	<b>19.45</b>
<b>Net Total</b>	<b>14.57</b>
Estimated Project Energy Savings from Land Use Characteristics and Features (Annual)	Not quantified <sup>d</sup>

<sup>a</sup> Electricity is calculated in Section IV.E of this Draft EIR, *Greenhouse Gas Emissions*, using CalEEMod (includes water-related electricity for conveyance and treatment).

<sup>b</sup> Electricity for water supply, treatment, distribution, and wastewater treatment.

<sup>c</sup> Based on data from U.S. Department of Energy – Alternative Fuels Data Center, [https://www.afdc.energy.gov/vehicles/electric\\_emissions\\_sources.html](https://www.afdc.energy.gov/vehicles/electric_emissions_sources.html) and [https://www.afdc.energy.gov/uploads/publication/WPCC\\_L1ChargingAtTheWorkplace\\_0716.pdf](https://www.afdc.energy.gov/uploads/publication/WPCC_L1ChargingAtTheWorkplace_0716.pdf). Accessed December 2018. Also based on data from UCLA Luskin Center for Innovation, <http://luskin.ucla.edu/sites/default/files/Luskin-WPC-TRB-13-11-15d.pdf>. Accessed December 2018.

<sup>d</sup> Electricity savings from measures specified in PDF-AQ-1 cannot readily be quantified due to unavailability of specific data.

SOURCE: ESA, 2018. Refer to Appendix N-2, Operational Energy Calculation Worksheets.

LADWP is required to procure at least 33 percent of its energy portfolio from renewable sources by 2020. LADWP's current sources include wind, solar, and geothermal sources. These sources accounted for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are available, and represent the available off-site renewable sources of energy that would meet the Project's energy demand.<sup>30</sup>

As previously described, the Project would incorporate a variety of energy conservation measures to reduce energy usage and minimize energy demand. Therefore, with the incorporation of these features along with the inclusion of renewable sources in LADWP's energy mix, operation of the Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity.

<sup>30</sup> California Energy Commission, Utility Annual Power Content Labels for 2016, Los Angeles Department of Water and Power.

(ii) *Natural Gas*

The Project would increase the demand for natural gas resources. The Project's estimated net operational natural gas demand is provided in Table IV.U-4. As shown in Table IV.U-4, the Project is projected to generate an annual demand for natural gas totaling approximately 34.38 million kBtu. As previously discussed, the Project Site is currently improved with office and bank uses that consumes approximately 6.03 million kBtu of natural gas. As such, the Project would result in a net new consumption of natural gas within the Project Site of 28.35 million kBtu. Natural gas savings from measures specified in PDF-AQ-1 (Green Building Features) cannot readily be quantified due to unavailability of specific data.

**TABLE IV.U-4  
PROJECT OPERATIONAL NATURAL GAS USAGE**

Source	Natural Gas Per Year (million kBtu)
<b>Operations:</b>	
Existing Uses (all existing occupied uses) <sup>a</sup>	6.03
Proposed Project (including renovated existing uses) <sup>a</sup>	
Building Natural Gas	34.38
<b>Net Total</b>	<b>28.35</b>
Estimated Project Energy Savings from Land Use Characteristics and Features (Annual)	Not quantified <sup>b</sup>

<sup>a</sup> Natural gas is calculated in Section IV.E of this Draft EIR, *Greenhouse Gas Emissions*, using CalEEMod.

<sup>b</sup> Natural gas savings from measures specified in PDF-AQ-1 cannot readily be quantified due to unavailability of specific data.

SOURCE: ESA, 2018. Refer to Appendix N-2, Operational Energy Calculation Worksheets.

As would be the case with electricity, the Project would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance to minimize natural gas demand. As specified in PDF-AQ-1, the Project would be designed to achieve LEED Silver equivalence and comply with Title 24 standards. As such, the Project would minimize energy demand. **Therefore, with the incorporation of these features, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of natural gas and impacts would be less than significant.**

### (iii) *Transportation Energy*

The Project's estimated operational transportation fuel demand is provided in Table IV.U-5. As discussed previously, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. By locating multi-family residences, office, retail, and restaurant land uses at an infill location in close proximity to existing off-site commercial, residential, and retail destinations and in close proximity to the existing Metro Civic Center/Grand Park Station, the under-construction Metro Historic Broadway Station, many Metro bus routes (e.g., Lines 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Broadway and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770, the Project would minimize vehicle trips and VMT. The Project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them"<sup>31</sup> (refer to Section IV.E, *Greenhouse Gas Emissions*, for a detailed discussion regarding the Project's VMT reducing land use characteristics and consistency with the 2016 RTP/SCS). The estimated fuel savings from these land use characteristics is also provided in Table IV.U-5. The Project would also include the installation of electric vehicle supply equipment (EVSE) in garages that would exceed EVSE parking requirements of the CALGreen Code. According to the EMFAC2014 model, electric vehicles are predicted to account for approximately 2.6 percent of passenger vehicles in 2023 in the region. The estimated potential fuel savings from EVSE is provided in Table IV.U-5. The estimated fuel savings from the land use characteristics is accounted for in the Project's estimated transportation fuel demand (i.e., without the land use characteristics that reduce VMT, the Project would be expected to result in additional fuel demand as quantified in the "Estimated Project Energy Savings" row of Table IV.U-5).

<sup>31</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 16.

**TABLE IV.U-5  
PROJECT OPERATIONAL FUEL USAGE**

<b>Source</b>	<b>Gallons of Diesel Fuel Per Year</b>	<b>Gallons of Gasoline Fuel Per Year</b>
<b>Operations:</b>		
Existing Uses (all existing occupied uses) <sup>a</sup>	37,981	356,322
Proposed Project (including renovated existing uses) <sup>a</sup>		
Transportation <sup>a</sup>	138,818	1,083,434
Emergency Generator	2,666	—
<b>Net Total<sup>b</sup></b>	<b>103,503</b>	<b>727,112</b>
Estimated Project Energy Savings from Land Use Characteristics and Features (Annual)	80,833 (savings from trip reductions and land use characteristics)	704,358 (savings from trip reductions and land use characteristics) 30,457 (savings from electric vehicle supply equipment for Project trips)

<sup>a</sup> Existing and Project gasoline and diesel are calculated based on the estimated VMT and fuel consumption factors from EMFAC2014. Electricity and natural gas are calculated in Section IV.E of this Draft EIR, Greenhouse Gas Emissions, using CalEEMod (includes water-related electricity for conveyance and treatment). Includes trip and VMT reductions from the site's land use characteristics and proximity to public transit.

<sup>b</sup> Net totals reflect estimated energy savings from land use characteristics and features.

SOURCE: ESA, 2018. Refer to Appendix N-2, Operational Energy Calculation Worksheets.

Given the evidence presented above, the Project would minimize operational transportation fuel demand consistent with State and City goals. **Therefore, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of transportation fuel and impacts would be less than significant.**

## (2) The Effects of the Project on Local and Regional Energy Supplies and on Requirements for Additional Capacity

### (a) Construction

LADWP is the electricity utility provider for the City of Los Angeles. The annual electricity sale to customers for the 2022-2023 fiscal year is provided in **Table IV.U-6, Project Construction Electricity Usage and Regional Supply**. SoCalGas is the natural gas utility provider for the region, although natural gas is not expected to be consumed during Project construction. Transportation fuel consumption data for Los Angeles County is estimated based on CEC fuel sales data for 2016, the most recent year for which data is available. County level fuel totals for diesel and gasoline are compared to project fuel consumption shown below. The gasoline and diesel fuel consumption for transportation uses is provided in **Table IV.U-7**. It is conservatively assumed heavy-duty construction equipment and haul trucks would be diesel-fueled. This also represents a worst-case scenario intended to represent the maximum potential energy use during construction.

**TABLE IV.U-6  
PROJECT CONSTRUCTION ELECTRICITY USAGE AND REGIONAL SUPPLY**

<b>Source</b>	<b>Electricity Per Year (Million kWh)</b>
<b>LADWP (2018) <sup>a</sup></b>	<b>22,880</b>
Construction Trailer	0.013
Cranes	0.424
Signal Boards	0.033
Water Conveyance for Dust Control	0.045
<b>Annual Average (approximately up to a 4-year construction duration)</b>	<b>0.515</b>
<b>Percent of LADWP</b>	<b>0.002%</b>

<sup>a</sup> City of Los Angeles, Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast, September 2017, [http://ezweb.ladwp.com/Admin/Uploads/Load%20Forecast/2017/10/2017%20Retails%20Sales%20Forecast\\_Final.pdf](http://ezweb.ladwp.com/Admin/Uploads/Load%20Forecast/2017/10/2017%20Retails%20Sales%20Forecast_Final.pdf). Accessed December 2018.

SOURCE: ESA, 2018. Refer to Appendix N-1, Construction Energy Calculation Worksheets.

**TABLE IV.U-7  
PROJECT CONSTRUCTION AND REGIONAL FUEL USAGE**

<b>Source</b>	<b>Gallons of Diesel Fuel Per Year</b>	<b>Gallons of Gasoline Fuel Per Year</b>
<b>Los Angeles County (CEC, 2017) <sup>a</sup></b>	<b>590,000,000</b>	<b>3,659,000,000</b>
<b>Construction:</b>		
Heavy-Duty Construction Equipment	217,209	—
Haul Trucks	39,618	—
Vendor Trucks	90,524	—
Worker Trips	—	210,402
<b>Annual Average (approximately up to a 4-year construction duration)</b>	<b>347,351</b>	<b>210,402</b>
<b>Percent of County</b>	<b>0.060%</b>	<b>0.006%</b>

<sup>a</sup> California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2017, [http://www.energy.ca.gov/almanac/transportation\\_data/gasoline/piira\\_retail\\_survey.html](http://www.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html). Accessed December 2018. Diesel is adjusted to account for retail (51%) and non-retail (49%) diesel sales.

SOURCE: ESA, 2018. Refer to Appendix N-1, Construction Energy Calculation Worksheets, and Appendix N-3, County Fuel Use Data.

*(i) Electricity*

As shown in Table IV.U-6, the Project would represent 0.002 percent of the electricity sales from LADWP and is much less than existing site usage. Electric-powered construction equipment was assumed to be operating on every day during the phase that the equipment is needed for. In actuality, equipment such as electric cranes may not be used on a daily basis and therefore electricity consumption could be less than the numbers reported. Construction activity would be temporary in nature and represent a small fraction of regional electricity supply, would be somewhat off-set by the removal of certain (not all) existing on-site uses, and would only be approximately 3 percent of the Project's operational electricity demand, which, discussed below, would be well within the supply and infrastructure service capabilities of LADWP. **Therefore, construction impacts to existing local and regional energy supplies would be less than significant, and no additional capacity would be required.**

*(ii) Natural Gas*

As stated above, natural gas is not expected to be consumed during construction of the Project. **Therefore, Project impacts on existing local and regional natural gas infrastructure associated with construction activities would be less than significant, and no additional capacity would be required.**

*(iii) Transportation Energy*

As stated above, Los Angeles County fuel usage was taken from CEC fuel sales data. As shown in Table IV.U-7, the Project's construction fuel usage for diesel and gasoline would represent a small fraction of the County's total fuel consumption. **Therefore, the Project's construction would not materially increase the need for new energy infrastructure, impacts on local and regional supplies would be less than significant, and no additional capacity would be required.**

*(b) Operation**(i) Electricity*

As reported above in Significance Threshold (a), the proposed Project would generate an estimated net demand of 14.57 million kWh per year. LADWP forecasts that its peak demand in the 2022-2023 fiscal year, the Project buildout year, would be approximately 22,802 million kWh.<sup>32</sup> As shown in **Table IV.U-8**, the Project's estimated net new electrical consumption would account for approximately 0.064 percent of LADWP's projected electricity sales for the Project's build-out year. Furthermore, LADWP has stated that it has sufficient electricity supplies for the Project as indicated in its Will Serve letter for the Project, which states that, "The estimated power requirement for this proposed project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system."<sup>33</sup> Therefore, it is anticipated that the LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand. **Thus, the impacts related to electrical supply and infrastructure capacity would be less than significant.**

*(ii) Natural Gas*

As reported above in Significance Threshold (a), the Project would generate an estimated net demand of 28.35 million kBtu per year for operations. According to SoCalGas projections, natural gas supply will be approximately 2,565 million kBtu per day in 2023 or approximately 936,225 million kBtu per year (the Project's buildout year). Based on the Project's estimated natural gas consumption as shown in Table IV.U-9, the Project would account for approximately 0.003 percent of SoCalGas's anticipated 2023 natural gas supply for the Project's buildout year. Furthermore, SoCalGas has stated in its Will Serve letter for the Project that it has "facilities in the area" of the Project and that "service would be provided in

<sup>32</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast.

<sup>33</sup> Los Angeles Department of Water and Power, Approved LADWP Will Serve Letter from Zabukovec, Vincent G. to Banzil, Carlo, dated April 18, 2017. Included in Appendix M of this Draft EIR.

accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (Commission) at the time contractual arrangements are made... and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided."<sup>34</sup> Therefore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Project's demand for natural gas. **Therefore, impacts related to natural gas supply and infrastructure capacity would be less than significant.**

**TABLE IV.U-8  
PROJECT OPERATIONAL ELECTRICITY USAGE AND REGIONAL SUPPLY**

<b>Source</b>	<b>Electricity Per Year (million kWh)</b>
<b>LADWP (2022-23) <sup>a</sup></b>	<b>22,802</b>
<b>Operations:</b>	
Existing Uses (all existing occupied uses) <sup>b</sup>	4.88
Proposed Project (including renovated existing uses) <sup>b</sup>	
Building Electricity and Transportation	17.77
Water Electricity <sup>c</sup>	1.03
Cooling Tower	0.085
EV Charging Stations <sup>d</sup>	0.560
<b>Project Total</b>	<b>19.45</b>
<b>Net Total</b>	<b>14.57</b>
<b>Percent of LADWP</b>	<b>0.064%</b>
Estimated Project Energy Savings from Land Use Characteristics and Features (Annual)	Not quantified <sup>e</sup>

<sup>a</sup> City of Los Angeles, Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast.

<sup>b</sup> Electricity is calculated in Section IV.E of this Draft EIR, *Greenhouse Gas Emissions*, using CalEEMod (includes water-related electricity for conveyance and treatment).

<sup>c</sup> Electricity for water supply, treatment, distribution, and wastewater treatment.

<sup>d</sup> Based on data from CalEEMod and Alternative Fuels Data Center, <http://www.caleemod.com/> and [https://www.afdc.energy.gov/vehicles/electric\\_emissions\\_sources.html](https://www.afdc.energy.gov/vehicles/electric_emissions_sources.html). Accessed December 2018.

<sup>e</sup> Electricity savings from measures specified in PDF-AQ-1 cannot readily be quantified due to unavailability of specific data.

SOURCE: ESA, 2018. Refer to Appendix N-2, Operational Energy Calculation Worksheets.

<sup>34</sup> Southern California Gas Company, Will Serve Letter Request for – Job I.D. #43-2017-04-00032 202 W. 1st St., Los Angeles, CA 90017, Letter from Singleton, Zakee, to KPFF Consulting Engineers, dated May 5, 2017. Included in Appendix M of this Draft EIR.



**TABLE IV.U-9  
PROJECT OPERATIONAL NATURAL GAS USAGE AND REGIONAL SUPPLY**

<b>Source</b>	<b>Natural Gas Per Year (million kBtu)</b>
<b>SoCalGas (2023) <sup>a</sup></b>	<b>936,225</b>
<b>Operations:</b>	
Existing Uses (all existing occupied uses) <sup>b</sup>	6.03
Proposed Project (including renovated existing uses) <sup>c</sup>	
Building Electricity	34.38
<b>Net Total</b>	<b>28.35</b>
<b>Percent of SoCalGas</b>	<b>0.003%</b>
Estimated Project Energy Savings from Land Use Characteristics and Features (Annual)	Not quantified <sup>b</sup>

<sup>a</sup> California Gas and Electric Utilities, 2018 California Gas Report, pages 101 and 103. Natural gas is converted from million cubic feet per day to million kBtu per day based on a factor of 1.0343 kBtu per cubic foot as listed on page 101 of the 2018 California Gas Report, and multiplied by 365 days to obtain natural gas per year.

<sup>b</sup> Natural gas is calculated in Section IV.E of this Draft EIR, Greenhouse Gas Emissions, using CalEEMod.

<sup>c</sup> Natural gas savings from measures specified in PDF-AQ-1 cannot readily be quantified due to unavailability of specific data.

SOURCE: ESA, 2018. Refer to Appendix N-2, Operational Energy Calculation Worksheets.

### *(iii) Transportation Energy*

As stated above, Los Angeles County fuel usage was taken from EMFAC2014 for the first full operational year. As shown in **Table IV.U-10**, the Project's operational fuel usage for diesel and gasoline would represent a small fraction of the County's total fuel consumption in 2017.

With respect to operational transportation-related fuel usage, the Project would support statewide efforts to improve transportation energy efficiency. The Project would co-locate multi-family residences, offices, retail, and restaurant land uses on-site. The Project would also be located near major transit facilities, including the existing Metro Civic Center/Grand Park Station, the under-construction Metro Historic Broadway Station, many Metro bus routes (e.g., Lines 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Broadway and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770. The proximity to transit and existing off-site commercial, entertainment, hotel, and residential uses would reduce vehicle trips and VMT by encouraging walking and

non-automotive forms of transportation, which would result in corresponding reductions in transportation-related fuel demand, as shown in Table IV.U-10.

**TABLE IV.U-10**  
**PROJECT OPERATIONAL FUEL USAGE**

Source	Gallons of Diesel Fuel Per Year	Gallons of Gasoline Fuel Per Year
<b>Los Angeles County (CEC, 2017) <sup>a</sup></b>	<b>590,000,000</b>	<b>3,659,000,000</b>
<b>Operations:</b>		
Existing Uses (all existing occupied uses)	37,981	356,322
Proposed Project (including renovated existing uses)		
Building Electricity and Transportation	138,818	1,083,434
Emergency Generator	2,666	—
<b>Net Total<sup>b</sup></b>	<b>103,503</b>	<b>727,112</b>
<b>Percent of County</b>	<b>0.020%</b>	<b>0.018%</b>
Estimated Project Energy Savings from Land Use Characteristics and Features (Annual)	80,833 (savings from trip reductions and land use characteristics)	704,358 (savings from trip reductions and land use characteristics)  30,457 (savings from electric vehicle supply equipment)

<sup>a</sup> California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2017, [http://www.energy.ca.gov/almanac/transportation\\_data/gasoline/piira\\_retail\\_survey.html](http://www.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html). Accessed December 2018. Diesel is adjusted to account for retail (51%) and non-retail (49%) diesel sales.

<sup>b</sup> Net totals reflect estimated energy savings from land use characteristics and features.

SOURCE: ESA, 2018.

The Project would also include the installation of EVSE in garages that would exceed requirements of the CALGreen Code. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by passengers, would reduce the Project's consumption of gasoline and diesel. According to the EMFAC2014 model, electric vehicles are predicted to account for approximately 2.6 percent of passenger vehicles in 2023 in the region. Nonetheless, electric vehicles would translate to a fuel savings as shown in Table IV.U-10. Plug-in electric vehicles would generally obtain battery power from utility-provided electricity, which are required to provide an increasing share of electricity from renewable sources (i.e., 33 percent by 2020 and 50 percent by 2030) under the State's Renewables Portfolio Standard. Therefore, while plug-in electric vehicles would replace traditional transportation fuels (i.e., gasoline) with utility provided electricity, the electricity would be provided by an increasing share of

renewable sources resulting in an overall reduction in energy resource consumption. More detailed discussion can be found in the Greenhouse Gas section under subsection IV.E.3.d(3) of this EIR. **As the Project would incorporate characteristics and measures that would reduce transportation fuel usage, the Project energy impacts on transportation fuel supplies and infrastructure would be less than significant.**

### (3) The Effects of the Project on Peak and Base Period Demands for Electricity and Other Forms of Energy

As discussed above, electricity demand during construction and operation of the Project would have a negligible effect on the overall capacity of LADWP's power grid and base load conditions. With regard to peak load conditions, the LADWP power system experienced an all-time high peak of 6,432 MW on August 31, 2017.<sup>35</sup> The LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2021-2022 (closest forecasted year to first project operational year), the base case peak demand for the power grid is 5,889 MW.<sup>36</sup> Under peak conditions, the Project would consume a net increase of approximately 14.57 million kWh on an annual basis and a net increase of approximately 0.0399 million kWh on an average daily basis. Based on 0.040 million kWh on an average daily basis, and assuming 12 to 24 hours of active electricity demand, the electricity load would be approximately 1,663 kW to 3,326 kW. In comparison to the LADWP power grid base peak load of 5,889 MW for 2021-2022, the Project would represent approximately 0.028 to 0.056 percent of the LADWP base peak load conditions. In addition, LADWP's annual growth projection in peak demand of the electrical power grid of 0.5 percent in fiscal year 2021-2022 would be sufficient to account for future electrical demand by the Project.<sup>37</sup> Therefore, Project electricity consumption during operational activities would have a negligible effect on peak load conditions of the power grid. **Therefore, the Project's electrical consumption during operational activities would have a negligible effect on peak load conditions of the power grid.**

### (4) The Degree to which the Project Complies with Existing Energy Standards.

The Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations restricting the idling of heavy-duty diesel motor vehicles and governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. As discussed in Section IV.E,

<sup>35</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast, page 6.

<sup>36</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast, page 6.

<sup>37</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast, page 6.

*Greenhouse Gas Emissions*, CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. The measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. While intended to reduce construction emissions, compliance with the above anti-idling and emissions regulations would also result in energy savings from the use of more fuel-efficient engines. According to the CARB staff report that was prepared at the time the anti-idling Airborne Toxic Control Measure was being proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and nitrogen oxide (NO<sub>x</sub>) emissions by 64 and 78 percent respectively in analysis year 2009.<sup>38</sup> These reductions in emissions are directly attributable to overall reduced idling times and the resultant reduced fuel consumption.

CARB has also adopted emission standards for off-road diesel construction equipment of greater than 25 hp. The emissions standards are referred to as “tiers” with Tier 4 being the most stringent (i.e., less polluting). The requirements are phased in, with full implementation for large and medium fleets by 2023 and for small fleets by 2028.

The daily operation of the Project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment, and disposal off-site. The Project would comply with or exceed the applicable provisions of Title 24 and the CALGreen Code in affect at the time of building permit issuance. According to the CEC, the Title 24 (2016) standards use 28 percent and 5 percent less energy for lighting, heating, cooling, ventilation, and water heating than the prior Title 24 (2013) standards for residential and non-residential uses, respectively.<sup>39</sup> As specified in PDF-AQ-1 the Project would be designed to include numerous energy features resulting in LEED Silver equivalency that would allow the Project to meet or exceed the Title 24 standards and the CALGreen Standards, as amended by the City.

With respect to operational transportation-related fuel usage, the Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. The Project would co-locate complementary residential, retail, restaurant, and office

<sup>38</sup> California Air Resources Board, Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, Appendix F, July 2004, <https://www.arb.ca.gov/regact/idling/isorappf.pdf>. Accessed December 2018.

<sup>39</sup> California Energy Commission, Adoption Hearing, 2016 Building Energy Efficiency Standards, June 10, 2015, [http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2015-06-10\\_hearing/2015-06-10\\_Adoption\\_Hearing\\_Presentation.pdf](http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2015-06-10_hearing/2015-06-10_Adoption_Hearing_Presentation.pdf). Accessed December 2018.

land uses on-site in close proximity to existing off-site commercial, residential, and retail destinations and in close proximity to existing public transit stops, which would result in reduced vehicle trips and VMT (refer to Figure II-2 and Figure IV.B-3 for land uses surrounding the Project Site). The Project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks improved access and mobility by placing “destinations closer together, thereby decreasing the time and cost of traveling between them”<sup>40</sup> (refer to Section IV.E, *Greenhouse Gas Emissions*, for a detailed discussion regarding the Project’s VMT reduction land use characteristics and consistency with the 2016 RTP/SCS).

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Project would comply with the Los Angeles Green Building Code to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. These measures are consistent with the City’s sustainability and smart-growth goals of improving energy and water efficiency in buildings, decreasing per-capita water use, using energy efficient appliances and equipment, and creating a more livable city.

As previously mentioned in subsection IV.U.a(4)(a), when implemented, the following planned City actions, as presented in the *LA Green Plan*, may further decrease energy consumption from the Project. These actions are not under the control of the Project; however, they would nonetheless further reduce Project-related energy use from non-renewable sources:

- Decreasing emissions from LADWP electrical generation and import activities;
- Promoting walking and biking to work, within neighborhoods, and to large events and venues; and
- Expanding the regional rail network to reduce VMT.

A detailed discussion of the Project’s consistency with the City of Los Angeles *Green LA Plan* and Sustainable City pLAN is provided in Section IV.E, *Greenhouse Gas Emissions* (refer to Table IV.E-9 and Table IV.E-10). The analysis describes the consistency of the Project with applicable plan goals and actions. As discussed in Table IV.E-9 and Table IV.E-10, the Project would be consistent with the applicable goals and actions to minimize energy use.<sup>41</sup> In addition, as provided in PDF-AQ-1, PDF-AQ-2, and PDF-WS-1, the Project would also implement features that would result in energy reductions beyond those specified by regulation by

<sup>40</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 16.

<sup>41</sup> In Table IV.E-7, refer to the Project’s consistency with applicable measures for the following Focus Areas: Energy, Water, and Transportation. In Table IV.E-8, refer to the Project’s consistency with applicable measures for Focus Area: Environment.

incorporating energy efficient design features and VMT reduction land use characteristics.

As a result, the Project would implement PDFs and incorporate water conservation, energy conservation, tree-planting, and other features consistent with the City's *LA Green Plan* and the *Sustainable City pLAN*. Therefore, the Project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

Therefore, construction and operation of the Project would be consistent with State and federal energy standards and would be designed to include numerous energy and waste saving features as well as waste reduction features that would achieve greater energy savings than required. The Project would also be sited in a transportation-efficient location and achieve reductions in VMT from private automobiles traveling to and from the site consistent with the 2016 RTP/SCS.

**Thus, based on the information above, construction and operation of the Project would comply with existing energy standards.**

### (5) Effects of the Project on Energy Resources

As discussed above, LADWP's electricity generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal wind and hydropower. The LADWP 2016 Power Integrated Resource Plan identifies adequate resources (natural gas, coal) to support future generation capacity.<sup>42</sup> As discussed above in the Regulatory Framework, one of the objectives of SB 350 was to increase the procurement of California's electricity from renewable sources from 33 percent to 50 percent by 2030. Accordingly, LADWP is required to procure at least 50 percent of its energy portfolio from renewable sources by 2030. The current sources of LADWP's renewable energy include wind, solar, and geothermal sources. These sources account for 29 percent of LADWP's overall energy mix in 2016, which is the most recent year for which data are available.<sup>43</sup> These represent the available off-site renewable sources of energy that would meet the Project's energy demand. LADWP has committed to providing an increasing percentage of its energy portfolio from renewable sources so as to exceed the Renewables Portfolio Standard requirements, by increasing to 50 percent by 2025 (5 years before the 2030 requirement), 55 percent by 2030, and 65 percent by 2036.<sup>44</sup> The Project would

<sup>42</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page ES-25. "The 2016 IRP outlines an aggressive strategy for LADWP accomplish its goals, comply with regulatory mandates, and provide sufficient resources over the next 20 years given the information presently available."

<sup>43</sup> California Energy Commission, Utility Annual Power Content Labels for 2016, Los Angeles Department of Water and Power.

<sup>44</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page ES-1.

not conflict with LADWP's ability to procure the required amount of renewable energy.

With regard to on-site renewable energy sources, the Project would meet the applicable requirements of the Los Angeles Green Building Code and the CALGreen Code, including for building rooftops to be solar-ready so that of on-site solar photovoltaic or solar water heating systems could be installed in the future. Due to the Project Site's location, other types of on-site renewable energy sources would not be feasible on-site as there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydroelectric, digester gas, fuel cells, landfill gas, methane, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Additionally, wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin. Specifically, based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential.<sup>45</sup> Therefore, the Project would support renewable energy.

Natural gas supplied to the Southern California is mainly sourced from out of state with a small portion originating in California. Sources of natural gas for the Southern California region are obtained from locations throughout the western United States as well as Canada.<sup>46</sup> According to the U.S. Energy Information Administration (EIA), the United States currently has approximately 90 years of natural gas reserves based on 2016 consumption.<sup>47</sup> Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years.<sup>48</sup> Therefore, Project construction and operation activities would have a negligible effect on natural gas supply.

Transportation fuels (gasoline and diesel) are produced from crude oil which is imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption.<sup>49</sup> The Project would comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions, but

<sup>45</sup> California Energy Commission, Wind Projects and Wind Resource Areas, 2018, [http://www.energy.ca.gov/maps/renewable/wind/WindResourceArea\\_CA\\_Statewide.pdf](http://www.energy.ca.gov/maps/renewable/wind/WindResourceArea_CA_Statewide.pdf). Accessed December 2018.

<sup>46</sup> California Gas and Electric Utilities, 2018 California Gas Report, page 80.

<sup>47</sup> U.S. Energy Information Administration, How much natural gas does the United States have, and how long will it last?, last updated April 9, 2018, <https://www.eia.gov/tools/faqs/faq.php?id=58&t=8>. Accessed December 2018.

<sup>48</sup> California Energy Commission, Tracking Progress, Energy Efficiency, September 2018, page 7, [http://www.energy.ca.gov/renewables/tracking\\_progress/documents/energy\\_efficiency.pdf](http://www.energy.ca.gov/renewables/tracking_progress/documents/energy_efficiency.pdf). Accessed December 2018.

<sup>49</sup> BP Global, Oil reserves, 2018, <http://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil/oil-reserves.html>. Accessed December 2018.

would also result in fuel savings in addition to compliance with CAFE standards. Therefore, Project construction and operation activities would have a negligible effect on the transportation fuel supply.

Given the evidence presented above, the Project would minimize construction and operational energy and transportation fuel demand to the extent feasible and would not substantially impact energy resources. **Therefore, construction and operation of the Project would not have a significant impact on energy resources.**

(6) The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As discussed in Section IV.E, *Greenhouse Gas Emissions*, and Section IV.H, *Land Use and Planning*, of this Draft EIR, the SCAG 2016 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. The Project would be generally consistent with the general land use designation, density, and building intensity outlined in the SCAG 2016 RTP/SCS. Using data collected from local jurisdictions, including General Plans, SCAG categorized existing land uses into "land use types" and then classified sub-regions into one of three land use development categories: urban, compact, or standard. SCAG used each of these three categories to describe the conditions that exist and/or are likely to exist within each specific area of the region.<sup>50</sup> As shown in Exhibit 13 of the SCAG 2016 RTP/SCS, SCAG categorized the area surrounding the Project Site as an urban area, generally defined as an area where growth would be considered infill or redevelopment, supported by high levels of regional and local transit service, and where the majority of housing units are multifamily and attached single family (townhome), which tend to consume less water and energy than the larger housing types found in greater proportion in less urban locations.<sup>51</sup>

The Project Site is located at an infill location in the highly urbanized and generally built-out active regional center of Downtown Los Angeles that contains a mix of commercial, hotel, office, entertainment, and residential uses. The Project Site is located within a HQTAs, which is defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during

<sup>50</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, pages 20-21.

<sup>51</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Background Documentation, Exhibit 13 and page 42, April 2016, [http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS\\_SCSBackgroundDocumentation.pdf](http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS_SCSBackgroundDocumentation.pdf). Accessed December 2018.



peak commute hours and would encourage the use of alternative modes of transportation, that could result in a reduction in overall VMT.<sup>52</sup> The Project Site is also located within an identified Transit Priority Area and is in close proximity of multiple public transportation options, including the existing Metro Civic Center/Grand Park Station, the under-construction Metro Historic Broadway Station, Metro bus routes (e.g., Lines 2, 4, 30, 40, 45, 302, and 330, which run northbound along Broadway and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770 and within 750 feet of Metro's Los Angeles Civic Center/Grand Park Station and directly across W. 2nd Street from Metro's 2nd Street and Broadway Station (currently under construction). The Project would also provide parking for bicycles on-site to encourage the utilization of alternative modes of transportation.

As discussed in Section IV.E, *Greenhouse Gas Emissions*, the California Air Pollution Control Officers Association (CAPCOA) has provided guidance on reducing emissions from land use development projects within its guidance document titled *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction values for recommended GHG reduction strategies.<sup>53</sup> As the Project would result in increased density on the Project Site, would be located in a transportation efficient area, would result in increased land use diversity and mixed-uses on the Project Site by including different types of land uses near one another, would be located in an area that offers access to multiple other nearby destinations including restaurant, bar, office, entertainment, movie theater, and residential uses as well as high quality public transit stations and stops, and would include pedestrian access connectivity within the Project and to/from off-site destinations, the Project would achieve an approximately 32.2 percent reduction in VMT from the land use characteristics discussed below in comparison to the No-Action-Taken (NAT) scenario, and would be consistent with the reduction in transportation emission per capita provided in the 2016 RTP/SCS (refer to Section IV.E, *Greenhouse Gas Emissions*, for a detailed discussion of the Project's reduction in VMT from the land use characteristics). Detailed VMT reduction calculations using the CAPCOA methodologies are provided in Appendix F (Greenhouse Gas Emissions Technical Report) of this Draft EIR.

As a result, operation of the Project would encourage reduced transportation energy and provide residents, employees, and visitors with multiple convenient alternative transportation options. **Therefore, the Project encourages the use of efficient transportation energy use and efficient transportation alternatives.**

<sup>52</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 77.

<sup>53</sup> California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures*, 2010, <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>. Accessed December 2018.

- (7) The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

The current City of LA Green Building Code requires compliance with the 2016 Title 24 standards and the CALGreen Code, as amended to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code). In addition to compliance with the City's Green Building Code, the Project would incorporate energy-conservation measures beyond City requirements as specified in PDF-AQ-1 and PDF-WS-1. The Project would be designed to meet the USGBC LEED Silver Certification including such energy performance optimization features as reducing building energy cost by a minimum of 5 percent for new construction as compared to the Title 24 Building Energy Efficiency Standards (2016) and installing energy efficient appliances that meet the USEPA ENERGY STAR rating standards or equivalent. The Project would also incorporate water conservation features, such as installing water fixtures that exceed applicable standards and implementing water-efficient landscaping techniques, smart-irrigation systems and planting native and drought-tolerant plant species (refer to Section IV.R, *Water Supply*, of this Draft EIR).

The City has adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. These regulations include the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan that goes beyond regulatory mandates, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986). These solid waste reduction programs and ordinances help to reduce the number of trips associated with hauling solid waste, thereby reducing the amount of petroleum-based fuel consumed. Furthermore, recycling efforts indirectly reduce the energy necessary to create new products made of raw material, which is an energy-intensive process. Thus, through compliance with the City's construction-related solid waste recycling programs, the Project would contribute to reduced fuel-related energy consumption.

With respect to transportation energy demand, as discussed above, the Project would represent an urban infill development, since it would be undertaken on a currently developed site in an urban area. In addition, the Project would provide a mixed use development with increased density at a Project Site identified by the City as being within a Transit Priority Area located in close proximity to existing public transit stops and near existing off-site commercial and retail destinations. In addition, the Project would result in increased land use diversity by including different types of land uses on-site, in an area that offers access to multiple other nearby destinations including restaurant, bar, office, entertainment, movie theater, and residential uses, and would include pedestrian access connectivity within the Project and to/from off-site destinations. These land use characteristics would

minimize VMT and are included in the transportation fuel demand for the Project's mobile sources. Additional detailed information regarding these land use characteristics are provided in Section IV.B, *Air Quality*, and Section IV.E, *Greenhouse Gas Emissions*.

**With implementation of these features along with complying with State and local energy efficiency standards, the Project would incorporate energy-conservation measures, including those that go beyond City requirements.**

(8) Whether the Project conflicts with adopted energy conservation plans.

A detailed discussion of the Project's consistency with the Green LA Plan and Sustainable City pLAN is provided in Section IV.E, *Greenhouse Gas Emissions*. The analysis describes the consistency of the Project with applicable plan goals and actions. As discussed, the Project is designed in a manner that is consistent with relevant energy conservation plans that are intended to encourage development that results in the efficient use of energy resources. The Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the 2016 Title 24 standards and CALGreen Code, which have been incorporated into the City of Los Angeles Green Building Code as amended by the City, to be more stringent than State requirements in LAMC Chapter 9, Article 9 (Green Building Code). In addition to compliance with the City's Green Building Code, the Project would incorporate energy-conservation measures beyond City requirements as specified in PDF-AQ-1 and PDF-WS-1 and discussed above.

The Project would also be consistent with regional planning strategies that address energy conservation. As discussed above and in Section IV.E, *Greenhouse Gas Emissions*, as well as Section IV.H, *Land Use and Planning*, of this Draft EIR, SCAG's 2016 RTP/SCS focuses on creating livable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of the approach, the 2016 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, encouraging the reduction of building energy use, and increasing use of renewable sources. The Project Site is located within a HQTAs, which is defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours and would encourage the use of alternative modes of transportation, that could result in a reduction in overall VMT.<sup>54</sup> The Project's specific location in close proximity to high-quality transit, including the Metro Red/Purple Line and multiple bus routes, its close proximity to other off-site retail, restaurant, entertainment, commercial,

<sup>54</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 77.

and job destinations, and its highly walkable environment would achieve a reduction in VMT. In addition, the Project would result in increased density and land use diversity on the Project Site by including different types of land uses on-site and in an area that offers access to multiple other nearby destinations including restaurant, bar, office, entertainment, movie theater, and residential uses. The Project would include pedestrian access connectivity within the Project and to/from off-site destinations. These land use characteristics would minimize VMT and are included in the transportation fuel demand for the Project's mobile sources. Additional detailed information regarding these land use characteristics are provided in Section IV.B, *Air Quality*, and Section IV.E, *Greenhouse Gas Emissions*.

When implemented, the following planned City actions, as presented in the *Green LA Plan*, may further decrease energy consumption from the Project. These actions are not under the control of the Project; however, they would nonetheless further reduce Project-related energy use from non-renewable sources:

- Decreasing emissions from LADWP electrical generation and import activities; and
- Expanding the regional rail network to reduce VMT.

The Project would implement Project Design Features and incorporate water conservation, energy conservation, landscaping, and other features consistent with the City's *Green LA Plan* and the *Sustainable City pLAn*. **Therefore, the Project would not conflict with adopted energy conservation plans and impacts would be less than significant.**

#### (9) Conclusion Regarding Threshold a.

As demonstrated by the analyses of the eight criteria discussed above, the Project would not cause wasteful, inefficient, and unnecessary consumption of energy during construction or operation. The Project's energy requirements would not significantly affect local and regional supplies or capacity. The Project's energy usage during peak and base periods would also be consistent with electricity and natural gas future projections for the region. Electricity generation capacity and supplies of natural gas and transportation fuels would also be sufficient to meet the needs of Project-related construction and operations. During operations, the Project would comply with and exceed existing minimum energy efficiency requirements such as the 2016 Title 24 standards and CALGreen Code, as well as include energy conservation measures beyond requirements such as LEED Silver equivalency. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. **Therefore, Project impacts related to energy use under Significance Threshold a would be less than significant during construction and operation.**

**Threshold b) *Would the Project result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

(1) Construction

(a) *Electricity*

As discussed above, construction activities at the Project Site would require limited and minor quantities of electricity for lighting, power tools and other support equipment. Heavy construction equipment would be powered with diesel fuel, with the exception of cranes and signal boards. As existing power lines are located in the vicinity of the Project Site, temporary power poles would be installed to provide electricity during Project construction. Existing off-site infrastructure would not have to be expanded or newly developed to provide electrical service to the Project Site during construction or demolition. Therefore, construction of the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

With regard to existing electrical distribution lines, the Applicant would be required to coordinate electrical infrastructure removals or relocations with LADWP and comply with site-specific requirements set forth by LADWP, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within LADWP easements are minimized. As such, construction of the Project is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity. **As such, construction is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity and would not require the construction of new energy facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.**

(b) *Natural Gas*

Construction activities, including the construction of new buildings and hardscape, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be expected to be supplied to support Project construction activities; thus, there would be no expected demand generated by construction. However, the Project would involve installation of new natural gas connections to serve the Project Site. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that the Project would not require

extensive off-site infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to grading/trenching activities in order to place the lines below surface. In addition, prior to ground disturbance, Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Therefore, construction of the Project would not result in an increase in demand for, or an interruption in the delivery of, natural gas that would affect available supply or distribution infrastructure capabilities and would not result in the construction of new energy facilities or expansion of existing facilities. As such, construction of the Project is not anticipated to adversely affect the natural gas infrastructure serving the surrounding uses or utility system capacity, the construction of which could cause significant environmental effects. Further, the construction of the Project would reduce the consumption of natural gas at the Project Site during construction activities due to the removal of existing on-site uses. **Therefore, Project construction would not adversely affect the available natural gas supply or distribution infrastructure, and would not require new energy facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.**

## (2) Operations

### (a) *Electricity*

As shown in Table IV.U-3, the Project's net increase in operational electricity usage would be 14.57 million kWh per year, which is approximately 0.064 percent of LADWP's projected sales in fiscal year 2022-2023.<sup>55</sup> In addition, during peak conditions, the Project would represent approximately 0.027 to 0.054 percent of the LADWP estimated peak load. As discussed previously, LADWP has stated that it has sufficient electricity supplies for the Project as indicated in its Will Serve letter for the Project, which states that, "The estimated power requirement for this proposed project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system."<sup>56</sup> In addition, the LADWP 2016 Power Integrated Resource Plan identifies adequate resources (natural gas, coal) to support future generation capacity.<sup>57</sup> LADWP generates its load forecast based on multiple forms of data

<sup>55</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast.

<sup>56</sup> Los Angeles Department of Water and Power, Approved LADWP Will Serve Letter from Zabukovec, Vincent G. to Banzil, Carlo, dated April 18, 2017. Included in Appendix M of this Draft EIR.

<sup>57</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page ES-25. "...the 2016 IRP outlines an aggressive strategy for LADWP accomplish its goals, comply with regulatory mandates, and provide sufficient resources over the next 20 years given the information presently available..."

from various agencies, including historical sales from the General Accountings Consumption and Earnings report, historical Los Angeles County employment data provided from the State's Economic Development Division, plug-in electric vehicle (PEV) projections from the CEC account building permits when determining electricity Load Forecasts, solar rooftop installations from the Solar Energy Development Group, electricity price projections from the Financial Services organization, and LADWP program efficiency forecasts.<sup>58</sup> In addition, LADWP considers projected Los Angeles County building permit amounts calculated by the UCLA Anderson School of Management when determining its load forecast and would therefore account for the Project's electricity demand.<sup>59</sup> As a result, in LADWP's 2017 Retail Sales and Demand Forecast, LADWP forecasts that its total energy sales in the 2022-2023 fiscal year (the Project's buildout year is 2023) will be 22,802 GWh of electricity.<sup>60,61</sup> As such, the Project-related net increase in annual electricity consumption of 14.57 million kWh per year would represent approximately 0.064 percent of LADWP's projected sales in 2023. The Project would not require additional infrastructure (e.g., a substation) beyond proposed utilities installed on-site during construction. Therefore, during Project operations, it is expected that LADWP's existing infrastructure, planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand. **Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand.**

(b) *Natural Gas*

As shown in Table IV.U-4, the Project would consume a net increase of 28.35 million kBtu of natural gas per year, which represents approximately 0.003 percent of the 2023 forecasted consumption in the SoCalGas planning area. As discussed previously, SoCalGas has stated in its Will Serve letter for the Project that it has "facilities in the area" of the Project and that "service would be provided in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (Commission) at the time contractual arrangements are made... and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided."<sup>62</sup> In addition, SoCalGas expects overall natural gas demand to decline through 2035, even accounting for

<sup>58</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page 68.

<sup>59</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page 65.

<sup>60</sup> LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

<sup>61</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast.

<sup>62</sup> Southern California Gas Company, Will Serve Letter Request for – Job I.D. #43-2017-04-00032 202 W. 1st St., Los Angeles, CA 90017, Letter from Singleton, Zakee, to KPFF Consulting Engineers, dated May 5, 2017. Included in Appendix M of this Draft EIR.

population and economic growth, with efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. The 2018 California Gas Report states, "SoCalGas projects total natural gas demand to decline at an annual rate of 0.74 percent from 2018 to 2035. The decline in throughput demand is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI)."<sup>63</sup> Based on the Project's small fraction of total natural gas consumption for the region, ongoing SoCalGas long-range planning efforts to provide natural gas for this service region, and sufficient existing infrastructure, it is expected that SoCalGas' existing and planned natural gas supplies would be sufficient to meet the Project's demand for natural gas. **Therefore, it is anticipated that SoCalGas's existing and planned natural gas supplies would be sufficient to support the Project's natural gas demand.**

### (3) Conclusion Regarding Threshold b)

As demonstrated by the analyses above, construction and operation of the Project would not result in an increase in demand for electricity, natural gas, or transportation energy that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. **Therefore, Project impacts related to energy infrastructure capacity under Significance Threshold b would be less than significant during construction and operation.**

## e) Cumulative Impacts

### (1) Significance Threshold a (Wasteful, Inefficient and Unnecessary use of Energy)

Cumulative impacts occur when the incremental effects of a proposed project are significant when combined with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. Based on the information presented in Chapter III, *General Description of the Environmental Setting*, of this Draft EIR, there are 170 related projects located within the vicinity of the Project Site.

As discussed in Chapter III, the projected growth reflected by Related Project Nos. 1 through 170 is a conservative assumption, as some of the related projects may not be built out by 2023 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that the related projects would be fully built

<sup>63</sup> California Gas and Electric Utilities, 2018 California Gas Report, page 66.



out by 2023, unless otherwise noted. The Central City Community Plan Update (DTLA 2040), which once adopted, will be a long-range plan designed to accommodate growth in Central City until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023, well before the Community Plan Update's horizon year. Moreover, 2023 is a similar projected buildout year as many of the related projects that have been identified. Accordingly, it can be assumed that the projected growth reflected by the list of related projects, which itself is a conservative assumption as discussed above, would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

The geographic context for the analysis of cumulative impacts on electricity is LADWP's service area and the geographic context for the analysis of cumulative impacts on natural gas in SoCalGas' service area. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the Project in the context of County-wide consumption. Growth within these geographies is anticipated to increase the demand for electricity, natural gas, and transportation energy.

#### (a) *Electricity*

Buildout of the Project, related projects, and additional forecasted growth in LADWP's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. As stated above, to generate its electricity load forecast, LADWP relies on multiple forms of data from various agencies, including historical sales from the General Accountings Consumption and Earnings report, historical Los Angeles County employment data provided from the State's Economic Development Division, PEV projections from the CEC account building permits when determining electricity Load Forecasts, solar rooftop installations from the Solar Energy Development Group, electricity price projections from the Financial Services organization, and LADWP program efficiency forecasts.<sup>64</sup> In addition, LADWP considers projected Los Angeles County building permit amounts calculated by the UCLA Anderson School of Management when determining its load forecast and would therefore account for the Project's electricity demand.<sup>65</sup> Thus, LADWP forecasts that its total energy sales in the 2022-2023 fiscal year (the Project buildout year is 2023) will be 22,802 million kWh of electricity.<sup>66,67</sup> As stated above, based on the Project's estimated net new electrical consumption of 14.57 million kWh/year, the Project would

<sup>64</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page 68.

<sup>65</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page 65.

<sup>66</sup> LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

<sup>67</sup> Los Angeles Department of Water and Power, 2017 Retail Electric Sales and Demand Forecast.

account for approximately 0.064 percent of LADWP's total projected sales for the Project's buildout year. Thus, although Project development would result in the use of renewable and non-renewable electricity resources during construction and operation, which could affect future availability, the Project's use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient, and would be consistent with growth expectations for LADWP's service area.<sup>68</sup> The Project would also incorporate additional energy efficiency measures outlined in PDF-AQ-1, PDF-AQ-2, and PDF-WS-1 (refer to Section IV.B, *Air Quality*, and Section IV.R, *Water Supply*, of this Draft EIR). Furthermore, as with the Project, during construction and operation, the related projects would be expected to incorporate energy conservation features, comply with applicable regulations including the 2016 Title 24 standards and CALGreen Code. The Project would also include energy conservation measures beyond requirements such as LEED Silver equivalency and the PDFs mentioned above. **As such, the Project's contribution to cumulative impacts related to wasteful, inefficient or unnecessary use of electricity would not be cumulatively considerable, and cumulative impacts would be less than significant.**

(b) *Natural Gas*

Buildout of the Project, related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. As stated above, based on the 2018 California Gas Report, the CEC estimates natural gas consumption within SoCalGas' planning area will be approximately 2,565 million kBtu per day in 2023 (the Project's buildout year).<sup>69</sup> The Project would account for approximately 0.003 percent of the 2023 forecasted consumption in SoCalGas' planning area. As stated above, SoCalGas forecasts take into account projected population growth and development based on local and regional plans, and the Project's growth and development are consistent with those projections. Although Project development would result in the use of natural gas resources, which could affect future availability, the use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient, and would be consistent with regional and local growth expectations for SoCalGas' service area.<sup>70</sup> The Project would also incorporate additional energy efficiency measures outlined in PDF-AQ-1 (refer to Section IV.B, *Air Quality*, of this Draft EIR). Furthermore, the related projects would be expected to incorporate energy conservation features, comply with applicable regulations including the 2016 Title 24 standards and CALGreen Code, and incorporate mitigation measures, as

<sup>68</sup> Los Angeles Department of Water and Power, Approved LADWP Will Serve Letter from Zabukovec, Vincent G. to Banzil, Carlo, dated April 18, 2017. Included in Appendix M of this Draft EIR.

<sup>69</sup> California Gas and Electric Utilities, 2018 California Gas Report, pages 101 and 103.

<sup>70</sup> Southern California Gas Company, Will Serve Letter Request for – Job I.D. #43-2017-04-00032 202 W. 1st St., Los Angeles, CA 90017, Letter from Singleton, Zakee, to KPFF Consulting Engineers, dated May 5, 2017. Included in Appendix N of this Draft EIR.

necessary. **As such, the Project's contribution to cumulative impacts related to wasteful, inefficient or unnecessary use of natural gas would not be cumulatively considerable, and cumulative impacts would be less than significant.**

(c) *Transportation Energy*

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. As described above, at buildout, the Project would consume a total net increase of 727,105 gallons of gasoline and 103,503 gallons of diesel per year, or a total of 830,608 gallons of petroleum-based fuels per year. For comparison purposes, the transportation-related fuel usage for the Project would represent approximately 0.020 percent of the 2016 annual on-road gasoline- and 0.018 percent of the annual on-road diesel-related energy consumption in Los Angeles County, as shown in Appendix N, of this Draft EIR.

Additionally, as described above, petroleum currently accounts for 90 percent of California's transportation energy sources; however, over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled which would reduce reliance on petroleum fuels.

The Project would be consistent with the energy efficiency policies emphasized by the 2016 RTP/SCS. As discussed previously, the Project represents an infill development within the City of Los Angeles that would concentrate new residential, restaurant, and office uses within a HQTAs, which is defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. This would encourage alternative transportation and a reduction in overall VMT. The Project Site would be located at an infill location in the highly urbanized and generally built out active regional center of downtown Los Angeles with a mix of uses. The Project is located within an identified Transit Priority Area and that is within a quarter-mile of multiple public transportation options, including the existing Metro Civic Center/Grand Park Station, the under-construction Metro Historic Broadway Station, Metro bus routes (e.g., Lines 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Broadway and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street.), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770, and the Metro Red/Purple Line, which provides access to Downtown Los Angeles and connections to Hollywood. Therefore, operation of the Project would provide residents, employees, and visitors with alternative transportation options and the implementation of construction features would minimize traffic flow congestion and reduce idling times and construction transportation fuel use. By its very nature, the 2016 RTP/SCS is a regional

planning tool that addresses cumulative growth and resulting environmental effects. Furthermore, as with the Project, the related projects within the Project vicinity and HQTAs would similarly be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions consistent with applicable provisions of the SCAG 2016 RTP/SCS for the land use type. **As such, the Project's contribution to cumulative impacts related to wasteful, inefficient or unnecessary use of transportation fuel would not be cumulatively considerable, and cumulative impacts would be less than significant.**

(a) *Conclusion Regarding Threshold a)*

Based on the analysis provided above, the Project would not contribute to cumulative impacts and would not result in a cumulatively considerable contribution related to the wasteful, inefficient, and unnecessary consumption of energy (i.e., electricity, natural gas, and transportation energy) during construction or operation. **As such, the Project's impacts would not be cumulatively considerable; therefore, the Project would not have significant cumulative energy impacts under Significance Threshold a).**

(2) Significance Threshold b (Infrastructure Capacity Analysis)

(a) *Electricity*

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. As described in LADWP's 2016 Power Integrated Resource Plan, LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards.<sup>71</sup> The Power Integrated Resource Plan takes into account future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements.<sup>72</sup> In addition as discussed above, LADWP generates its load forecast based on multiple forms of data from various agencies, including historical sales from the General Accountings Consumption and Earnings report, historical Los Angeles County employment data provided from the State's Economic Development Division, PEV projections from the CEC account building permits when determining electricity Load Forecasts, solar rooftop installations from the Solar Energy Development Group, electricity price projections from the Financial

<sup>71</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page ES-2.

<sup>72</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page ES-2.

Services organization, and LADWP program efficiency forecasts.<sup>73</sup> In addition, LADWP considers projected Los Angeles County building permit amounts calculated by the UCLA Anderson School of Management when determining its load forecast and would therefore account for the Project's electricity demand.<sup>74</sup> Development projects within the LADWP service area, including the related projects would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project area. **As such, the Project's contribution to cumulative impacts related to electricity infrastructure would not be cumulatively considerable, and cumulative impacts would be less than significant.**

(b) *Natural Gas*

Natural gas infrastructure is typically expanded in response to increasing demand and system expansion and improvements by SoCalGas occur as needed.<sup>75</sup> It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area, including the Project and related projects also served by the existing SoCalGas infrastructure, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. **As such, the Project's contribution to cumulative impacts related to natural gas infrastructure would not be cumulatively considerable, and cumulative impacts would be less than significant.**

(c) *Transportation Energy*

Construction-related transportation energy consumption, which includes the consumption of gasoline and diesel fuel for off-road equipment, on-road trucks, and worker vehicles, would be required on a short-term and temporary basis. Like the Project, construction of the related projects in Los Angeles County would also generate a short-term and temporary demand for construction-related transportation energy. Construction transportation energy demand would cease at the completion of Project construction. Similarly, construction transportation energy demand would cease at the completion of construction of the related projects in Los Angeles County.

<sup>73</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page 68.

<sup>74</sup> Los Angeles Department of Water and Power, 2016 Final Power Integrated Resource Plan, page 65.

<sup>75</sup> Southern California Gas Company, History of SoCalGas 2018, <https://www.socalgas.com/company-history>. Accessed December 2018.

As described above, the Project would be consistent with the energy efficiency policies emphasized by the 2016 RTP/SCS. The Project represents an infill development within the City of Los Angeles that would concentrate new residential, restaurant, and office uses within a HQTAs, which is defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. This would encourage alternative transportation and a reduction in overall VMT. The Project Site would be located at an infill location in the highly urbanized and generally built out active regional center of downtown Los Angeles with a mix of uses. The Project is located within an identified Transit Priority Area and that is within a quarter-mile of multiple public transportation options, including the existing Metro Civic Center/Grand Park Station, the under-construction Metro Historic Broadway Station, Metro bus routes (e.g., Lines 2, 4, 10, 28, 81, 83, 90, 91, 94, and 302, which run northbound along Broadway and Lines 30, 33, 40, 45, 68, 83, 84, 92, and 330, which run southbound along Spring Street), LADOT's Dash Downtown "D" line, and Metro's Rapid Lines 728, 733, 745, and 770, and the Metro Red/Purple Line, which provides access to Downtown Los Angeles and connections to Hollywood. Therefore, operation of the Project would provide residents, employees, and visitors with alternative transportation options and the implementation of construction features would minimize traffic flow congestion and reduce idling times and construction transportation fuel use. By its very nature, the 2016 RTP/SCS is a regional planning tool that addresses cumulative growth and resulting environmental effects. Furthermore, as with the Project, the related projects within the Project vicinity and HQTAs would be similarly expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions consistent with applicable provisions of the SCAG 2016 RTP/SCS for the land use type. In addition, the Project's effect on transportation fuel demand would be minimized by future improvements to vehicle fuel economy pursuant to federal and State regulations. By 2025, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012-2016 standards. As discussed previously, the Project would support statewide efforts to improve transportation energy efficiency by locating at an infill location close to existing job centers and other destinations. Siting land use development projects at infill sites is consistent with the State's overall goals to reduce VMT as outlined in the 2016 RTP/SCS for the region, which seeks improved access and mobility by placing "destinations closer together, thereby decreasing the time and cost of traveling between them."<sup>76</sup>

In addition, the Project would designate a minimum of 10 percent of the CALGreen Code-required on-site nonresidential parking for carpool and/or alternative-fueled vehicles. As stated in PDF-AQ-2, the Project would ensure that at least 20 percent

<sup>76</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, page 16.

of the total code-required parking spaces provided for all types of parking facilities are capable of supporting future EVSE. Therefore, it is expected that the Project's transportation fuel demand would be minimized and transportation energy would be expected to be supplied by the existing transportation fuel system infrastructure.

Therefore, the Project and related projects would incorporate land use characteristics consistent with state goals for reducing VMT. **Thus, the Project's contribution to cumulative impacts related to consumption of fuel or an increase in demand resulting in a need for new infrastructure would not be cumulatively considerable, and cumulative impacts would be less than significant.**

*(d) Conclusion Regarding Threshold b*

Based on the analyses provided above, the Project would not contribute to cumulative impacts related to energy (i.e., electricity, natural gas, transportation energy) supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. **As such, the Project's impacts would not be cumulatively considerable, and its cumulative energy infrastructure impacts under Significance Threshold b) are concluded to be less than significant.**

**f) Mitigation Measures**

Project-level and cumulative impacts with regard to energy use and infrastructure would be less than significant. Therefore, no mitigation measures are required.

**g) Level of Significance After Mitigation**

Project-level and cumulative impacts related to energy use and infrastructure would be less than significant without mitigation.

# V. Alternatives

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## 1. Introduction

Under California Environmental Quality Act (CEQA), and as indicated in California Public Resources Code (PRC) Section 21002.1(a), the identification and analysis of alternatives to a project is a fundamental aspect of the environmental review process and is required to ensure the consideration of ways to mitigate or avoid the significant environmental effects of a project.

Guidance regarding the definition of project alternatives is provided in State CEQA Guidelines Section 15126.6(a) as follows:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

The State CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”<sup>1</sup> The State CEQA Guidelines further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are analyzed.<sup>2</sup>

In selecting project alternatives for analysis, potential alternatives should be feasible. The State CEQA Guidelines Section 15126.6(f)(1) explains that:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

The State CEQA Guidelines require the analysis of a “no project” alternative and, depending on the circumstances, evaluation of alternative location(s) for the project, if feasible. An environmentally superior alternative is to be identified from

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<sup>1</sup> CEQA Guidelines, Section 15126.6(b).

<sup>2</sup> CEQA Guidelines, Section 15126.6(f).



among the alternatives evaluated. In general, the environmentally superior alternative is the alternative with the least adverse impacts on the environment. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify another environmentally superior alternative among the other alternatives.<sup>3</sup>

Section 15126.6(d) of the State CEQA Guidelines states that alternatives analysis need not be presented in the same level of detail as the assessment of the proposed project. Rather, the EIR is required to provide sufficient information to allow meaningful evaluation, analysis and comparison with the proposed project. If an alternative would cause one or more significant impacts in addition to those of the proposed project, analysis of those impacts is to be discussed, but in less detail than for the proposed project.

## 2. Objectives of the Project

The underlying purpose and primary objective of the Project is to develop the Project Site with a transit-oriented development that includes residential uses, Project- and community-serving commercial uses, and publicly accessible and private open space and amenities. The analysis in this chapter includes discussion of the extent to which the underlying purpose of the Project, and the Project Objectives, are attained by each of the alternatives evaluated. As further required by the State *CEQA Guidelines*, the specific objectives of the Project are provided below:

- Rehabilitate and modernize the Times, Mirror, and Plant Buildings to distinguish the character of the Downtown and attract visitor interest, and to reduce vacant office space through the rehabilitation of existing offices and creation of employee amenities to generate jobs.
- Develop architecturally distinct new buildings that contribute to the visual character of Downtown’s high-rise skyline.
- Create publicly accessible pedestrian connections through the Project Site with views toward visual resources such as the proposed First and Broadway Civic Center Park to enhance circulation and promote walkability.
- Provide for a mix of commercial and residential uses to promote pedestrian activity, reduce vehicle trips and vehicle miles traveled, and enliven the Downtown area with 24/7 activity.
- Maximize high-density residential uses in proximity to public transit, including Metro’s Red Line and Purple Line Station in Grand Park, and Metro’s Regional Connector Station at W. 2nd Street and Broadway.

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<sup>3</sup> CEQA Guidelines, Section 15126.6(e)(2).

- Provide a full-service grocery store to serve existing and new residents and visitors in the Downtown and further activate pedestrian activity in an area that is underserved by full-service grocery stores.
- Maximize and increase high-density residential uses in Downtown Los Angeles within walking distance of jobs-rich centers, such as the Financial District and Civic Center, and a short transit ride to popular destinations such as Little Tokyo, the Arts District, Union Station, Olvera Street, Chinatown, the Downtown Markets, and the Los Angeles Convention Center, and Downtown amenities, such as Grand Park and the Los Angeles Music Center.
- Activate the Broadway Street frontage by providing active street-oriented uses, such as retail or restaurants, and a landscaping and streetscape program that further enhances the pedestrian experience.

### **3. Alternatives Selected for Analysis**

This chapter considers seven alternatives to the Project, two of which were considered but were not selected for further analysis.

The alternatives were selected in large part with the goal of identifying ways to reduce or avoid significant and unavoidable impacts that would result from implementation of the Project. The alternatives carried forward for full evaluation in this section include the following:

1. No Project/No Build Alternative
2. 20 Percent Reduced Density Alternative
3. All Office and Residential Alternative
4. Partial Preservation Alternative
5. Full Preservation Alternative

### **4. Alternatives Considered and Rejected**

The State CEQA Guidelines Section 15126.6(c) recommends that an EIR identify alternatives that were considered for analysis but rejected as infeasible, and briefly explain the reasons for their rejection. According to the State CEQA Guidelines, the following factors may be used to eliminate alternatives from detailed consideration: the alternative's failure to meet most of the basic Project Objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives that have been considered and rejected as infeasible are discussed below.

### **a) Off-Site Location Alternative**

State CEQA Guidelines Section 15126.6(f)(2) provides guidance regarding consideration of one or more alternative location(s) for a proposed project, stating that putting the Project in another location should be considered if doing so would allow significant effects of the project to be avoided or substantially lessened; and if no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion. With the exception of significant and unavoidable impacts to historical resources, which under the Project, would occur through the removal of the Executive Building and parking structure, the Project's significant impacts are not site-specific and, as such, moving the location of the Project to another site would likely not reduce the overall scale of impacts. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR. If no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion.

Among the factors that may be considered when addressing the feasibility of alternatives are suitability, economic viability, availability of infrastructure, general plan consistency, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent).

The Project Site is located within a city block that incorporates the historic Los Angeles Times, Plant, and Mirror Buildings. An objective of the Project is to transform this unique block through the rehabilitation of the Times, Mirror, and Plant buildings to their original appearances, and through the development within the block of distinct high-rise buildings and an open-to-the-sky public Paseo that has direct views to Grand Park and the future Civic Park. The Off-Site Location Alternative would not meet a primary objective of the Project to rehabilitate and modernize the Times, Mirror, and Plant Buildings to distinguish the character of the Downtown and attract visitor interest, or to reduce vacant office space through the rehabilitation of existing offices and creation of employee amenities to generate jobs. The rehabilitation of the Times, Mirror, and Plant Buildings is intrinsic to the purpose of the Project and could not be achieved in another location. In addition, the development of the same residential towers, mix of uses, and Paseo in another location would further defeat the purpose of the Project to enhance the Times, Mirror, and Plant Buildings. In addition, the applicant does not have ownership or control of a similar site or, with the current investment in the Times-Mirror property, the flexibility to develop a similar project on the same scale in another location within similar proximity to multiple Downtown transit lines and jobs, and that would meet the primary objectives of the Project. For these reasons, the Off-Site Location Alternative is not considered a feasible alternative to the Project and is rejected from further analysis.

## **b) Reduced Intensity Alternative – 50 Percent Reduction**

A Reduced Intensity Alternative, in which residential units and commercial space would be reduced by 50 percent, was also considered and rejected. This Alternative would not achieve the Project Objective to maximize high-density residential uses in Downtown Los Angeles within walking distance of jobs-rich centers. The intent of the Central City Community Plan is to expand the Downtown residential community as a major component of Downtown's revitalization. Under the Transfer of Floor Area Rights (TFAR) process set forth in the Community Plan and the LAMC, the Project Site is located within the Central City TFAR area, and as such, the opportunity exists at the Project Site to maximize residential density. Because of the proximity of the Project Site to multiple fixed rail transit lines and employment centers, the Project Site is ideal for maximum development. The 50 Percent Reduction Alternative would substantially reduce the proposed residential density and, as such, would not maximize the high-density use of the Project Site. In addition, because the 50 Percent Reduction Alternative would still require the demolition of the Executive Building and the parking structure, it would not reduce the Project's impacts related to historic resources. For these reasons, the 50 Percent Reduction Alternative is not considered a feasible alternative to the Project.

## **5. Analysis Format**

In accordance with State CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the project. Furthermore, each alternative is evaluated to determine whether the Project objectives, identified in Chapter II, *Project Description*, of this Draft EIR would be substantially attained by the alternative. The evaluation of each of the alternatives follows the process described below:

- A description of the alternative.
- The net environmental impacts of the alternative before and after implementation of reasonable mitigation measures for each environmental issue area analyzed in the EIR are described. Where applicable, the evaluation is divided between temporary impacts that would occur during the Project's construction phase and impacts that would occur during the Project's operational phase.
- Post-mitigation and less-than-significant environmental impacts of the alternative and the Project are compared for each environmental topic area. Where the impact of the alternative would be clearly less than the impact of the Project, the comparative impact is said to be "less." Where the alternative's net impact would clearly be more than the Project, the comparative impact is said

to be “greater.” Where the impacts of the alternative and Project would be roughly equivalent, the comparative impact is said to be “similar.” Where the impacts of the alternative would be the same as the Project, the comparative impact is said to be the “same”. The evaluation also documents whether compared to the Project an impact would be entirely avoided, whether a significant impact could be reduced to a less-than-significant level, or whether a significant unavoidable impact could be feasibly mitigated to a less-than-significant level.

- The comparative analysis of the impacts is followed by a general discussion of the extent to which the underlying purpose and Project Objectives would be attained by the alternative.

At the end of the section, a relative comparison of the alternative’s impacts and consistency with Project Objectives is provided. Pursuant to CEQA Guidelines Section 15126.6(e)(2) an Environmentally Superior Alternative is identified.

## 6. Alternatives Analysis

### a) Alternative 1: No Project/No Build Alternative

#### (1) Description of the Alternative

In accordance with the CEQA Guidelines, the No Project/No Build Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, “in certain instances, the No Project/No Build Alternative means ‘no build’ wherein the existing environmental setting is maintained.” Under the No Project/No Build Alternative (Alternative 1), no new development would occur on the Project Site. In accordance with the CEQA Guidelines, “the no project analysis shall discuss the existing conditions..., as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”

Under the No Project/No Build Alternative, the proposed rehabilitation of Times, Mirror, and Plant Buildings would not occur. However, whereas the existing offices are only 60 percent occupied (324,668 square feet), the No Project/No Build Alternative assumes that existing buildings would be fully occupied. The No Project/No Build Alternative would not require the demolition of the existing six-story Executive Building fronting on W. 1st Street and Broadway, and the six-level enclosed parking structure fronting on Broadway and W. 2nd Street. New development, consisting of the 37-story “North Tower” and 53-story “South Tower,” would not be constructed on the site of the Executive Building and parking structure. No new streetscape, sidewalk, or other improvements in public space, including the Paseo, would be constructed under the No Project/No Build Alternative.

#### (2) Environmental Impacts

##### (a) *Aesthetics*

Senate Bill (SB) 743 and Zoning Information File No. 2452 (ZI No. 2452) provide that a mixed-use project in a designated Transit Priority Area (TPA) site is not required to evaluate aesthetic impacts in an EIR pursuant to CEQA. Although the Project meets this criterion, for disclosure purposes only, information based on City thresholds is provided relative to visual quality, views, light, glare, and shading.

##### (i) *Views*

The No Project/No Build Alternative would not change existing conditions and would have no impact with respect to view resources. View resources in the Project area are primarily broad views of cityscape, with some views of clusters of high-

rise buildings. The existing multi-story buildings on the Project Site do not allow for broad or panoramic views of scenic resources across the Project Site from the adjacent public streets; however, sky views above the Project Site are available from the sidewalk and other public areas. Views of other buildings forming the City's skyline across the Project Site's existing mid- and high-rise buildings are available from the 27-floor City Hall observation deck. Views of the Project Site are also available from the Disney Concert Hall Auditorium Plinth and Grand Park and other off-site locations. The Project would not block any scenic vistas as viewed from the Disney Concert Hall Plinth and Grand Park. However, the Project's new high-rise buildings would be prominently visible from the City Hall observation deck and the area of City Hall, where most view blockage of the City's high-rise clusters would occur. As seen from the City Hall observation deck, the Project's residential towers would form a dominant skyline feature and would block views of three of the high-rise buildings, including the Gas Company Tower and the One and Two California Plaza buildings, which are part of Downtown's existing high-rise profile. However, the majority of the skyline view, including the Wells Fargo Center and the Bank of America Center and views along the southwest horizon and high-rise buildings near S. Figueroa Avenue would not be blocked. Because the Project would form a component of high-rise views and would not substantially diminish or detract from overall Downtown skyline views, it would not have a substantial adverse effect on a scenic vista. Although the Project's view impacts would not be considered significant under SB 743 and ZI No. 2452, because no new buildings would be constructed under the No Project/No Build Alternative, impacts would be considered to be less than under the Project.

(ii) *Scenic Resources*

(a) *Construction*

The No Project/No Build Alternative would not result in any changes in the area's scenic resources, including on-site scenic resources. There are no State Designated Scenic Highways located within the Central City Community Plan's Downtown and the Project Site is not visible from a State Designated Scenic Highway. As such, Project construction would not damage locally recognized resources, including those within a state scenic highway. The Project would result in the removal of the existing Executive Building and the parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to scenic resource, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project within a Transit Priority Area, such as the Project. Because no construction activities would occur under the No Project/No Build

Alternative, there would be no impacts, and impacts to scenic resources would be less than under the Project.

(b) Operation

The No Project/No Build Alternative would not provide any new development that would change the area's scenic resources. The Project would not significantly affect off-site scenic resources, such as nearby City Hall and the historic Broadway Theater District. Intervening features, including City Hall Park and the future First and Broadway Civic Center Park, between City Hall and the Project's towers would reduce the contrast between the Project's modern towers and the scenic, architectural character of City Hall. In addition, the Project's taller South Tower would be set back farther from W. 1st Street and would be more removed from the City Hall view field than the North Tower. The architectural character of the Times Building, the nearest of the Project's buildings to the historic City Hall, would continue to complement the architectural integrity of City Hall. The Project's proposed towers would not block views of City Hall through any street corridors, parks or off-site areas, such as the Disney Concert Hall plinth. With physical distances between the Project's towers and City Hall, the Project would not substantially damage City Hall as a scenic resource. In addition, the development of the Project between W. 1st Street and W. 2nd Street would not damage off-site Broadway Theater and Entertainment District's scenic resources. The Project Site is not located within the view field of any scenic highway. As such, the operation of the Project would have a less than significant impact with respect to scenic resources. However, because no changes would occur under the No Project/No Build Alternative, there would be no impacts, and impacts would be less than under the Project.

(iii) *Visual Character and Quality*

(a) Construction

The No Project/No Build Alternative would not provide any new development or require any construction activity at the Project Site. The Project is anticipated to require approximately four years of construction between initiation in approximately 2019 and completion in 2023. Construction activities would include demolition, excavation and export of approximately 364,000 cubic yards of soil, construction of new buildings, rehabilitation of the Times, Mirror, and Plant Buildings, sidewalk improvements, and installation of landscaping. Although temporary in nature construction activities would be visible from surrounding streets, although taller construction equipment such as cranes and the upper portions of the Project buildings under construction would be visible from a greater radius of street networks. The Project would result in the removal of the existing Executive Building and the parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from



removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to visual character, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a Transit Priority Project such as the Project. However, because no construction activities would occur under the No Project/No Build Alternative, there would be no impacts, and visual character and quality impacts would be less than under the Project.

(b) Operation

The No Project/No Build Alternative would not result in any changes on the Project Site or affect area's existing visual character. The Project, however, would introduce new buildings that would contribute to the high-rise character of the Downtown, provide a landscaped Paseo, wider sidewalks, additional street trees, and ground level grocery and street front restaurants that would enhance the activity and visual character of the Project Site and its surroundings. The Project would provide for the rehabilitation and improvement in the visual character and quality of the Times, Mirror, and Plant Buildings. Therefore, the removal of the Executive Building and parking structure would create an aesthetic benefit to another scenic, historic resource, which would contribute to the valued visual character of the area, and impacts would be less than significant. The No Project/No Build Alternative would not change existing conditions and there would be no impact and, as such, impacts under the No Project/No Build Alternative would be less than under the Project.

(c) Shade/Shadow

The No Project/No Build Alternative would not involve the construction of any new buildings or cause any new shadows. The Project's new residential towers would shade the adjacent Federal Courthouse building. Because the Courthouse roof supports an energy-producing solar array, the building is considered to be shade sensitive. Under the Project, the shadow-sensitive use would be shaded for three hours or more between the hours of 9:00 a.m. and 1:00 p.m. PST during the Winter Solstice and, thus, would exceed the City's CEQA Threshold Guide's threshold standard. The Project shadow would also reach Grand Park, Civic Center Park, and City Hall Park, although shading would not exceed the City's threshold levels in these areas. Under SB 743 and ZI No. 2452, the Project's shade impacts would not be considered significant. However, because the No Project/No Build Alternative would not create any new shadows and would have no impact, impacts related to shade/shadow would be considered less than under the Project.

(iv) *Light and Glare*

The No Project/No Build Alternative would not change the existing commercial use of the Project Site or associated levels of light and glare. The Project would add more illuminated signage associated with ground level retail and restaurant uses. In addition, the Project's residential condominium towers would introduce more

visible light sources as viewed from a distance. In addition, as required by PDF AES-3, glass used in exterior façades would be low reflective in order to minimize daytime glare. Project lighting, including architectural lighting, light emanating from the building interiors, lighting of the proposed residential amenities on the Podium deck, security lights, and illuminated signage would not create a new source of light or glare that would substantially alter the character of off-site areas or that would result in substantial light spill/or glare onto adjacent light-sensitive receptors. As such, the Project would not exceed the CEQA Threshold regarding new sources of substantial light and glare. Furthermore, the Project's light and glare impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because the No Project/No Build Alternative would not introduce any new light or glare sources, and is considered to have no impact, impacts related to light and glare would be less under the No Project/No Build Alternative than under the Project.

(b) *Air Quality*

(i) *Consistency with Air Quality Management Plan*

The No Project/No Build Alternative would result in minor changes in air emissions due to fuller occupancy than under existing conditions. Because these changes reflect prior and ongoing occupancy conditions, the No Project/No Build Alternative would have minimal impact with respect to the implementation of regional or local air quality management plans, such as the Air Quality Management Plan (AQMP) and General Plan Air Quality Element emission reduction policies. The Project would generate new emissions, but would not cause the Air Basin's criteria pollutant emissions to worsen so as to impede the objectives of the AQMP. The Project would be consistent with the AQMP in its incorporation of appropriate control strategies for emissions reduction during construction. Although the Project would result in a short-term and temporary significant impact with respect to regional NO<sub>x</sub> emissions during construction, even after implementation of feasible mitigation measures, the Project would be consistent with the applicable growth projections and control strategies used in the development of the AQMP, and would not jeopardize attainment of the air quality levels identified in the Plan. During operation, the Project would also incorporate control strategies set forth in the AQMP such as location efficiency, increased density, transit accessibility, improved development design, and other measures. The Project would also be consistent with the City's growth projections and policies of General Plan Air Quality Element for achieving emission reduction goals. As such, Project impacts with respect to consistency with the AQMP and General Plan air quality policies would be less than significant. However, because the No Project/No Build Alternative would generate negligible construction and/or operations emissions, impacts would be less than significant. Impacts related to consistency with applicable air quality management plans would be less under the No Project/No Build Alternative than under the Project.

(ii) *Violation of Air Quality Standard*

(a) Construction

The No Project/No Build Alternative would not require any construction activities and would not generate any new criteria pollutants. Conversely, the Project's construction phase has the potential to generate emissions through heavy-duty construction equipment, construction traffic, fugitive dust emissions, paving operations, and the application of architectural coatings and other building materials. Construction-related daily emissions would occur for criteria and precursor pollutants (volatile organic compounds [VOC], nitrous oxides [NO<sub>x</sub>], carbon monoxide [CO], sulfur oxides [SO<sub>x</sub>], PM<sub>10</sub>, and PM<sub>2.5</sub>). Construction-related daily emissions would potentially exceed the South Coast Air Quality Management District (SCAQMD) significance threshold of significance on a short-term and temporary basis only for NO<sub>x</sub>. Even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2, NO<sub>x</sub> emissions (from the concrete trucks) would not be reduced to below the regional significance threshold. Therefore, the Project's impact with respect to the violation of an air quality standard would be significant and unavoidable. However, because the No Project/No Build Alternative would not involve any construction activities and is considered to have no impact relative to applicable thresholds, the No Project/No Build Alternative would have less impact than the Project, and would avoid the Project's significant and unavoidable impact with respect to NO<sub>x</sub> emissions.

(b) Operation

The No Project/No Build Alternative would result in minor changes in air emissions due to fuller occupancy than under existing conditions. These changes reflect prior and ongoing occupancy levels and would have a minimal effect relative to existing conditions. No new development would occur under the No Project/No Build Alternative that would generate additional operational emissions. Under the Project, potentially significant operational impacts would occur due to regional emissions of NO<sub>x</sub> above the regional numeric indicator. In addition, the Project would result in potentially significant operational impacts due to localized emissions of PM<sub>10</sub> and PM<sub>2.5</sub> above the localized numeric indicators. With implementation of mitigation measures MM-AQ-3, MM-AQ-4, and MM-AQ-5, the regional NO<sub>x</sub> and localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions from Project operations would be mitigated to below the regional numeric indicator and impacts would be mitigated to less-than-significant levels. Due to the fuller occupancy than under existing conditions, the No Project/No Build Alternative would result in minor changes in air emissions that would be less than the increases due to the Project. Thus, impacts related to air quality standards would be less than significant under the No Project/No Build Alternative and less than under the Project.

(iii) *Cumulative Considerable Net Increase of Criteria Pollutant*

(a) Construction

The No Project/No Build Alternative would not involve any construction activities and would not generate any new criteria pollutants. The emissions from construction of the Project would exceed applicable SCAQMD's regional and impact numerical indicator of significance for NO<sub>x</sub> during the two-day duration of two continuous concrete pouring foundations phases of the Project, even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2. As such, the Project would result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard on a short-term and temporary basis. Impacts related to this threshold would be significant and unavoidable. However, as the No Project/No Build Alternative would not involve any construction activities and is considered to have no impact relative to threshold numerical indicators, the No Project/No Build Alternative would have less impact than under the Project, and would avoid the Project's significant and unavoidable cumulative impact with respect to criteria pollutants.

(b) Operation

The No Project/No Build Alternative would result in minor changes in air emissions due to fuller occupancy than under existing conditions. These changes reflect prior and on-going prior occupancy and would have a minimal effect relative to existing conditions. No new development would occur under the No Project/No Build Alternative that would generate additional criteria pollutants. Under the Project, mitigation measures MM-AQ-3, MM-AQ-4, and MM-AQ-5, would reduce the Project's operations-related emissions and, thus, would not exceed the applicable numeric indicators for criteria pollutants. Therefore, the Project's operational impacts would be mitigated to a less-than-significant level. However, because the No Project/No Build Alternative would result in only minor changes in air emissions due to fuller occupancy than under existing conditions, the No Project/No Build Alternative would have a less than significant impact that is less than under the Project.

(iv) *Exposure of Sensitive Receptors to Pollutant Concentrations*

(a) Construction

The No Project/No Build Alternative would not involve any construction activities and would not generate any criteria pollutants. Under the Project's anticipated phasing and equipment assumptions, compliance with SCAQMD Rule 403 and mitigation measures MM-AQ-1 and MM-AQ-2, would ensure that maximum localized construction emissions for sensitive receptors would not exceed the

localized screening indicators for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub> from construction at sensitive receptors and, as such, Project impacts on existing and future receptors would be less than significant. Implementation of CARB Air Toxics Control (TACs) Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation would minimize emissions of TACs during construction, and impacts would be less than significant. However, because the No Project/No Build Alternative would not generate any construction emissions and is considered to have no impact relative to criteria pollutants, the No Project/No Build Alternative would have less impact than under the Project.

(b) Operation

The No Project/No Build Alternative would result in minor changes in air emissions due to fuller occupancy than under existing conditions. These changes reflect prior and on-going occupancy and would have a minimal effect relative to existing conditions. The No Project/No Build Alternative would not involve any new development and would not generate any additional criteria pollutants. Project operations would not be considered a substantial source of diesel particulate and operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings and other products. Other sources that would generate TAC emissions include charbroiling (restaurants), architectural coatings and consumer cleaning products. Compliance with SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations) and SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), would minimize emissions to the lowest technically feasible. Compliance with Rule 1470 would also ensure the TAC emissions from the emergency generator would not cause or contribute to adverse health impacts at nearby sensitive receptors. In addition, the cooling towers would generate small amounts of emissions at 0.3 pounds per day of particulate matter (entrained water droplets) conservatively assuming continuous operation. Therefore, Project operation emissions would not pose a health risk to sensitive receptors. Potential long-term operational impacts associated with the release of TACs would be minimal, regulated, controlled, and would not be expected to exceed the SCAQMD numerical indicators and the impact of TACs on sensitive receptors would be less than significant. In addition, CO concentration or hotspots associated with the area's intersection congestion under future plus Project (2023) conditions, are expected to be approximately 6.1 ppm (one-hour average) and 4.0 ppm (eight-hour average), which would not exceed the numerical indicators of significance. As such, the Project would not contribute to the formation of CO hotspots and impacts would be less than significant. However, because the No Project/No Build Alternative would result in only relatively minor changes in air emissions due to fuller occupancy than under existing conditions, the No Project/No Build Alternative would have a less than significant impact related to

exposure of existing and future sensitive receptors that is less than under the Project.

(c) *Cultural Resources*

(i) *Historical Resources (Built Environment)*

The No Project/No Build Alternative would not require the demolition of the Executive Building and parking structure or provide for rehabilitation of the original historical character of the Times, Mirror, and Plant Buildings. While the Project would rehabilitate the historical character of the Times, Mirror, and Plant Buildings, the Project would require the demolition of the Executive Building and parking structure and, as such, materially impair the contribution of these structures to the Times Mirror Square historic district. The Times Mirror Square historic district would no longer be eligible for listing as an historical historic district in the National Register and California Register, or designated locally as a HPOZ. The Project would also directly impact the Executive Building, which is individually eligible for listing in the California Register of Historical Resources under California Register Criterion 2 and for designation as an HCM. For these reasons, the Project would result in a significant and unavoidable impact with respect to historical resources. While mitigation measure MM-CUL-1 would be implemented to preserve a written and photographic record of the Executive Building and parking structure, it would not reduce the impact to a less-than-significant level. However, because the No Project/No Build Alternative would not cause any changes in existing buildings, it is considered to have no impact and would avoid the Project's significant impact on historical resources. As such, impacts with respect to historical resources would be less under the No Project/No Build Alternative than under the Project.

(ii) *Archaeological Resources*

The No Project/No Build Alternative would not require any excavation activities that would potentially encounter previously undiscovered archaeological resources. Although the Project Site is currently excavated for basement and foundation features, the Project would require additional excavation which has the potential to uncover archaeological resources. With implementation of mitigation measures MM-CUL-5 through MM-CUL-7, the Project would provide for appropriate treatment and/or preservation of resources if encountered. Under the Project, potentially significant impacts to archaeological resources would be mitigated to a less-than-significant level. However, because the No Project/No Build Alternative would not require any excavation, it would have no impact on archaeological resources. As such, impacts with respect to archaeological resources would be less under the No Project/No Build Alternative than under the Project.

### (iii) *Paleontological Resources*

The No Project/No Build Alternative would not require any excavation activities that would potentially encounter paleontological resources. Although the Project Site is currently excavated for basement and foundation features, the Project would require additional excavation to accommodate nine levels of subterranean parking to a maximum depth of approximately 90 feet below ground surface (bgs). The depth of excavation has the potential to uncover paleontological resources. With implementation of mitigation measures CUL-8 through MM-CUL-11, the Project would not cause a substantial adverse change in the significance of a paleontological resource or unique geologic features and impacts would be mitigated to less-than-significant levels. However, because the No Project/No Build Alternative would not require any excavation, it would have no impact on paleontological resources. As such, impacts with respect to paleontological resources would be less under the No Project/No Build Alternative than under the Project.

### (iv) *Human Remains*

The No Project/No Build Alternative would not require any excavation activities that would potentially encounter previously undiscovered human remains. The Project Site is currently excavated for basement and foundation features, and results of the record searches from the South Central Coastal Information Center (SCCIC) and the Native American Heritage Commission (NAHC) indicate that no human remains have been recorded within the Project Site or within a half-mile radius. The negative results of the records search and the developed nature of the Project Site, however, do not preclude the potential that buried human remains may be encountered during construction. Although unlikely, in the event that previously unknown human remains are encountered during the Project's construction excavations, the treatment of human remains is governed by PRC Section 5097.98 and Health and Safety Code Section 7050.5. Accordingly, the Los Angeles County Coroner must be notified in the event human remains are encountered. If the County Coroner determines that the remains are Native American, the NAHC would be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC would designate a Most Likely Descendant (MLD) for the remains per PRC Section 5097.98. Should human remains be encountered during Project construction, implementation of PRC Section 5097.98 and Health and Safety Code Section 7050.5 would reduce potential impacts to less than significant. However, because the No Project/No Build Alternative would not require any excavation, it would have no potential for impacts on human remains. As such, impacts with respect to human remains would be less under the No Project/No Build Alternative than under the Project.

(d) *Geology and Soils*

(i) *Exacerbation of Existing Environmental Conditions*

The No Project/No Build Alternative would not require any new development at the Project Site or increase or change exposure to seismic risk. The Project Site is not located within a currently established state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area. The proposed buildings and existing buildings to remain would/do derive support from the underlying bedrock, such that fault rupture and liquefaction would not be potential hazards. However, given the location of the Project Site within the seismically active Southern California Region and its proximity to known active and potentially active faults, the new building developed under the Project would be subject to strong seismic ground shaking. Under the Project, PDF GEO-1 would address the need for any seismic upgrades relative to the historic Times, Mirror, and Plant Buildings. The Project's impacts with respect to exacerbation of existing environmental conditions would be less than significant. Although the No Project/No Build Alternative would not address seismic upgrades, because the No Project/No Build Alternative would not involve the development of any new buildings or result in any changes, it is considered to have no impact. As such, impacts with respect to existing geological and seismic hazards would be less under the No Project/No Build Alternative than under the Project.

(ii) *Soil Erosion or Loss of Topsoil*

The No Project/No Build Alternative would not require any construction activities requiring grading or exposure of soil to rain or wind. Construction of the Project would increase soil exposure and risk of soil erosion. Compliance with existing SCAQMD, Regional Water Quality Control Board (RWQCB), and Building Code regulations for dust and erosion control, however, would ensure that the Project would not result in substantial erosion or the loss of topsoil. As such, impacts with respect to soil erosion or loss of topsoil would be less than significant. However, because the No Project/No Build Alternative would not involve any construction activities, it would have no impact. As such, impacts with respect to soil erosion or loss of topsoil would be less under the No Project/No Build Alternative than under the Project.

(iii) *Unstable Geologic Units*

The No Project/No Build Alternative would not include any new development that would expose people or structures to unstable geologic units, such as liquefaction or lateral spreading, caused in whole or in part by the exacerbation of existing of environmental conditions. Development of the Project would expose the new buildings to these potential hazards. PDF GEO-2 would require foundations to extend to bedrock (below alluvial soils), to address any risk of lateral spreading.



Project impacts with respect to unstable geologic units would be less than significant. However, because the No Project/No Build Alternative would not involve any new development, it would have no impact. As such, impacts with respect to unstable geologic units would be less under the No Project/No Build Alternative than under the Project.

(iv) *Expansive Soils*

The No Project/No Build Alternative would not include any new development that would expose people or structures to geologic hazards, such as expansive soils, caused in whole or in part by the exacerbation of existing environmental conditions. The Project Site is currently underlain by soils with the potential for expansion and corrosion. However, the Project would be required to comply with California Building Code (CBC) Section 1803.5.3, which requires that in areas likely to have expansive soil, soils would be removed, compacted or overfilled, as set forth in the CBC. Existing corrosion potential at the Project Site would be reduced to a less-than-significant level through implementation of existing regulations. However, because the No Project/No Build Alternative would not involve any new development, it would have no impact. As such, impacts with respect to expansive soils would be less under the No Project/No Build Alternative than under the Project.

(e) *Greenhouse Gas Emissions*

The No Project/No Build Alternative would not include the construction of any new buildings. However, whereas the existing offices are only 60 percent occupied, the No Project/No Build Alternative assumes that existing buildings would be fully used. Therefore, the No Project/No Build Alternative would generate new greenhouse gas (GHG) emissions from the fully occupied existing offices, albeit at lesser amount than the proposed Project. The construction and occupation of the Project Site under the Project would increase GHG emissions. The Project's annual net operational emissions of 14,922 metric tons of CO<sub>2</sub>e (MTCO<sub>2</sub>e), which include amortized construction emissions, would be approximately 28 percent below the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. The Project would implement PDF AQ-1, PDF AQ-2, and PDF WS-1 and would be consistent with applicable GHG reduction strategies outlined in the California Air Resources Board (CARB's) Climate Change Scoping Plan, the Southern California Association of Government (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), Sustainable City pLAn, and the City of Los Angeles Green Building Code. As such, the Project would have a less-than-significant impact with regard to GHG emissions. However, because the No Project/No Build Alternative would generate new greenhouse gas emissions from the fully occupied existing offices at a lesser amount than the proposed Project, it would have less GHG impacts compared to

the proposed Project. At the same time, the No Project/No Build Alternative would not provide benefits of the Project that contribute to reducing GHG impacts on a per capita basis, in the regional context, such as locating a mix of high-density residential and commercial uses in proximity to public transportation. Nonetheless, impacts with respect to GHG emissions would be less than significant under the No Project/No Build Alternative and less than under the Project.

(f) *Hazards and Hazardous Materials*

(i) *Routine Transport, Use, or Disposal of Hazardous Materials*

The No Project/No Build Alternative would not include the construction of any new buildings or involve the transport, use, or disposal of hazardous materials not occurring under existing conditions. The Project would require the use of products for construction and operation that are typically used in performing everyday household and commercial activities, and would be used consistent with manufacturers' instructions and applicable regulations. The Project would not require the use of hazardous materials beyond these typically used products, and would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant. However, because the No Project/No Build Alternative would not include the construction of any new buildings or involve the transport, use, or disposal of hazardous materials not occurring under existing conditions, impacts would be less than significant under the No Project/No Build Alternative and less than under the Project.

(ii) *Upset and Accident Conditions*

The No Project/No Build Alternative would not include demolition or construction activities or the exposure of any construction workers to any potentially hazardous condition. Demolition and construction activities of the Project would potentially expose workers to airborne contaminants, low concentrations of VOCs, and potential soils contaminants and gases. While the Phase I/II Environmental Site Assessment (ESA) did not encounter any Recognized Environmental Conditions (REC) or conditions that may warrant mitigation, in the event that unforeseen suspect impacted soils are encountered during mass excavation activities for the future subterranean parking garage, such soil will be properly profiled and managed under a conventional soil management plan to be implemented by the Project excavation contractor and environmental consultant. The Soil Management Plan would be implemented as PDF HAZ-1. Demolition contaminants may include asbestos-containing materials (ACMs), lead-based paint (LBP) and, possibly, polychlorinated biphenyls (PCBs). With implementation of existing regulations and PDF HAZ-1, impacts with respect to risk of upset and accident conditions under the Project would be less than significant. However, because the No Project/No Build Alternative would not involve any demolition,

excavation, or construction activities, it would have no impact. As such, impacts with respect to upset and accident conditions would be less under the No Project/No Build Alternative than under the Project.

*(iii) Use of Hazardous Materials within One-quarter Mile of an Existing School*

The No Project/No Build Alternative would not include construction activities that could emit hazardous materials and, as such, would not expose any school within one-quarter mile to hazardous or health risk conditions. Construction of the Project would potentially emit VOCs, some of which are classified as TACs. Project construction activities would include the use of architectural coatings and the use of diesel-powered construction equipment, while Project operations would likely include deliveries by diesel-powered vehicles, all of which could generate VOCs. Project construction and operation would not generate TACs in excess of the applicable maximum incremental cancer risk standard. As such, Project impacts related to the use of hazardous materials, including TACs, within one-quarter mile of an existing school would be less than significant. However, because the No Project/No Build Alternative would not involve any construction activities, it would have no impact. As such, impacts with respect to exposure to hazardous conditions within one-quarter mile of a school would be less under the No Project/No Build Alternative than under the Project.

*(iv) Hazardous Materials Database Listings*

Six database listings occur on the Project Site, but none represent a REC at the Project Site. Therefore, neither the No Project/No Build Alternative nor the Project would create a significant hazard to the public or the environment related to exacerbating existing hazardous (listed) conditions. Impacts would be less than significant under both the Project and the No Project Alternative. However, because no activity would occur at the Project Site under the No Project/No Build Alternative and, thus, it is considered to have no impact. As such, impacts related to being listed on a hazardous materials database listing would be considered less than under the Project.

*(v) Emergency Response/Evacuation Plans*

Neither the No Project/No Build Alternative nor the Project consist of a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor require the closure of any existing streets. Neither would represent a significant impediment to emergency response and evacuation of the local area. Land uses under the Project would not require a new, or interfere with an existing, risk management, emergency response, or evacuation plan. Impacts related to emergency response plans would be less than significant. However, the No Project/No Build Alternative would have no impact since no

changes would occur. As such, impacts related to emergency response plans would be less under No Project/No Build Alternative than under the Project.

(g) *Hydrology and Water Quality*

(i) *Consistency with Water Quality Standards*

(a) Construction

The No Project/No Build Alternative would not involve any construction and, as such, would not result in surface or groundwater exposure to pollutants during construction activities. Under the Project, construction activities, such as earth moving, maintenance/operation of construction equipment, potential dewatering, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site. Potential impacts would be reduced to less-than-significant levels through compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit, including a construction Storm Water Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs), and Building Code grading procedures, which would ensure that the Project would not exceed water quality standards. As such, impacts with respect to construction phase water quality standards would be less than significant. However, because the No Project/No Build Alternative would not involve any construction activities, it would have no impact. As such, impacts with respect to violation of water quality standards during construction would be less under the No Project/No Build Alternative than under the Project.

(b) Operation

BMPs for stormwater runoff from existing impervious surfaces are not currently implemented under existing conditions and, as such, would not be implemented under the No Project/No Build Alternative. During operation, the Project would comply with the City's Low Impact Development (LID) Manual requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. The Project would include the installation of roof/surface drains and cisterns and/or biofiltration/bioretenion system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. Therefore, with implementation of the structural BMPs proposed as part of the Project, and of the non-structural BMPs required as part of the Standard Urban Stormwater Mitigation Plan (SUSMP) and by City LID requirements, the Project would result in an improvement in the water quality of stormwater runoff from the Project Site. As such, impacts with respect to operation water quality standards would be less than significant. The Project would improve water quality during operation compared to existing conditions and, as such, impacts with respect to water quality standards would be less than significant.

Because these improvements would not occur under the No Project/No Build Alternative, the No Project/No Build Alternative would have a greater, but less-than-significant impact than under the Project.

*(ii) Alteration of Drainage Pattern Resulting in Erosion or Siltation*

The No Project/No Build Alternative would not involve any construction and, as such, would not result in a construction-related change in drainage patterns resulting in erosion or siltation. The Project's construction activities could contribute to erosion or siltation when soils are exposed during development of the Project Site. Construction activities for the Project would include excavation of approximately 364,000 cubic yards of soil, all of which would be exported off-site, and maximum excavation depths of approximately 90 feet bgs. These construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. The Project, however, would be required to implement a SWPPP that specifies BMPs and erosion control measures to manage runoff flows and prevent pollution. With implementation of required BMPs, impacts with respect to drainage pattern changes resulting in erosion and siltation would be less than significant. However, because the No Project/No Build Alternative would not involve any construction activity, it would have no impact. As such, impacts with respect to changes in drainage patterns resulting in erosion or siltation during construction would be less under the No Project/No Build Alternative than under the Project.

*(iii) Alteration of Drainage Pattern Resulting in Flooding*

The No Project/No Build Alternative would not involve any changes, including changes in drainage patterns, nor would it cause any conditions that would result in flooding. The Project would not alter the drainage pattern in the post-project condition because drainage would still flow into the adjacent municipal storm drain system after limited on-site detention and filtration. Similarly, the rate of surface runoff would not be substantially altered because the pre- and post-project condition of the Project Site is primarily impervious. Rather, the Project would slightly decrease the rate of surface runoff under post-project condition as some detention would be provided by the proposed biofiltration/bioretenion system. Although the Project would reduce surface runoff during operation through biofiltration/bioretenion compared to existing conditions, and these improvements would not occur under the No Project/No Build Alternative, because no impacts with respect to drainage patterns would occur under No Project/No Build Alternative, impacts relative to drainage patterns are considered to be less than under the Project.

(iv) *Stormwater Drainage System Capacity*

(a) Construction

The No Project/No Build Alternative would not involve any construction and, as such, would not result in a construction-related change in surface water runoff that would exceed the capacity of the existing or any planned drainage system. The Project's temporary increase in permeable surfaces during construction would reduce rather than increase off-site runoff from the Project Site during a portion of the construction. In accordance with the requirements of the construction SWPPP, which specifies BMPs to be implemented during construction to manage runoff flows and avoid on- or off-site flooding, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts with respect to surface runoff would be less than significant under the Project. However, because no changes in runoff would occur under the No Project/No Build Alternative, there would be no impact under the No Project/No Build Alternative and impacts would be less than under the Project.

(b) Operation

No changes to the Project Site or to existing surface water runoff would occur under the No Project/No Build Alternative. The Project would also maintain existing drainage patterns at the Project Site. No new off-site storm drainage infrastructure is indicated as required or proposed. The Project's 50-year ( $Q_{50}$ ) peak flow rate of stormwater runoff from the Project Site would be expected to decrease slightly from an estimated 11.6848 cubic feet per second (cfs) to an estimated 11.6468 cfs (a 0.64 cfs decrease) owing to the retention afforded by the proposed LID system. Therefore, the quantity of stormwater runoff from the Project Site requiring conveyance by the existing off-site storm drain system would decrease under the Project. Impacts related to the capacity of the off-site stormwater drainage system would be less than significant because a reduction in stormwater flow would occur under the Project compared to existing conditions. Because the Project would benefit stormwater drainage and would reduce stormwater runoff, and the same benefits would not happen under the No Project/No Build Alternative, impacts under the No Project/No Build Alternative would be less than significant but greater than under the Project.

(v) *Water Quality*

No construction activities or change in the operation of the existing land use would occur under the No Project/No Build Alternative. During construction, the Project would implement a site-specific SWPPP during construction that adheres to the California Stormwater Quality Association BMP Handbook. In addition, the Project would include the installation of biofiltration/bioretenention system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event during Project operation, and would implement other stormwater quality BMPs as required by the City's LID Ordinance and other

requirements. Finally, the Project does not propose any activities or land uses that would otherwise create water quality pollutants that are atypical of most urban existing uses and proposed developments. Therefore, the Project would not substantially degrade water quality, and the impact would be less than significant. Because the Project would implement a biofiltration/bioretenion system and, in the long term, reduce pollutants in surface water runoff, and because the No Project/No Build Alternative would not implement this benefit, impacts would be less than significant but greater than under the Project.

*(h) Land Use and Planning*

The No Project/No Build Alternative would not change existing conditions on the Project Site. No land use approvals or permits would be required, and no changes associated with consistency with land use regulations and plans would occur. Moreover, because this Alternative would not result in new land uses, the relationship between the existing on-site and off-site land uses would not change. However, unlike the Project, which would provide for 1,127 residential units, the No Project/No Build Alternative would not provide any housing units. The No Project/No Build Alternative would therefore not advance local and regional planning objectives that promote the development of new housing to meet housing demand, infill mixed-use developments in urban centers near public transit, and pedestrian-oriented improvements. The Project would be substantially consistent with the land use and housing objectives of the General Plan Framework Element and the Central City Community Plan (Community Plan). The Project would be consistent with Objective 1.1 of the General Plan Housing Element to produce an adequate supply of rental and ownership housing to meet current and projected needs, and with the Community Plan, which states that expanding the downtown residential community is viewed as a major component of efforts to revitalize Downtown. The Community Plan also sets forth standards and approval procedures for the Transfer of Floor Area Rights (TFAR) to direct growth to areas that can best accommodate increased density. The Project would be substantially consistent with the land use and housing objectives of the General Plan Framework Element and with the Central City Community Plan. As such, Project impacts with respect to consistency with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect, would be less than significant. The No Project/No Build Alternative would not provide for housing or implement TFAR or other measures to increase density in a transit priority area, and would not assist with policy goals regarding housing near transit. As with the Project, the No Project/No Build Alternative would result in a less-than-significant impact with respect to land use; however, because No Project/No Build Alternative 1 would not alter the existing uses at the Project Site, impacts would be less than the Project's less-than-significant impacts.

(i) *Noise*

(i) *Noise Levels in Excess of Established Standards*

(a) *Construction*

The No Project/No Build Alternative would not require any construction activities and, therefore, it would have no construction noise impacts. Under the Project, construction activities would require the use of heavy-duty machinery that would increase noise levels at several sensitive receptor locations, represented as Locations R1 through R8. Prior to mitigation, construction noise would exceed applicable noise impact thresholds (established standards) at nearby noise sensitive uses (Locations R1, R3, R4, R5, and R6). Implementation of mitigation measures MM-NOISE-1 through MM-NOISE-4 would reduce construction noise levels to less than significant levels at sensitive receptor Locations R3, R4, and R6. However, even with mitigation, noise levels (with and without the vibratory pile driver) would exceed noise thresholds at sensitive receptor locations R1 and R5. Location R1 is the northeast corner of S. Broadway and W. 2nd Street, which represents the noise environment at the west corner the Project Site and the Federal Courthouse and future mixed-use residential development at the corner of W. 2nd Street and S. Broadway. Location R5 is along south side of W. 2nd Street, midway between S. Main Street and S. Spring Street and represents the noise environment for the Higgins Building apartment complex at the corner of S. Main Street and W. 2nd Street and the one-acre LAPD park. Mitigation measures require a 10-foot-high construction fence; that all fixed or mobile construction equipment provide noise shielding and muffling devices; and specific restrictions on heavy-duty equipment within 100 feet and 150 feet, respectively of the Federal Courthouse. However, because noise levels during construction would exceed the applicable noise standards at Locations R1 and R5, the Project's on-site noise impacts with respect to established standards would be significant and unavoidable. In addition, the Project's construction traffic noise levels generated by construction worker and truck trips would exceed the nighttime established standards on S. Broadway, Los Angeles Street, and W. 2nd Street and, as such, off-site construction truck traffic would also be significant and unavoidable. As the No Project/No Build Alternative would not involve any construction activity, the No Project/No Build Alternative would have no impact and would avoid the Project's significant on- and off-site noise impacts. Noise impacts would be less than under the Project.

(b) *Operation*

The No Project/No Build Alternative would result in minor changes in noise levels due to fuller occupancy than under existing conditions. Because these reflect prior and ongoing occupancy conditions, there would be minimal change to ambient or periodic noise levels at the Project Site compared to existing conditions. Whereas,



Project-related traffic would increase traffic noise levels by 0.6 dBA CNEL (below the level of significance of 3 dBA CNEL increase over ambient noise levels) at the roadway segments of W. 2nd Street, between S. Broadway and S. Spring Street adjacent to a school and commercial uses and N./S. Broadway, between W. 1st Street and W. 2nd Street adjacent to the Federal Courthouse and commercial uses. Under the Project, noise levels related to human activity in on-site open space or associated with fixed mechanical equipment, refuse collection, and loading docks, emergency generators, or composite levels of combined activities would not exceed established noise standards. The No Project/No Build Alternative would not result in any new activities outside of more fully occupied office uses, but would increase traffic compared to existing conditions due to an increase in occupancy. Therefore, impacts would be less than significant, and would be less than under the Project.

(ii) *Groundborne Vibration and Noise*

(a) Construction

The No Project/No Build Alternative would not generate construction-related groundborne vibration or noise. The Project's construction activities at the Project Site have the potential to generate low levels of groundborne vibration, as the operation of heavy equipment generates vibrations that propagate through the ground, although diminishing in intensity with distance from the source. Groundborne vibration can result in levels that (i) exceed the potential structural damage threshold of 0.5-in/sec PPV at the nearest off-site buildings, or (ii) cause human annoyance by exceeding 72 VdB at nearby residential uses and 75 VdB for institutional land uses with primarily daytime use (e.g., the Federal Courthouse). Under the FTA's construction vibration damage criteria, the Project would not generate vibration levels at nearby offsite buildings that would exceed the significance criterion of 0.5 in/sec PPV. The Federal Courthouse (Location R1) is the nearest sensitive receptor to the Project Site. This building would be exposed to vibration levels up to 74 VdB, which would not exceed the FTA's 75 VdB human annoyance criterion. Loaded haul trucks would also generate off-site vibration. Haul trucks would exit the Project Site from Broadway, turn on Main Street to Aliso Street, then merge onto the SR-101 southbound ramp. On any rough or uneven roadway surfaces, haul trucks would generate groundborne noise levels of approximately 75 VdB, and as such, would exceed the significance threshold of 72 VdB at residential sensitive receptor sites. Even though haul trucks would pass vibration-sensitive receptors along the haul routes for only a few seconds, groundborne noise impacts on sensitive receptors along the haul routes are conservatively considered to be significant.

The on-site Times, Plant, and Mirror Buildings are components of the Project that would be subject to vibration from construction activities. These buildings could be exposed to vibration velocities up to 3.07 in/sec PPV from the operation of a large dozer and 5.86 in/sec PPV from the operation of a vibratory pile driver, assuming

vibration-generating equipment are used as close as approximately one foot from the buildings. This value would exceed the 0.50 in/sec PPV significance threshold for potential building damage for on-site structures. Implementation of mitigation measures MM-NOISE-5 and MM-NOISE-6, would restrict the distances in which vibratory pile drivers could be used relative to the Times, Plant, and Mirror Buildings and Federal Courthouse, and require noise and vibration monitoring and documentation by a qualified preservation consultant. Implementation of these mitigation measures would reduce vibration impacts on these buildings to less-than-significant levels. However, the Project would still generate significant and unavoidable human annoyance vibration impacts with respect to haul truck traffic. As the No Project/No Build Alternative would not require construction or cause any construction-related vibration, it would have less impact than under the Project.

(b) Operation

The No Project/No Build Alternative would result in minor changes in noise due to fuller occupancy than under existing conditions. Because these reflect recent and ongoing prior occupancy, there would be minimal change to ambient or periodic noise levels at the Project Site compared to existing conditions. The No Project/No Build Alternative would not construct new facilities, and there would be no change in existing conditions at the Project Site, such as increase traffic or occupation that would result in groundborne vibration. Project operation would not generate operational vibration in excess of vibration thresholds, as such, impacts with respect to vibration would be less than significant. As the No Project/No Build Alternative would not generate vibration, it is considered to have no impact. As such, impacts with respect to operational vibration would be less under the No Project/No Build Alternative than under the Project.

(iii) *Substantial Permanent Increase in Ambient Noise Levels*

The No Project/No Build Alternative would not require construction; however, it would result in a slight increase in traffic due to the increase in occupancy at the Project Site. While this increase would slightly increase ambient noise levels, it would not result in a substantial permanent increase in ambient noise levels. As such, the No Project/No Build Alternative would have a less than significant impact with respect to ambient noise levels. Whereas, the Project includes operational activities that have the potential to generate noise impacts, including noise from off-site vehicle traffic, open recreational areas, public open space, mechanical (i.e., air-conditioning) equipment, loading areas; emergency generators; and parking structure. The existing noise environment in the Project area is dominated by traffic noise from nearby roadways, as well as nearby residential and commercial activities. However, motor vehicle travel on local roadways attributable to the proposed Project would not increase ambient noise levels above the threshold standards. Overall, relative to the existing noise environment, the Project would increase the ambient noise level by less than the 5 dBA threshold increase. As

such, the Project would be less-than-significant impact related to a substantial permanent ambient increase in noise levels. As the No Project/No Build Alternative would result in a slight increase in permanent ambient noise levels, impacts would be less under the No Project/No Build Alternative than under the Project and also less than significant.

*(iv) Substantial Temporary or Periodic Increase in Ambient Noise Levels*

The No Project/No Build Alternative would not require construction or result in any temporary or periodic events that would increase noise levels. As such, the No Project/No Build Alternative would have no impact with respect to a substantial increase in temporary or periodic ambient noise levels. Construction activities associated with the Project, would reach a maximum of 85 dBA  $L_{eq}$  (without the vibratory pile driver) and 90 dBA  $L_{eq}$  (with the vibratory pile driver) at the nearest sensitive receptor (Location R1). Sensitive receptor locations R3, R4, R5, and R6 would be exposed to construction noise levels which exceed the significance thresholds of 77.8 dBA  $L_{eq}$  at R3, 73.5 dBA  $L_{eq}$  at R4, 70.0 dBA  $L_{eq}$  at R5, and 71.3 dBA  $L_{eq}$  at R6. As such, construction of the Project would cause a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. While the Project would implement mitigation measures MM-NOISE-1, MM-NOISE-2, MM-NOISE-3, and MM-NOISE-4, it would not reduce temporary or periodic increases in ambient noise levels in the Project vicinity during construction to below the significance thresholds and, as such, these temporary impacts would be significant and unavoidable. As the No Project/No Build Alternative would not cause any increase in temporary or periodic ambient noise levels, there would be no impact and impacts would be less under the No Project/No Build Alternative than under the Project. This alternative would avoid the Project's significant and unavoidable impacts.

*(j) Population, Housing, and Employment*

*(i) Construction*

The No Project/No Build Alternative would not involve any construction activities that would increase population, demand for housing, or employment and, as such, there would be no impact. Project construction, however, would create short-term employment opportunities for construction workers, which could indirectly increase population in the Project area. However, employment would be short-term in nature and construction jobs are anticipated to be filled by residents in the local area, or by commuters within the larger Los Angeles Metropolitan Area. There would be no direct or indirect substantial population growth due to Project construction. Thus, Project construction would not induce substantial direct or indirect population growth, and impacts would be less than significant. However, because the No Project/No Build Alternative would not involve any construction activities or generate construction employment, there would be no impact and,

thus, it would have less impact with respect to population, housing, or employment than the Project.

(ii) *Operation*

The No Project/No Build Alternative would not increase residential population on the Project Site, but would increase employment as the previously vacant office spaces would be fully occupied. The No Project/No Build Alternative would increase employment at the Project Site by 965 new office employees.<sup>4</sup> The Project, however, would generate approximately 2,739 residents. This increase would account for approximately 1.7 percent and 0.4 percent of SCAG's estimated population increase for the City by 2023 and 2040, respectively. Thus, Project-related population growth in the City would be within SCAG's projections. The Project's development would also support the attainment of the SCAG policies by providing increased population density within a High Quality Transit Area that is targeted to provide high-density development along transit corridors. The Project would also increase the number of employees on the Project Site by approximately 186 employees. As such, the Project would be more housing-rich than jobs-rich. The Project itself would contribute to bringing the City's jobs/housing ratio closer to the balance by providing more housing units than employees on the Project Site. Thus, the Project would support the anticipated population trends and SCAG efforts to improve the jobs/housing balance of local communities in the region. Impacts with respect to population, housing, and employment would be less than significant. The No Project/No Build Alternative would increase existing employee occupancy of the Project Site and would add more employees to the Project Site as compared to the Project. However, there would be no new residents under the No Project/No Build Alternative. The Project would bring more additional people (1,606 residents and 186 employees) to the Project Site than the No Project/No Build Alternative (965 employees). Therefore, impacts under the No Project/No Build Alternative would be less than significant and less than under the Project.

(k) *Public Services*

(i) *Police Services*

(a) *Construction*

The No Project/No Build Alternative would not involve any construction activities that would increase demand for the Los Angeles Police Department (LAPD) services or require the construction or expansion of existing police facilities, the construction of which would result in environmental impacts. Thus, the No Project/No Build Alternative would have no impact with respect police protection services. The Project's construction phase, however, could increase potential

<sup>4</sup> Based on the Los Angeles Unified School District's 2016 Developer Fee Justification Study, one square foot of office space would generate 0.00431 employees. At this rate, the additional occupancy of 223,945 square feet of office would generate 965 new employees.

demand for LAPD services related to theft or vandalism and increased worker activity, as well as construction traffic that could affect emergency response times. To reduce on-site construction LAPD demand, the Project would implement a number of security measures under PDF POL-1 to limit access to construction areas, including private security, construction fencing and locked entry. Construction activities may involve temporary lane closures or increased travel time due to flagging or stopping traffic to accommodate trucks entering and exiting the Project Site. Under PDF-TRAF-1, a Construction Traffic Management Plan would ensure that adequate and safe access remains available at the Project Site during construction activities. Most construction staging would occur on the Project Site and construction workers would generally start and end their work days in advance of peak traffic hours; thus, reducing their potential effect on traffic and emergency response times. Furthermore, construction-related traffic generated by the Project would not significantly impact LAPD response times within the Project vicinity as LAPD vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic during construction. As such, construction of the Project would have a less than significant impact on existing LAPD services. However, because the No Project/No Build Alternative would not involve any construction activities or generate construction traffic, it would have no impact and, thus, it would have less impact with respect to demand on LAPD services than under the Project.

(b) Operation

The No Project/No Build Alternative would increase the number of employees on the Project Site, which could increase activity and demand for LAPD services. Project operation, however, would result in an increased residential service population of approximately 3,388 people in the Central Community Police Station service area, increasing the resident/officer service ratio from 1:108 to 1:118. This increase indicates a need for approximately 32 additional sworn officers to maintain the existing service ratio. However, the resulting service ratio of 1:118 would be well below the citywide average of 1:401. The Project's PDF POL-3 to enhance safety around the Project Site, including private onsite security, a closed-circuit television system, and a 24-hour/seven-day security program for the Paseo, would reduce demand for LAPD services during Project operation. Emergency access to the Project Site and surrounding uses would be maintained at all times, and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Although LAPD has indicated an increased need for police services, there are no current plans to expand the Central Community Police Station or increase the number of personnel assigned to the Central Community Police Station service area. Project operation would not result in the need for new or physically altered police facilities, the construction of which would cause significant environmental impacts, and impacts would be less than significant. However, the No Project/No Build Alternative would increase occupancy at the Project Site less than the Project. Therefore, the No Project/No Build Alternative

would have a less-than-significant impact, and impacts with respect to police protection services would be less than under the Project.

(ii) *Fire Services*

(a) *Construction*

The No Project/No Build Alternative would not involve any construction activities that would increase demand for Los Angeles Fire Department (LAFD) services or require the construction or expansion of existing fire protection facilities, the construction of which would result in environmental impacts. Thus, the No Project/No Build Alternative would have no impact with respect to fire protection services. The Project's construction phase, however, could increase potential demand for LAFD services and affect emergency response times. To reduce on-site construction fire hazards, the Project would implement and comply with applicable Fire Code regulations for the use of inflammable materials and chemicals, as well as the Occupational Safety and Health Administration (OSHA), Fire Code, and Building Code requirements for employee safety. Regarding LAFD emergency access, PDF-TRAF-1 would require a Construction Traffic Management Plan to be implemented to minimize disruptions to through traffic flow and maintain emergency vehicle access to the Project Site and neighboring land uses. Furthermore, Project construction activities would be temporary and intermittent, and construction haul routes would require City approval prior to construction. With implementation of PDF-TRAF-1 and compliance with existing regulations, demand on services from Project construction would not exceed the capacity of existing fire protection services to the extent that existing LAFD facilities would need to be expanded or new facilities would need to be constructed. As such, construction of the Project would have a less-than-significant impact on existing fire services. However, because the No Project/No Build Alternative would not involve any construction activities or generate construction traffic, it would have no impact and impacts with respect to demand on fire services would be less than under the Project.

(b) *Operation*

The No Project/No Build Alternative would slightly increase activity at the Project Site based upon an increase in office occupancy relative to existing conditions. However, the increase in office occupancy is what could currently be fully accommodated at the Project Site, and has been in the past; thus, would not require fire protection services beyond what was already anticipated for the Project Site. Therefore, this alternative would not require the construction or expansion of existing fire protection facilities, the construction of which would result in environmental impacts, in order to maintain acceptable service. Thus, the No Project/No Build Alternative would have a less-than-significant impact with respect to fire protection services. The Project's new buildings and higher occupancy of the Project Site would increase demand for fire services. The Project would comply

with Building and Fire Codes, including the provision of an Emergency Safety Plan, fire control and emergency elevators, automatic sprinkler systems, building emergency communication systems, and other safety measures. Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area. A number of factors would serve to facilitate responses to emergency calls. Emergency response is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. The Project vicinity is also well served by the LAFD, including Fire Stations 4, 3, 9, 10, and 11. Also, because of the grid pattern of the local street system and the proximity to multiple freeways, each of these fire stations have multiple routes available to respond to emergency calls at the Project Site. With implementation of fire safety regulations in addition to the LAFD's priority use of roadways, the Project would not increase demand for fire services such that it would require the expansion of existing LAFD facilities or construction of new fire facilities. The Project would have a less-than-significant impact on existing fire services. However, given that the No Project/No Build Alternative would only increase occupancy in the existing on-site buildings and would not include any new construction that would increase service demand, impacts would be less than significant and impacts with respect to emergency access and fire safety services would be less than under the Project.

### (iii) *Schools*

#### (a) *Construction*

The No Project/No Build Alternative would not involve any construction activities that would increase demand for schools or require the construction or expansion of existing school facilities, the construction of which would result in environmental impacts. Thus, the No Project/No Build Alternative would have no impact with respect to school services. Project construction would not generate new students needing to attend local schools. Given the mobility and temporary durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Project. There are no schools located in the immediate vicinity that would be directly affected by construction activities, such as noise and traffic. Additionally, the haul route would not pass by the nearby schools, and the nearby schools would not be affected by Project construction traffic. Therefore, Project construction would not require the addition of a new school or the expansion, consolidation or relocation of an existing facility to maintain service levels, and construction activities would not adversely affect local schools. Therefore, construction impacts on schools would be less than significant. However, the No Project/No Build Alternative would have no impact on school services and, as such, impacts would be less than under the Project.

(b) Operation

The No Project/No Build Alternative would not involve new residential or commercial uses; however, it would slightly increase employee occupancy at the Project Site that could increase student population and potentially increase demand for school services or require the expansion of school facilities, the construction of which would result in environmental impacts. Based on LAUSD generation factors, the Project's 1,127 for-rent multi-family residential units, 307,288 square feet of commercial office uses, 53,389 square feet of restaurant uses, and a 50,000 square foot grocery store is estimated to generate approximately a net 187 elementary school students, 52 middle school students, and 108 high school students for a total of 347 school students. This increase could contribute to existing and projected future shortages in classroom seats in the area. However, pursuant to Section 65995 of the California Government Code, the Project Applicant would be required to pay fees in accordance with SB 50. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools serving the Project in question are at capacity or not and, pursuant to Section 65995(h), payment of such fees is deemed full mitigation of a project's development impacts. As such, Project impacts to schools would be less than significant. The No Project/No Build Alternative could potentially increase employee occupancy at the site; however, this increase would be within the occupancy currently allowed at the Project Site. Thus, any student population increase would be within what is projected for the existing uses, and no expansion of school facilities would be required. Therefore, impacts would be less than significant and impacts on school services would be less under the No Project/No Build Alternative than under the Project.

(iv) *Parks and Recreation*

(a) Construction

The No Project/No Build Alternative would not involve any construction personnel who would increase demand for parks and recreational facilities, and would not require the construction or expansion of existing parks and recreational facilities, the construction of which would result in environmental impacts. Thus, the No Project/No Build Alternative would have no impact with respect to parks and recreational facilities. The Project's construction phase would generate limited demand on park and recreational facilities by construction workers, who may use the area's parks during lunch breaks. Because use would be limited and the short-term, increased employment of construction workers on the Project Site would not result in a notable increase in the residential population of the area surrounding the project site, there would not be a corresponding substantial demand or use of the existing parks and recreation facilities during this time and impacts on park and recreational services during construction would be less than significant. However, because the No Project/No Build Alternative would have no impact on parks and



recreational facilities, the No Project/No Build Alternative would have less impact on these facilities during construction compared to the Project.

(b) Operation

The No Project/No Build Alternative would not involve new residential uses that would increase population at the Project Site that would increase demand for parks and recreational facilities or require the expansion of parks and recreational facilities, the construction of which would result in environmental impacts. Thus, the No Project/No Build Alternative would have no impact with respect to parks and recreational facilities. However, the Project's 1,127 residential units would generate an estimated 2,739 residents, which would require 10.96 acres of parkland to meet the Public Recreation Plan's (PRP) long-range standard of four acres of parkland per 1,000 persons and 5.48 acres to meet the PRP's more attainable short- and intermediate-range standard of two acres of parkland per 1,000 persons. The Project would provide approximately 148,878 square feet, or 3.39 acres (1.24 acres per 1,000 residents), of on-site recreational amenities and open space. Thus, the Project would not meet the PRP's short- or long-range standards of two and four acres per 1,000 residents, respectively. While the Project's provision of on-site open space and recreation facilities would reduce the use of area parks by Project residents, nearby parks and recreational amenities would still be experience an increase in use. However, the PRP contains Citywide goals, not requirements for individual projects. In addition, the multiple parks and recreational facilities in the area indicate that the Project would not cause substantial degradation of existing facilities at any single park location that would require a new public park.

In addition, the Project would be subject to existing LAMC regulations that require the dedication of parkland, payment of in-lieu fees, and/or provision of comparable on-site recreational facilities, and impacts would be less than significant. However, because the No Project/No Build Alternative would not involve any new residential uses that would increase demand for parks and recreational facilities, impacts would be less than significant and the No Project/No Build Alternative would have less impact on these facilities during operation than under the Project.

(v) *Libraries*

(a) Construction

The No Project/No Build Alternative would not involve any construction personnel who would increase demand for library services, or require the construction of new or expansion of existing library facilities, the construction of which would result in significant environmental effects. Thus, the No Project/No Build Alternative would have no impact with respect to library services. The Project's construction workers would come from an existing labor pool whose workers move between construction projects on short-term basis without requiring relocation. Workers traveling to the Project Site may stop at a library that is outside of their residential neighborhood.

Such library stops would be incidental and typical of workers throughout the region. Such stops would increase library use at one location while reducing it at another. Such variations would occur on short-term basis. As such, there would be no notable increase in library usage at the libraries serving the Project Site. Because use would be limited, there would be no need for the construction of library facilities to accommodate construction population, and impacts would be less than significant. However, because the No Project/No Build Alternative would have no impact on libraries, the No Project/No Build Alternative would have less impact on these facilities during construction compared to the Project.

(b) Operation

The No Project/No Build Alternative would not involve new residential uses that would increase population at the Project Site that would increase demand for library services or require the expansion of libraries, the construction of which would result in significant environmental effects. Thus, the No Project/No Build Alternative would have no impact with respect to library services. However, the Project's 1,127 residential units would generate an estimated 2,739 residents, who would increase demand on library services. Several libraries serve the Project Site, with the nearest being the Little Tokyo Branch Library and the Chinatown Branch Library. The Chinatown Branch Library has excess capacity to accommodate the Project's demand; whereas, the Little Tokyo Branch Library is operating at overcapacity and is not adequately sized to accommodate the population currently residing in its service area. LAPL identifies four other libraries in the area that would be capable of handling all of the Project residents. In addition, the Chinatown Library is the nearest and, even if all the Project's residents chose to use the Little Tokyo Branch, the level of service population would still not be sufficient to trigger the need for the construction of a new branch library according to LAPL's standards. Under the LAPL Facilities Plan, a new branch library is not required until the service population for a branch library reaches 90,000. As such, the Project would have a less-than-significant impact on library services. However, because the No Project/No Build Alternative would have less of an increase in demand for library services than the Project, the No Project/No Build Alternative would have less impact on libraries during operation than under the Project.

(l) *Transportation and Traffic*

(i) *Consistency with Traffic Circulation Performance Standards*

(a) Construction

The No Project/No Build Alternative would not include new development or require any construction activity and, as such, would have no traffic impacts. The Project's peak construction activity period (Phase 5 with the Phase 2 renovation trips) would generate a total of up to 2,974 daily passenger car equivalent (PCE), assumed to

be two automobile trips, trips per day are estimated. If the renovation phase occurs concurrently with Phase 6, the highest level of activity during the peak construction activity period would generate up to 388 PCE trips occurring during each of the AM and PM peak hours. Traffic impacts during construction were found to be less than significant for all impact factors described in the *Thresholds Guide*. The No Project/No Build Alternative would not include new development or require any construction activity and, as such, impacts would be less than under the Project.

(b) Operation

The No Project/No Build Alternative would not include new development or uses; however, the evaluation of the No Project/No Build Alternative assumes that the existing buildings would operate at full capacity and, as such, would generate more traffic than under existing conditions. Compared to the Project, which would generate approximately 6,994 daily vehicle trips, 300 AM peak hour trips, and 279 PM peak hour trips during operation, the No Project/No Build Alternative would generate 1,695 daily vehicle trips, 198 AM peak hour trips, and 190 PM peak hour trips. **Table V-1, Comparison of Existing with Project Intersection Impacts – Project and Alternative 1**, and **Table V-2, Comparison of Future (2023) with Project Intersection Impacts – Project and Alternative 1**, below, illustrate the comparative differences between the Project and Alternative 1 with respect to intersection service level impacts.

**TABLE V-1  
COMPARISON OF EXISTING WITH PROJECT INTERSECTION IMPACTS PROJECT AND  
ALTERNATIVE 1**

Intersection No.	Intersection	Project Impact	Alternative 1
1	S. Figueroa Street & W. 2nd Street	No significant impact	No significant impact
5	Hill Street & W. 1st Street	No significant impact	No significant impact
10	Broadway & W. 1st Street	No significant impact	No significant impact
11	S. Broadway & W 2nd Street	Significant impact - Both Peak Hours	No significant impact
12	S. Broadway & W. 3rd Street	No significant impact	No significant impact
17	S. Spring Street & W. 2nd Street	No significant impact	No significant impact

Source: Fehr & Peers, 2018

**TABLE V-2**  
**COMPARISON OF FUTURE (2023) WITH PROJECT INTERSECTION IMPACTS PROJECT**  
**AND ALTERNATIVE 1**

Intersection No.	Intersection	Project Impact	Alternative 1
1	S. Figueroa Street & W. 2nd Street	Significant impact - PM Peak Hour	No significant impact
5	Hill Street & W. 1st Street	Significant impact - AM Peak Hour	No significant impact
10	Broadway & W. 1st Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
11	S. Broadway & W 2nd Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
12	S. Broadway & W. 3rd Street	Significant impact - AM Peak Hour	No significant impact
17	S. Spring Street & W. 2nd Street	Significant impact - AM Peak Hour	No significant impact

SOURCE: Fehr & Peers, 2018.

As shown in Tables V-1 and V-2, the No Project/No Build Alternative would not impact any intersections under Existing with Project conditions. However, it would significantly impact the intersections of Broadway and W. 1st Street (Intersection No. 10) and S. Broadway and W. 2nd Street (Intersection No. 11) during the AM and PM peak hours under Future (2023) with Project conditions. By comparison, the Project would result in a potentially significant impact at the intersection of S. Broadway and W. 2nd Street (Intersection No. 11) during the AM and PM peak hours under Existing with Project conditions and at six study intersections under Future (2023) with Project conditions. The No Project/No Build Alternative would avoid the Project's significant traffic impacts at Intersection No. 11 under Existing with Project conditions and at Intersections No. 1, 5, 12, and 17 under Future (2023) with Project conditions. As with the Project, the No Project/No Build Alternative would incorporate mitigation measure MM-TRAF-1 to implement a comprehensive Transportation Demand Management (TDM) Program to promote non-auto travel and reduce single-occupant vehicle trips. However, intersection service level impacts under both the Project and the No Project/No Build Alternative would remain significant and unavoidable. However, because the No Project/No Build Alternative would generate less traffic than under the Project and result in fewer intersection service level impacts, it would have less impact with respect to intersection service levels during operation than under the Project.

*(ii) Congestion Management Program*

The No Project/No Build Alternative would not generate enough of an increase in traffic that would affect the Los Angeles County Congestion Management Program

(CMP), such as CMP arterial and freeway arterial stations. There are no CMP arterial monitoring intersections within the Study Area. Under the Project, approximately 15 trips during the AM Peak Hour and 14 trips during the PM Peak Hour are expected at the US-101 freeway monitoring station at N. Alameda Street, the I-110 freeway monitoring station at Figueroa Street, and the I-110 freeway monitoring station at W. Temple Street. Since fewer than 150 trips would be added during the AM or PM peak hours, the Project's impact relative CMP arterial or freeway monitoring stations would be less than significant. However, because the No Project/No Build Alternative would result in less of a traffic increase at these locations, impacts would be less than under the Project and also less than significant.

### (iii) *Design Feature Hazards*

The Project Site is currently served by two driveways on S. Broadway and one driveway on W. 2nd Street. Given the increase in occupancy under the No Project/No Build Alternative, there would be an increase in existing volumes at the Project Site; however, there would be no change in the existing configuration of the Project Site and surrounding streets. Under the Project, driveways would be redeveloped and include a full-access mid-block driveway on Broadway between W. 1st Street and W. 2nd Street with one ingress lane and two egress lanes (one left-turn and one right-turn), a full-access driveway on Broadway near W. 2nd Street with one ingress lane and one egress lane, and a full-access driveway on W. 2nd Street with one ingress lane and one egress lane. Driveways would be designed to comply with LADOT standards. The Project's design features would not result in potentially hazardous conditions to motorists, bicyclists, or pedestrians. The driveways would not require the removal or relocation of existing transit stops and would be designed and configured to avoid potential conflicts with transit services and pedestrian traffic. Impacts relative to access and circulation design feature hazards under the Project would be less than significant. However, because the No Project/No Build Alternative would generate less vehicle activity at the Project Site, impacts would be less than under the Project and also less than significant.

### (iv) *Public Transit, Bicycle, and Pedestrian Facilities Policies*

An increase in occupancy would occur at the Project Site under the No Project/No Build Alternative. The Project Site is served by a wide variety of transit options, ranging from heavy rail, rapid bus, local bus, and express bus services. The Project would generate approximately 127 net new transit trips during the AM peak hour and 139 net new transit trips during the PM peak hour. The No Project Alternative would generate 118 new peak hour transit trips during the AM and PM hours.<sup>5</sup>

<sup>5</sup> The new peak hour transit trips are based on the AM and PM net trip generations (without Transit Credit) multiplied by 1.4 and then 0.25. For the No Project Alternative, the new peak

Given the high capacity and frequency of transit service in close proximity to the Project Site, the incremental increase in transit riders resulting from the Project is not anticipated to result in a significant impact on the transit lines serving the area. Further, the Project would be consistent with policies, plans, and programs that support alternative transportation, including the Mobility Plan 2035 and 2010 Bicycle Plan and the Central City Community Plan. As such, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Under the No Project/No Build Alternative, there would be no change to the existing physical conditions and would only increase occupancy on the Project Site, the No Project/No Build Alternative would have less of an increased demand for transit as compared to the Project, and impacts would be less than under the Project and also less than significant.

*(m) Tribal Cultural Resources*

The No Project/No Build Alternative would not involve new development and would not include changes or soil disturbance on the Project Site or in the Project vicinity that might potentially encounter known or previously unknown tribal cultural resources. Although the Project Site is currently excavated for basement and foundation features, the Project would require additional excavation to accommodate nine levels of subterranean parking to 90 feet bgs. This depth of earthwork has the potential to uncover tribal cultural resources. The Project has included Tribal consultation pursuant to AB-52 as part of its EIR analyses. The Gabrieleno Band of Mission Indians – Kizh Nation expressed that the Project Site is sensitive for the presence of tribal cultural resources due to its proximity to the Los Angeles River and the ethnographic village of Yangna, as well as the presence of a historic travel route along what is present-day Spring Street. No substantial evidence was provided to support a claim of known tribal cultural resources, as defined in PRC 21074, located within the Project Site. Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074, and impacts would be less than significant. While no tribal cultural resources are anticipated to be affected by the Project, the City has established a standard condition of approval under its police power and land use authority to address any inadvertent discovery of a tribal cultural resource, which is assumed to be imposed as a condition on the Project as a part of its land use approvals. Should tribal cultural resources be inadvertently encountered during Project construction, this condition of approval requires the temporarily halting of construction activities near the encounter and notification of the City and any Native American tribes traditionally and culturally affiliated with the geographic area of the Project and, if it is identified as a tribal cultural resource (as defined by PRC Section 21074), the City would provide any affected tribe a reasonable period of time to conduct a site visit and make

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hour transit trips is  $337 \times 1.4 \times 0.25 = 118$  for net new transit trips during the AM peak hour and  $338 \times 1.4 \times 0.25 = 118$  for net new transit trips during the PM peak hour.

recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Project Applicant would then be required to implement the tribe's recommendations if a qualified archaeologist concludes that the tribe's recommendations are reasonable and feasible. The recommendations would be incorporated into a tribal cultural resources monitoring plan, and once the plan is approved by the City, ground disturbance activities would be permitted to resume. In accordance with this condition of approval, all related activities would be conducted in accordance with regulatory requirements. As the No Project/No Build Alternative would have no impact on potential tribal cultural resources, impacts would be less than under the Project.

(n) *Utilities and Service Systems*

(i) *Water Supply*

(a) *Water Infrastructure*

(i) *Construction*

The No Project/No Build Alternative would not involve any construction activities that would require expansion or alteration of existing water infrastructure, the construction of which would result in significant environmental effects. Thus, the No Project/No Build Alternative would have no impact with respect to water infrastructure due to construction. Project construction, however, would include the installation of water distribution lines and laterals below the surface. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. The Project would implement PDF TRA-1, a Construction Traffic Management Plan, to ensure that adequate and safe access remains available within and near the Project Site during construction activities, including construction of the water distribution lines and connections to the public main. Impacts with respect to water infrastructure during construction would be less than significant. However, because the No Project/No Build Alternative would not require any construction and would have no impact with respect to water infrastructure, the No Project/No Build Alternative would have less impact on water infrastructure during construction than under the Project.

(ii) *Operation*

The No Project/No Build Alternative would not involve any new development that would require expansion or alteration of existing water infrastructure. The Project Site is served by an existing 18-inch main in Broadway and a 12-inch main in Spring Street, which, based on flow testing would have sufficient capacity to meet the Project's operational domestic water needs of 256,069 gallons per day (gpd). As such, Project operation would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Project impacts with respect to water

infrastructure during operation would be less than significant. However, because the No Project/No Build Alternative would not involve any new development that would require expansion or alteration of existing water infrastructure, impacts on water infrastructure under No Project/No Build Alternative would be less than under the Project and also less than significant.

(b) Water Supply

(i) Construction

The No Project/No Build Alternative would not involve any construction activities that would require a change in water use compared to existing conditions. During Project construction, however, water would be required for Project construction activities, such as soil watering, clean up, excavation/export, removal and re-compaction, and other related activities. Construction activities would occur intermittently, with demand for water consumption varied, and generally short-term and temporary in nature. Maximum water use during construction water use would be approximately 2,000 gpd, which is substantially less than the existing water demand at the Project Site of 20,137 gpd to be removed. As such, water demand would be reduced during the Project's construction period compared to existing conditions, and impacts would be less than significant. Because there would be no construction activities under the No Project/No Build Alternative, there would be no water demand for the No Project/No Build Alternative. Therefore, the No Project/No Build Alternative is considered to have no impact on water supply during construction, and has less impact with respect to construction water supply than the Project.

(ii) Operation

The No Project/No Build Alternative would increase occupancy at the Project Site and, thus, would increase water demand over existing conditions. Upon full buildout, the Project is estimated to have a domestic water demand of approximately 256,069 gpd or 286.85 afy. The total water demand includes the uses to remain (32,079 gpd or 35.94 afy) plus the net additional water demand (223,990 gpd or 250.92 afy) from the new uses. PDF WS-1 (the Project's water conservation features) would help to reduce the Project's impacts on available water supply. LADWP has determined in the Project's Water Supply Assessment (WSA) that there are adequate water supplies available from existing LADWP entitlements and supplies to meet the water demand associated with the Project, together with existing and projected demand annually during normal, single-dry, and multiple-dry water years over both the next 20 years, and no new or expanded water entitlements or resources would be required. Therefore, the operational water supply impacts of the Project would be less than significant. However, because the No Project/No Build Alternative would generate a smaller increase in demand compared to existing conditions, the No Project/No Build Alternative would have less impact on water infrastructure during operation than under the Project.



(ii) *Wastewater*

(a) *Wastewater Treatment Requirements*

As the No Project/No Build Alternative would increase occupancy of the office spaces, the No Project/No Build Alternative would generate wastewater in excess of existing conditions. Existing uses are consistent with Hyperion Sanitary Sewer System treatment standards and have no impact with respect to RWQCB treatment requirements. Similar to existing conditions, effluent from the Project would be conveyed to the Hyperion Water Reclamation Plant and ultimately recycled or discharged after treatment to the Santa Monica Bay. As discussed above, the Hyperion Water Reclamation Plant continually monitors all effluent to ensure it meets applicable RWQCB water quality standards. These standards are more stringent than those required under the operable NPDES permit. As Project wastewater would be treated in compliance with these standards, it would not exceed the wastewater treatment requirements of the applicable RWQCB, and impact would be less than significant. However, because the No Project/No Build Alternative would generate less wastewater, impacts with respect to wastewater generation would be less than under the Project.

(b) *Wastewater Treatment Capacity*

(i) *Construction*

The No Project/No Build Alternative would not involve any construction activities that would change wastewater generation compared to existing conditions. Project construction activities would generate a small amount of wastewater associated with Project construction workers. However, construction workers typically utilize portable restrooms. The resultant waste would be disposed of off-site by a licensed waste hauler, and it is expected that the wastewater generated during Project construction would be treated within the Hyperion Sanitary Sewer System. However, under the No Project/No Build Alternative, no wastewater would be generated during construction. Therefore, wastewater generation from the No Project/No Build Alternative would have no impact and would be less than under the Project.

(ii) *Operation*

The No Project/No Build Alternative would increase occupancy at the Project Site and, thus, would proportionally increase the existing wastewater generation of approximately 38,998 gpd. The Project would generate approximately 328,328 gpd (a net increase of approximately 289,330 gpd over existing conditions). The Project Site is approved to discharge up to 289,330 gpd. In addition, in accordance with LAMC Sections 64.11 and 64.12, the Project would pay the required sewer connection fees to help offset the Project's increase in demand on the City's wastewater collection infrastructure system. Therefore, the Project would have a less than significant impact on the City's wastewater collection infrastructure needs. However, because the No Project/No Build Alternative would generate a

smaller increase in wastewater compared to existing conditions, it would have less impact than the Project during operation.

(iii) *Solid Waste*

(a) *Landfill Capacity*

(i) *Construction*

The No Project/No Build Alternative would not involve any construction activities that would generate solid waste. Under the Project, the demolition of the Executive Building and parking structure, export of excavated soils, and construction of new buildings would result in approximately 481,175 tons of construction and demolition (C&D) waste. Construction waste would be disposed of at City-certified C&D processing facilities that are monitored for compliance with recycling regulations, and inert solid waste and soil would require be disposed of at a State-permitted Inert Debris Engineered Fill Operations, such as the Azusa Land Reclamation Facility. The Project's total solid waste disposal would represent 0.85 percent and 0.21 percent of the estimated remaining capacity at the Azusa Facility before and after diversion, respectively. As such, the County's inert landfill would have adequate remaining capacity and the Project's construction activity would have a less than significant impact relative to landfill capacity. However, because the No Project/No Build Alternative would not generate any construction waste, it would have less impact than under the Project.

(ii) *Operation*

While the No Project/No Build Alternative would not involve any new development, it would increase occupancy, which could incrementally increase the existing estimated generation of solid waste of approximately 2,763.5 tons per year. The Project would generate a net increase of approximately 14,562 pounds per day (pre-diversion) and 5,097 pounds per day (post-diversion). With diversion, the Project's annual solid waste generation that requires landfill disposal would represent approximately 0.009 percent of the County's annual waste generation and approximately 0.002 percent of the remaining capacity in 2023. The Project's solid waste output would represent a negligible volume (approximately 0.19 percent) of residual daily capacity of the Sunshine Canyon Landfill, assuming no diversion. As such, the Project would have a less-than-significant impact on landfill capacity. However, because the No Project/No Build Alternative would generate a smaller increase in solid waste compared to existing conditions, it would have less impact than under the Project and impacts would be less than significant.

(b) *Regulatory Compliance*

The No Project/No Build Alternative would not involve any new development that would change its existing required compliance with SB 1374, Assembly Bill (AB) 939, and AB 341 regarding solid waste diversion. The Project would generate greater volumes of solid waste, but would also be required to achieve waste

reduction. Respectively, Project construction and operation would achieve at least a 65 percent and 50 percent solid waste diversion rate, respectively, until year 2020, and at least a 75 percent solid waste diversion rate thereafter. The Project would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, General Plan Framework Element, RENEW LA Plan, and Green LA Plan. The Project would comply with applicable federal, state, and local statutes and regulations governing solid waste, and impacts would be less than significant. Given that the No Project/No Build Alternative would increase occupancy, it would result in the generation of additional waste compared to existing conditions, and as with the Project, impacts would be less than significant. However, given the reduced increase of waste generated by the No Project/No Build Alternative, impacts with respect to regulatory compliance would be considered less than under the Project.

(o) *Energy*

(a) Energy Consumption

The No Project/No Build Alternative would increase occupancy at the Project Site, which could generate demand for energy over existing demand. The Project would increase demand for energy, including natural gas and electricity compared to existing conditions; however, energy use would be well within the supply and infrastructure service capabilities of LADWP. The Project would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance to minimize energy demand. In addition, the rehabilitated buildings that are part of the Project would be subject to the most current energy standards. Thus, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and construction and operational energy impacts of the Project would be less than significant. The No Project/No Build Alternative would increase occupancy at the Project Site and, thus, increase energy consumption over existing conditions. In addition, the existing buildings would not be rehabilitated and would not benefit from the incorporation of energy efficiency upgrades as required under current building energy standards. Given that the No Project/No Build Alternative would not rehabilitate the existing Project Site buildings, it would result in greater impacts than the Project. However, impacts would still be less than significant.

(b) Energy Infrastructure

The No Project/No Build Alternative would increase the existing occupancy at the Project Site and, thus, would generate an additional demand on existing energy infrastructure. The Project's electricity and natural gas usage is expected to represent a small fraction of LADWP's and SoCalGas' energy use. It is expected that existing infrastructure, planned capacity and electricity would be sufficient to support the Project's electricity and natural gas demand. However, because the No Project/No Build Alternative would result in a lesser increase in energy demand,

impacts on energy infrastructure would be less than significant under the No Project/No Build Alternative and less than under the Project.

### (3) Relationship of the No Project/No Build Alternative to Project Objectives

As described above, the No Project/No Build Alternative (Alternative 1) would retain the existing Times, Mirror, Plant, Executive Buildings and parking structure. These buildings would not be rehabilitated. The No Project/No Build Alternative would avoid the Project's significant and unavoidable historical resources impacts associated with the demolition of the Executive Building and parking structure. With demolition, the Executive Building, which appears eligible for listing in the California Register, would not convey its historical significance, nor would these two buildings be able to contribute to the Times-Mirror Square as a potential historic district that appears eligible for listing in the National and California Registers.

The No Project/No Build Alternative would avoid the Project's significant and unavoidable impacts associated with violation of air quality standards.

The No Project/No Build Alternative would also avoid the Project's significant and unavoidable impacts related to construction noise, including exceedance of established noise standards, groundborne vibration and noise, and substantial increase in temporary or periodic ambient noise levels. In addition, the No Project/No Build Alternative would avoid the Project's significant and unavoidable traffic operation service level impact at one area intersection (Intersection No. 11) under the Existing with Project scenario and would reduce the Project's significant and unavoidable service level impacts from six area intersections (Intersections No. 1, 5, 10, 11, 12, and 17) under Future (2023) with Project scenario to two intersections (Intersections No. 10 and 11).

However, because the No Project/No Build Alternative would not result in any new development at the Project Site, it would not meet the underlying purpose and primary objective of the Project to develop the Project Site with a transit-oriented development that includes residential uses, Project- and community-serving commercial uses, and publicly accessible and private open space and amenities. In addition, the No Project/No Build Alternative would not meet any of the Project Objectives described in the Project Description and listed in Subsection 2 above.

## **b) Alternative 2: 20 Percent Reduced Density Alternative**

### (1) Description of the Alternative

The Reduced Density Alternative (Alternative 2), would provide for the rehabilitation of Times, Mirror, and Plant Buildings as under the Project. As with

the Project, Alternative 2 would require the demolition of the existing Executive Building and the six-story parking structure. New development would be designed in the same configuration and location as the proposed North and South Towers and Podium structure. However, density and overall floor area for the restaurant and grocery store uses, as well as the number of residential units, would be reduced by 20 percent. It is assumed that any space otherwise occupied under the Project would not be developed or used for other purposes. However, the office and proposed restaurant floor area that are part of the Times and Mirror Buildings would be the same as under the Project. Total new construction would be reduced by approximately 227,161 square feet. The public Paseo would also be the same in floor area as under the Project. Alternative 2 is compared to the Project in **Table V-3, Comparison of Alternative 2 to the Project**, below. As shown in Table V-3, the North Tower would be reduced from 37 stories to 30 stories and the South Tower would be reduced from 53 stories to 42 stories.

**TABLE V-3  
COMPARISON OF ALTERNATIVE 2 TO THE PROJECT**

<b>Component</b>	<b>Project</b>	<b>Alternative 2</b>	<b>Change</b>
North Tower	37 stories (495')	30 stories (396')	20 percent Reduction
South Tower	53 stories (665')	42 stories (532')	20 percent Reduction
Residential Units	1,127 units	902 units	20 percent Reduction
Podium Restaurant Floor Area	34,572 square feet	27,658 square feet	20 percent Reduction
Grocery Store	50,000 square feet	40,000 square feet	20 percent Reduction
Times, Plant, and Mirror Office Floor Area	307,288 square feet	307,288 square feet	No Change
Times, Plant, and Mirror Restaurant Floor Area	18,817 square feet	18,817 square feet	No Change
Paseo	15,708 square feet	15,708 square feet	No Change
Total New Construction	1,135,803 square feet	908,642 square feet	20 percent Reduction (227,161 square feet reduction)
Total Parking Spaces	1,744 spaces	1,395 spaces	20 percent Reduction

SOURCE: ESA, 2019.

## (2) Environmental Impacts

### (a) *Aesthetics*

SB 743 and ZI No. 2452 provide that a mixed-use project in a designated TPA site is not required to evaluate aesthetic impacts in an EIR pursuant to CEQA. Although the Project meets this criterion, for disclosure purposes only, information based on City thresholds is provided relative to visual quality, views, light, glare, and shading.

#### (i) *Views*

Alternative 2 would reduce the height of the North and South towers by 20 percent, resulting in a 30-story, 396-foot-high tower and a 42-story, 532-foot-high tower, compared to the Project's 37-story, 495-foot-high and 53-story, 665-foot-high towers. View resources in the Project area are primarily broad views of cityscape, with some views of clusters of high-rise buildings. The existing multi-story buildings on the Project Site do not allow for broad or panoramic views of scenic resources across the Project Site from the adjacent public streets; however, sky views above the Project Site are available from the sidewalk and other public areas. Views of other buildings forming the City's skyline across the Project Site's existing mid- and high-rise buildings are available from the 27-floor City Hall observation deck. Views of the Project Site are also available from the Disney Concert Hall Auditorium Plinth and Grand Park and other off-site locations.

The Project would not block any scenic vistas as viewed from the Disney Concert Hall Plinth and Grand Park. However, the Project's new high-rise buildings would be prominently visible from the City Hall observation deck and the area of City Hall, where most view blockage of the City's high-rise clusters would occur. As seen from the City Hall observation deck, the Project's residential towers would form a dominant skyline feature and would block views of three of the high-rise buildings, including the Gas Company Tower and the One and Two California Plaza buildings, which are part of Downtown's existing high-rise profile. However, the majority of the skyline view, including the Wells Fargo Center and the Bank of America Center and views along the southwest horizon and high-rise buildings near S. Figueroa Avenue would not be blocked. Because the Project would form a component of high-rise views and would not substantially diminish or detract from overall Downtown skyline views, it would not have a substantial adverse effect on a scenic vista.

Although reduced in height, Alternative 2 would have a similar effect to that of the Project with respect to all key views, including the view from the City Hall observation deck. Although more portions of otherwise blocked buildings would be visible in the direct background, the views of these buildings would only be partial views of the existing high-rise setting. In addition, as with the Project, the large part of the background setting of high-rise buildings would still be visible. Alternative 2

and the Project's view impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because Alternative 2 would allow more background views above the towers, it is considered to have less impact than the Project.

(ii) *Scenic Resources*

(a) Construction

As with the Project, Alternative 2 would rehabilitate the Times, Plant, and Mirror Buildings, which are, in themselves, deemed to be architectural and historical resources eligible for listing in the National Register, California Register, and as HCMs. There are no State Designated Scenic Highways located within the Central City Community Plan's Downtown and the Project Site is not visible from a State Designated Scenic Highway. As such, Project construction would not damage locally recognized resources, including those within a state scenic highway. The Project would result in the removal of the existing Executive Building and the parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to scenic resource, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project within a Transit Priority Area, such as the Project. Similar to the Project, impacts would be less than significant under Alternative 2. However, because construction activities would be reduced under the Alternative 2, impacts to scenic resources would be less under Alternative 2 than under the Project.

(a) Operation

As with the Project, Alternative 2 would not significantly affect off-site scenic resources, such as nearby City Hall and the historic Broadway Theater District. Under both the Project and Alternative 2, intervening features, including City Hall Park and the future First and Broadway Civic Center Park, between City Hall and the Project's towers would reduce the contrast between the proposed modern towers and the scenic, architectural character of City Hall. In addition, the taller South Tower under both the Project and Alternative 2 would be set back farther from W. 1st Street and would be more removed from the City Hall view field than the North Tower. Under both the Project and Alternative 2, the architectural character of the Times Building, the nearest of the Project's buildings to the historic City Hall, would continue to complement the architectural integrity of City Hall. Under either the Project or Alternative 2, the proposed towers would not block views of City Hall through any street corridors, parks or off-site areas, such as the Disney Concert Hall plinth. With physical distances between the Project's towers and City Hall, neither the Project nor Alternative 2 would adversely impact City Hall

as a scenic resource. In addition, the development of either the Project or Alternative 2 on Broadway between W. 1st Street and W. 2nd Street would not adversely impact the off-site Broadway Theater and Entertainment District's scenic resources. The Project Site is not located within the view field of any scenic highway. As such, the operation of the Project and Alternative 2 would have a less-than-significant impact with respect to scenic resources. However, because of the reduced height of Alternative 2, contrast with the height of City Hall would be reduced and impacts with respect to scenic resources would be less than under the Project.

(iii) *Visual Character and Quality*

(a) Construction

As with the Project, Alternative 2 would require several years for the completion of construction activities. However, because the scope of development would be incrementally reduced, including excavation for subterranean parking, the duration of construction activity would be incrementally less than the four years anticipated under the Project. The Project's estimated export of approximately 364,000 cubic yards of soil, construction of new buildings would also be reduced; while the rehabilitation of the Times, Mirror, and Plant Buildings, sidewalk improvements, and installation of landscaping would be similar. As with the Project, construction fencing, required under PDF AES-1, would be provided for safety and would screen views of excavation and grading activities, and other site disturbance from adjacent streets and sidewalks. PDF AES-1 would also provide for regular visual inspection of the fence, temporary barriers, and sidewalks and removal of any observed graffiti or unauthorized materials. The Project would result in the removal of the existing Executive Building and the parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to visual character, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project within a Transit Priority Area, such as the Project. Thus, impacts under the Project and Alternative 2 are not considered to be significant. However, because incrementally less construction activity resulting in a shorter duration would be required under Alternative 2, impacts with respect to visual character would be less than under the Project.

(b) Operation

Alternative 2 would reduce the height of the Project's residential towers from 37 stories and 53 stories, respectively, to 30 stories and 42 stories, respectively. As with the Project, Alternative 2 would provide a landscaped Paseo, wider sidewalks, additional street trees, and ground level grocery store and street front



restaurants that would enhance the activity and visual character of the site and its surroundings. Both the Project and Alternative 2 would introduce new buildings that would contribute to the high-rise character of the Downtown, remove the Executive Building and parking structure, historic resources that may be considered to contribute to the aesthetic character of the Project Site and its surroundings. The Project's 37-story North Tower and 53-story South Tower, which would exceed existing, predominant building heights along the W. 1st Street/Grand Park corridor such as the 17-story LADWP building on Hope Street to the west and the 30-story Los Angeles City Hall on Spring Street to the east, would be incrementally reduced under Alternative 2. The proposed tower heights under both Alternative 2 and the Project would be consistent with current growth in the Downtown. Under the Project and Alternative 2, the effects of building height relative to the W. 1st Street corridor would also be reduced by the setback of the taller towers from W. 1st Street. The Project and Alternative 2 would provide for the rehabilitation and improvement in the visual character and quality of the Times, Mirror, and Plant Buildings. Therefore, the removal of the Executive Building and parking structure would create an aesthetic benefit to another scenic, historic resource, which would contribute to the aesthetic character of the area, and impacts would be less than significant. Because Alternative 2 would be more consistent with the existing, predominant building heights in the area, impacts with respect to visual character and quality would be less than under the Project.

(c) Shade/Shadow

Alternative 2 would reduce the height of the Project's North Tower by approximately 99 feet and the South Tower by approximately 133 feet. This incremental reduction in building height would reduce the extent and duration of shading at the adjacent Federal Courthouse building. Because the Courthouse roof supports an energy-producing solar array, the building is considered to be shade sensitive. Under the Project, the shadow-sensitive use would be shaded for three hours or more between the hours of 9:00 a.m. and 1:00 p.m. PST during the Winter Solstice and, thus, would exceed the City's CEQA Threshold Guide's threshold standard. The Project shadow would also reach Grand Park, Civic Center Park, and City Hall Park, although shading would not exceed the City's threshold levels in these areas. It is anticipated that the 20 percent height reduction under Alternative 2 would reduce the Project's shadow length and shading effects. Alternative 2 and the Project's visual character impacts during construction would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because Alternative 2 would decrease the length of the tower shadows, impacts related to shading would be less under Alternative 2 than under the Project.

(iv) *Light and Glare*

Both Alternative 2 and the Project would increase illuminated signage associated with ground level grocery and restaurant uses as compared to existing uses. With the 20 percent reduction in ground level restaurant uses, illuminated signage could be incrementally reduced under Alternative 2. However, both Alternative 2 and the Project's residential condominium towers would introduce more visible light sources as viewed from a distance. In addition, as required by PDF AES-3, glass used in exterior façades would be low reflective in order to minimize daytime glare. Neither Alternative 2 nor the Project's lighting, including architectural lighting, light emanating from the building interiors, lighting of the proposed residential amenities on the Podium deck, security lights, and illuminated signage, would generate levels of light or glare that would substantially alter the character of off-site areas or result in substantial light spill/or glare onto adjacent light-sensitive receptors. However, because the height of Alternative 2's towers would be reduced, visible light from building interiors and architectural lighting would be incrementally less. Alternative 2 and the Project's light and glare impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because Alternative 2 would result in an incremental reduction in development, light and glare impacts would be less under Alternative 2 than under the Project.

(b) *Air Quality*

(i) *Consistency with Air Quality Management Plan*

Alternative 2 would reduce the Project's total residential units, grocery store floor area, and Podium restaurant floor area by 20 percent. Required parking would also be reduced by approximately 20 percent, which would allow for fewer subterranean parking levels. This would allow for a reduction in the depth of excavation for the subterranean parking structure and a corresponding reduction in overall construction activity compared to the Project. As with the Project, Alternative 2 would generate new emissions, but would not cause the Air Basin's criteria pollutant emissions to worsen so as to impede the objectives of the AQMP. Both the Project and Alternative 2 would be consistent with the AQMP in its incorporation of appropriate control strategies for emissions reduction during construction. Both the Project and Alternative 2 would result in a short-term and temporary significant impact with respect to regional NO<sub>x</sub> emissions during construction, even after implementation of feasible mitigation measures. However, the construction activity resulting in these short-term NO<sub>x</sub> emissions (concrete trucks) could be accomplished in less time under Alternative 2 than under the Project. Both the Project and Alternative 2 would be consistent with the applicable growth projections and control strategies used in the development of the AQMP and would not jeopardize attainment of the air quality levels identified in the Plan. During operation, both Alternative 2 and the Project would incorporate control strategies set forth in the AQMP such as location efficiency, increased density, transit accessibility, improved development design, and other measures.

Alternative 2 and the Project would also be consistent with the City's growth projections and policies of General Plan Air Quality Element for achieving emission reduction goals. As such, Alternative 2 and the Project's impacts with respect to consistency with the AQMP and General Plan air quality policies would be less than significant. However, because Alternative 2 would reduce the Project's construction activity, impacts on air quality plans would be less than under the Project.

(ii) *Violation of Air Quality Standard*

(a) Construction

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would also be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure and result in a reduction in overall construction activity compared to the Project. Although the duration of construction activity would be reduced, the intensity (daily maximum) of construction activity would be similar to that of the Project. Both Alternative 2 and the Project's construction phases have the potential to generate emissions through heavy-duty construction equipment, construction traffic, fugitive dust emissions, paving operations, and the application of architectural coatings and other building materials. Construction-related daily emissions would occur for the criteria and precursor pollutants (VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). Construction-related daily emissions would potentially exceed the SCAQMD numeric indicators of significance on a short-term and temporary basis only for NO<sub>x</sub>. Although the construction activity resulting in these short-term NO<sub>x</sub> emissions (concrete trucks) could be accomplished in less time under Alternative 2 than under the Project, even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2 under both Alternative 2 and the Project, NO<sub>x</sub> emissions would not be reduced to below the regional significance threshold. Therefore, both Alternative 2 and the Project's impact with respect to the violation of an air quality standard would be significant and unavoidable. However, because Alternative 2 would reduce construction duration, impacts with respect to violation of an air quality standard would be less than under the Project.

(b) Operation

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Alternative 2 would, therefore, incrementally reduce vehicle traffic associated with these uses, as well as energy demand for building operation compared to the Project. As discussed below in Transportation and Traffic, compared to the Project, which would generate approximately 6,994 daily vehicle trips during operation, Alternative 2 would generate 5,563 daily vehicle trips during operation, which is a reduction of 1,431 daily vehicle trips (an approximately 20 percent reduction). While the Project, prior

to mitigation, would result in potentially significant operational impacts due to regional emissions of NO<sub>x</sub> above the regional significance threshold, Alternative 2 would not exceed the regional significance threshold for NO<sub>x</sub> given the approximately 20 percent reduction in daily vehicle trips. However, both the Project and Alternative 2 would result in potentially significant operational impacts due to localized emissions of PM<sub>10</sub> and PM<sub>2.5</sub> above the localized numeric indicators. With implementation of mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5 under both Alternative 2 and the Project, the localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions from operation would be reduced to below the localized significance thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> and impacts related to localized PM<sub>10</sub> and PM<sub>2.5</sub> operational emissions would be mitigated to less-than-significant levels. Alternative 2's regional NO<sub>x</sub> emissions would be reduced further below the regional significance thresholds with implementation of mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5. However, because Alternative 2 would incrementally reduce vehicle trips and energy use activity, impacts related to emissions and air quality standards would be less than under the Project.

*(iii) Cumulative Considerable Net Increase of Criteria Pollutant*

(a) Construction

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would also be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure, and reduce the overall construction activity compared to the Project. Although the duration of construction activity would be reduced, the intensity (daily maximum) of construction activity would be similar to that of the Project. As with the Project, emissions from construction would exceed applicable SCAQMD's regional and impact numerical indicator of significance for NO<sub>x</sub> during the two-day duration (for the Project) of two continuous concrete pouring foundations phases, even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2. Although pouring operations would be incrementally less under Alternative 2, as with the Project, Alternative 2 would have the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard on a short-term and temporary basis. Impacts under both Alternative 2 and the Project would be significant and unavoidable. However, because total construction activity would be incrementally reduced under Alternative 2, impacts with respect to criteria pollutants would be less than under the Project.

(b) Operation

Alternative 2 would reduce the Project's total residential units, and grocery store and Podium restaurant floor area by 20 percent. Alternative 2 would, therefore, incrementally reduce vehicle traffic associated with these uses, as well as energy demand for building operation compared to the Project; thus, incrementally reducing the Project's long-term emissions from vehicle trips and building operation. Under either Alternative 2 or the Project, mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5, would reduce transportation- and energy-related emissions, which would not exceed the applicable numeric indicators for criteria pollutants. Therefore, both Alternative 2 and the Project's operational impacts would be less than significant. Because vehicle trips and energy use would be less under Alternative 2, impacts with respect to criteria pollutants would be less than under the Project.

(iv) *Exposure of Sensitive Receptors to Pollutant Concentrations*

(a) Construction

Alternative 2 would reduce the Project's total residential units, and grocery store and Podium restaurant floor area by 20 percent. Required parking would also be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure and reduce the overall construction activity compared to the Project. Assuming similar phasing and equipment assumptions under both Alternative 2 and the Project, compliance with SCAQMD Rule 403 and mitigation measures MM-AQ-1 and MM-AQ-2 would ensure that maximum localized construction emissions for sensitive receptors would not exceed the localized screening indicators for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub> at sensitive receptors. As such, impacts under both Alternative 2 and the Project on existing and future sensitive receptors would be mitigated to less-than-significant levels. As with the Project, construction of Alternative 2 would implement the CARB Air Toxics Control (TACs) Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation would further minimize emissions of TACs during construction, and impacts would be less than significant. However, because Alternative 2 would incrementally reduce the scope of construction, and respective emissions, it would have less impact than under the Project.

(b) Operation

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Alternative 2 would, therefore, incrementally reduce vehicle traffic associated with these uses, as well as energy demand for building operation compared to the Project, thus incrementally reducing the Project's long-term emissions from vehicle trips and building

operation. Project operations would not be considered a substantial source of diesel particulate matter, and operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings and other products. Other sources that would generate TAC emissions include charbroiling (restaurants), architectural coatings, and consumer cleaning products. Compliance with SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations) and SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), would minimize emissions to the lowest technically feasible level. Compliance with Rule 1470 would also ensure the TAC emissions from the emergency generator would not cause or contribute to adverse health impacts at nearby sensitive receptors. In addition, the cooling towers would generate small amounts of emissions at 0.3 pounds per day of particulate matter (entrained water droplets), conservatively assuming continuous operation. Therefore, Project operation emissions would not pose a health risk to off-site receptors. Potential long-term operational impacts associated with the release of TACs would be minimal, regulated, controlled, and would not be expected to exceed the SCAQMD numerical indicators, and the impact of TACs on sensitive receptors would be less than significant. In addition, CO concentration or hotspots associated with the area's intersection congestion under future plus Project (2023) conditions, are expected to be approximately 6.1 ppm (one-hour average) and 4.0 ppm (eight-hour average), which would not exceed the numerical indicators of significance. As such, neither the Project nor Alternative 2 would contribute to the formation of CO hotspots, and impacts would be less than significant. However, because Alternative 2 would reduce overall occupation and vehicle trips, impacts with respect to exposure of existing and future sensitive receptors would be less than under the Project.

(c) *Cultural Resources*

(i) *Historical Resources (Built Environment)*

The Project and Alternative 2 would rehabilitate the historical character of the Times, Mirror, and Plant Buildings. However, both the Project and Alternative 2 would require the demolition of the Executive Building and parking structure. As such, the Project and Alternative 2 would materially impair the contribution of these structures to the Times Mirror Square historic district. The Times Mirror Square historic district would no longer be eligible for listing as an historic district in the National Register and California Register, or designated locally as a HPOZ. The Project would also directly impact the Executive Building, which is individually eligible for listing in the California Register of Historical Resources under California Register Criterion 2 and for designation as an HCM. For these reasons, the Project would result in a significant and unavoidable impact with respect to historical resources. While mitigation measure MM-CUL-1 would be implemented to preserve a written and photographic record of the Executive Building and parking

structure, it would not reduce the impact to a less-than-significant level. Because both Alternative 2 and the Project result in the same demolition impacts associated with historical resources, impacts to historical resources would be significant and unavoidable and similar under both the Project and Alternative 2.

(ii) *Archaeological Resources*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure, and overall excavation activity compared to the Project. Both Alternative 2 and the Project would require excavation that would potentially encounter previously undiscovered archaeological resources. Although the Project Site is currently excavated for basement and foundation features, the Project would require additional excavation to accommodate nine levels of subterranean parking to 90 feet bgs. This depth could be incrementally reduced under Alternative 2 given the fewer number of parking spaces needed. However, excavation under both the Project and Alternative 2 has the potential to uncover archaeological resources. With implementation of mitigation measures MM-CUL-5 through MM-CUL-7, both Alternative 2 and the Project would provide for appropriate treatment and/or preservation of resources if encountered. Under both Alternative 2 and the Project, potentially significant impacts to archaeological resources would be mitigated to a less-than-significant level. However, because Alternative 2 would require less excavation, it is considered to have less impact than the Project.

(iii) *Paleontological Resources*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would also be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure and overall excavation activity compared to the Project. Both Alternative 2 and the Project would require excavation activities that would potentially encounter previously undiscovered paleontological resources. Although the Project Site is currently excavated for basement and foundation features, the Project would require additional excavation to accommodate nine levels of subterranean parking to a maximum depth of approximately 90 feet bgs. This depth would be incrementally reduced under Alternative 2. However, excavation under both the Project and Alternative 2 has the potential to uncover paleontological resources. With implementation of mitigation measures MM-CUL-8 through MM-CUL-11, the neither the Project nor Alternative 2 would cause a substantial adverse change in the significance of a paleontological resource or unique geologic features and impacts would be mitigated to less-than-significant levels. However, because Alternative 2 would require less excavation, it is considered to have less impact than the Project.

(iv) *Human Remains*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would also be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure, and overall excavation activity compared to the Project. The Project Site is currently excavated for basement and foundation features, and results of the record searches from the SCCIC and the NAHC indicate that no human remains have been recorded within the Project Site or within a half-mile radius. The negative results of the records search and the developed nature of the Project Site, however, do not preclude the potential that buried human remains may be encountered during construction. Although unlikely, in the event that previously unknown human remains are encountered during the Project's or Alternative 2's construction excavations, the treatment of human remains is governed by PRC Section 5097.98 and Health and Safety Code Section 7050.5. Accordingly, the Los Angeles County Coroner must be notified in the event human remains are encountered. If the County Coroner determines that the remains are Native American, the NAHC would be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC would designate an MLD for the remains per PRC Section 5097.98. Should human remains be encountered during Project construction, implementation of PRC Section 5097.98 and Health and Safety Code Section 7050.5 would reduce potential impacts under the Project and the Alternative to less than significant. However, because Alternative 2 would potentially require less excavation for the subterranean parking structure, it is considered to have less impact than under the Project.

(d) *Geology and Soils*

(i) *Exacerbation of Existing Environmental Conditions*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. This would allow for a reduction in the heights and occupancies of the residential towers and the depth of excavation for the subterranean parking structure; thus, resulting in less excavation activity. The Project Site is not located within a currently established state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area. The proposed buildings and existing buildings to remain would/do derive support from the underlying bedrock, such that fault rupture and liquefaction would not be potential hazards. However, given the location of the Project Site within the seismically active Southern California Region and its proximity to known active and potentially active faults, existing or proposed buildings under either the Project or Alternative 2 would be subject to strong seismic ground shaking. PDF GEO-1 would address the need for any seismic upgrades relative to the historic Times,



Mirror, and Plant Buildings under both the Project and Alternative 2. Impacts with respect to exacerbation of existing environmental conditions under both the Project and Alternative 2 would be less than significant. With implementation of Building Code regulations and recommendations of applicable final geotechnical reports, impacts with respect to exacerbation of existing environmental conditions would be similar under Alternative 2 and the Project.

(ii) *Soil Erosion or Loss of Topsoil*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking for these uses would also be reduced, thereby incrementally reducing the depth of excavation for the parking structure. Construction of both Alternative 2 and the Project would increase soil exposure and risk of soil erosion. Compliance with existing SCAQMD, RWQCB, and Building Code regulations for dust and erosion control, however, would ensure that both Alternative 2 and the Project would not result in substantial erosion or the loss of topsoil. As such, impacts with respect to soil erosion or loss of topsoil under both the Project and Alternative 2 would be less than significant. However, because Alternative 2 would require less excavation and overall earthwork, impacts would be less than under the Project.

(iii) *Unstable Geologic Units*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. This would allow for a reduction in the heights and occupancies of the residential towers and the depth of excavation for the subterranean parking structure. Development of both Alternative 2 and the Project would expose the new buildings to any potential unstable geologic units, such as liquefaction or lateral spreading. PDF GEO-2 would require foundations to extend to bedrock (below alluvial soils) to address the risk of lateral spreading under both the Project and Alternative 2. As such, impacts related to unstable geologic units, caused in whole or in part by the exacerbation of existing of environmental conditions, under either Alternative 2 or the Project would be less than significant. With implementation of Building Code regulations and recommendations of applicable final geotechnical reports, impacts with respect to unstable geologic units would be similar under Alternative 2 and the Project.

(iv) *Expansive Soils*

Alternative 2 would reduce the Project's total residential units, grocery store, Podium restaurant floor area, and sizes of the residential buildings by 20 percent. This would also allow for a reduction in the occupancies of the residential towers. The Project Site is currently underlain by soils with the potential for expansion and corrosion. However, both the Project and Alternative 2 would be required to comply with CBC Section 1803.5.3, which requires that in areas likely to have expansive soil, soils would be removed, compacted or overfilled, as set forth in the CBC. With

compliance with existing regulations, impacts from expansive and corrosive soils under both Alternative 2 and the Project would be less than significant. With implementation of Building Code regulations and recommendations of applicable geotechnical reports, impacts with respect to expansive soils, caused in whole or in part by the exacerbation of existing of environmental conditions, would be similar under Alternative 2 and the Project.

(e) *Greenhouse Gas Emissions*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would also be reduced, which would result in fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure and reduce overall construction activity compared to the Project. Occupancy of the Project's residential, restaurant, and grocery store components would also decrease by 20 percent. Alternative 2 would, therefore, incrementally reduce vehicle traffic associated with these uses, as well as energy demand for building operation compared to the Project. The construction and occupation of the Project Site under both the Project and Alternative 2 would increase GHG emissions. The Project's annual net operational emissions of 14,922 MTCO<sub>2</sub>e (which include amortized construction emissions) would be approximately 28 percent below the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. Because of Alternative 2's reduced scope of construction and overall development, it would incrementally reduce the Project's GHG emissions. The Project and Alternative 2 would implement PDF AQ-1, PDF AQ-2, and PDF WS-1 and would be consistent with applicable GHG reduction strategies outlined in CARB's Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, LA Green Plan, Sustainable City pLAn, and City of Los Angeles Green Building Code. As such, both Alternative 2 and the Project would have less-than-significant impacts with regard to GHG emissions. However, because Alternative 2 would incrementally reduce the Project's scale of development, construction activities, and occupancy of the Project Site, it would have less impact with respect to GHG emissions than under the Project.

(f) *Hazards and Hazardous Materials*

(i) *Routine Transport, Use, or Disposal of Hazardous Materials*

As with the Project, Alternative 2 would require the use of products for construction and operation that are typically used in performing everyday household and commercial activities, and would be used consistent with manufacturers' instructions and applicable regulations. Neither the Project nor Alternative 2 would require the use of hazardous materials beyond these typically used products, and neither would cause a significant hazard to the public or the environment through

the routine transport, use, or disposal of hazardous materials. Impacts under both the Project and Alternative 2 would be less than significant. However, because the duration of construction under Alternative 2 would be incrementally less than under the Project, impacts related to the use, transport, and disposal of hazardous materials would be less than under Alternative 2.

(ii) *Upset and Accident Conditions*

As with the Project, Alternative 2 would include demolition and construction activities, including the potential exposure of construction workers to any potentially hazardous condition. Exposure may include airborne contaminants, low concentrations of VOCs, and potential soils contaminants and gases. While the Phase I/II Environmental Site Assessment did not encounter any RECs or conditions that may warrant mitigation, in the event that unforeseen suspect impacted soils are encountered during mass excavation activities for the future subterranean parking garage, such soil will be properly profiled and managed under a conventional soil management plan to be implemented by the Project excavation contractor and environmental consultant. The Soil Management Plan would be implemented as PDF HAZ-1. Demolition contaminants may include ACMs, LBP and, possibly, PCBs. With implementation of existing regulations, as well as PDF HAZ-1, impacts with respect to risk of upset and accident conditions would be less than significant under both Alternative 2 and the Project. However, because Alternative 2 would incrementally reduce excavation and construction activities, it is considered to have less impact with respect to upset and accident conditions than the Project.

(iii) *Use of Hazardous Materials within One-quarter Mile of an Existing School*

As with the Project, Alternative 2's construction activities could emit hazardous materials, such as VOCs, some of which are classified as toxic air contaminants (TACs). Alternative 2 and Project construction activities would include the use of architectural coatings and the use of diesel-powered construction equipment, while Alternative 2 and Project operations would likely include deliveries by diesel-powered vehicles, all of which could generate VOCs. Project construction and operation would not generate TACs in excess of the applicable maximum incremental cancer risk standard. As such, Project impacts related to the use of hazardous materials, including TACs, within one-quarter mile of an existing school would be less than significant. Because Alternative 2 would require incrementally less overall construction activity, impacts with related hazardous materials would also be less than significant, although less than under the Project.

(iv) *Hazardous Materials Database Listings*

Six database listings occur on the Project Site, but none represent a REC at the Project Site. Therefore, neither Alternative 2 nor the Project would create a significant hazard to the public or the environment resulting from exacerbating existing listed hazardous conditions. Impacts would be less than significant and similar under the Project and Alternative 2.

(v) *Emergency Response/Evacuation Plans*

Neither Alternative 2 nor the Project consist of a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor require the closure of any existing streets. Neither would represent a significant impediment to emergency response and evacuation of the local area. Land Uses under either Alternative 2 or the Project would not require a new, or interfere with an existing, risk management, emergency response, or evacuation plan. Impacts related to emergency response plans would be less than significant under both. Although Alternative 2 would incrementally reduce the Project's overall construction and occupancy, impacts related to emergency response plans would be similar under both the Project and Alternative 2.

(g) *Hydrology and Water Quality*

(i) *Consistency with Water Quality Standards*

(a) *Construction*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking for these uses would also be reduced; thereby, incrementally reducing the depth of excavation for the parking structure. Under both the Project and Alternative 2, construction activities, such as earth moving, maintenance/operation of construction equipment, potential dewatering, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site. Potential impacts under both Alternative 2 and the Project would be reduced to less than significant levels through compliance with the requirements of the NPDES permit, including a construction SWPPP and BMPs, and Building Code grading procedures. These would ensure that the Project and Alternative 2 would not exceed water quality standards. As such, impacts with respect to construction phase water quality standards would be less than significant. However, because Alternative 2 would require less excavation volumes because of the reduced subterranean parking structure, impacts with respect to consistency with water quality standards during construction would be less under Alternative 2 than under the Project.

(b) Operation

BMPs for stormwater runoff from existing impervious surfaces are not currently implemented under existing conditions. During operation, both the Project and Alternative 2 would comply with the City's LID Manual requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. Both the Project and Alternative 2 would include the installation of roof/surface drains and cisterns and/or biofiltration/bioretenion system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. Therefore, with implementation of the structural BMPs proposed as part of the Project, and of the non-structural BMPs required as part of the SUSMP and by City LID requirements, would result in an improvement in the water quality of stormwater runoff from the Project Site. Both the Project and Alternative 2 would improve water quality during operation compared to existing conditions and, as such, impacts with respect to operation water quality standards would be less than significant and similar under both Alternative 2 and the Project.

(ii) *Alteration of Drainage Pattern Resulting in Erosion or Siltation*

Construction activities under both the Project and Alternative 2 could contribute to erosion or siltation when soils are exposed during development of the Project Site. Construction activities for the Project would include excavation of approximately 364,000 cy of soil, all of which would be exported off-site, and maximum excavation depths of approximately 90 feet bgs. These construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. The Project, however, would be required to implement a SWPPP that specifies BMPs and erosion control measures to manage runoff flows and prevent pollution. With implementation of required BMPs, impacts with respect to drainage pattern changes resulting in erosion and siltation would be less than significant. Alternative 2 would require fewer parking spaces and a shallower subterranean parking structure than under the Project. As such, Alternative 2 would incrementally reduce the Project's estimated excavation volumes. As with the Project, impacts with respect to erosion or siltation would be reduced through a SWPPP and respective BMPs, and impacts with respect to erosion and siltation would be less than significant. However, because Alternative 2 would reduce excavation, impacts would be incrementally less than under the Project.

(iii) *Alteration of Drainage Pattern Resulting in Flooding*

As with the Project, Alternative 2 would not alter the drainage pattern in the post-project condition because drainage would still flow into the adjacent municipal storm drain system after limited on-site detention and filtration. Similarly, the rate

of surface runoff would not be substantially altered because the pre- and post-project condition of the Project Site is primarily impervious. Rather, both the Project and Alternative 2 would slightly decrease the rate of surface runoff under post-project conditions as some detention would be provided by their proposed biofiltration/bioretention systems. Because the Project and Alternative 2 would reduce surface runoff during operation through biofiltration/bioretention compared to existing conditions, impacts with respect to drainage patterns would be less than significant and would be similar.

(iv) *Stormwater Drainage System Capacity*

(a) Construction

Under both the Project and Alternative 2, the temporary increase in permeable surfaces during construction would reduce rather than increase off-site runoff from the Project Site during a portion of the construction. In accordance with the requirements of the construction SWPPP under both Alternative 2 and the Project, neither Alternative 2 nor the Project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. BMPs specified under the SWPPP would be implemented during construction to manage runoff flows and avoid on- or off-site flooding. Therefore, impacts with respect to surface runoff under both Alternative 2 and the Project would be less than significant. Surface runoff and respective impacts to the stormwater drainage system would be similar under Alternative 2 and the Project.

(b) Operation

As with the Project, Alternative 2 would maintain existing drainage patterns at the Project Site. No new off-site storm drainage infrastructure would be proposed or required. The Q50 peak flow rate of stormwater runoff from either the Project or Alternative 2 would be expected to decrease slightly from an estimated 11.6848 cfs to an estimated 11.6468 cfs (a 0.64 cfs decrease) owing to the retention afforded by the proposed LID system. Therefore, the quantity of stormwater runoff from the Project Site requiring conveyance by the existing off-site storm drain system would decrease under either Alternative 2 or the Project. Impacts related to the capacity of the off-site stormwater drainage system would be less than significant under the Project and Alternative 2 and would be similar.

(v) *Water Quality*

During construction, both the Project and Alternative 2 would implement a site-specific SWPPP that adheres to the California Stormwater Quality Association BMP Handbook. In addition, both the Project and Alternative 2 would include the installation of biofiltration/bioretention system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event during Project operation and would implement other stormwater quality BMPs as required by the City's LID Ordinance and other

applicable regulations. Finally, neither the Project nor Alternative 2 proposes any activities or land uses that would otherwise create water quality pollutants that are atypical of most urban existing uses and proposed developments. Therefore, neither the Project nor Alternative 2 would substantially degrade water quality, and the impacts under both the Project and Alternative 2 would be less than significant and would be similar.

(h) *Land Use and Planning*

Alternative 2 would provide 902 residential units, compared to 1,127 under the Project (an approximately 20 percent reduction). Alternative 2 would also reduce grocery store and Podium restaurant floor area by 20 percent, although the office floor area would remain unchanged. The proposed high density residential development would be consistent with Objective 1.1 of the General Plan Housing Element to produce an adequate supply of rental and ownership housing to meet current and projected needs, and with the Community Plan, which states that expanding the downtown residential community is viewed as a major component of efforts to revitalize Downtown.<sup>6</sup> The Community Plan also sets forth standards and approval procedures for the TFAR to direct growth to areas that can best accommodate increased density. Both the Project and Alternative 2 would be substantially consistent with the land use and housing objectives of the General Plan Framework Element and with the Community Plan. As such, impacts with respect to consistency with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant under both the Project and Alternative 2. Impacts with respect to land use would be similar.

(i) *Noise*

(i) *Noise Levels in Excess of Established Standards*

(a) *Construction*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure, and reduce the overall construction activity compared to the Project. Under both the Project and Alternative 2, construction activities would require the use of heavy-duty machinery that would increase noise levels at several sensitive receptor locations, represented as Locations R1 through R8. Prior to mitigation, under both the Project and Alternative 2, construction noise would exceed applicable noise impact thresholds (established standards) at nearby noise sensitive uses (Locations R1, R3, R4, R5, and R6). Implementation of mitigation measures MM-NOISE-1 through MM-NOISE-4 would reduce construction noise levels to less than

<sup>6</sup> City of Los Angeles, Department of City Planning, Central City Community Plan, page III-1.

significant levels at sensitive receptor Locations R3, R4, and R6. However, even with mitigation, noise levels (with and without the vibratory pile driver), would exceed noise thresholds at sensitive receptor locations R1 and R5. Location R1 is the northeast corner of S. Broadway and W. 2<sup>nd</sup> Street, which represents the noise environment at the west corner the Project Site and the Federal Courthouse and future mixed-use residential development at the corner of W. 2<sup>nd</sup> Street and S. Broadway. Location R5 is along south side of W. 2<sup>nd</sup> Street, midway between S. Main Street and S. Spring Street and represents the noise environment for the Higgins Building apartment complex at the corner of S. Main Street and W. 2<sup>nd</sup> Street and the one-acre LAPD park. Mitigation measures require a 10-foot-high construction fence; that all fixed or mobile construction equipment provide noise shielding and muffling devices; and specific restrictions on heavy-duty equipment within 100 feet and 150 feet, respectively, of the Federal Courthouse. Even with mitigation, noise levels during construction under both the Project and Alternative 2 would exceed the applicable noise standards at Locations R1 and R5. Therefore, on-site noise impacts with respect to established standards would be significant and unavoidable under both Alternative 2 and the Project. Although the duration of construction activity would be reduced, the intensity (daily maximum) of construction activity would be similar to that of the Project. In addition, construction traffic noise levels generated by construction worker and truck trips would exceed the nighttime established standards on S. Broadway, Los Angeles Street, and W. 2<sup>nd</sup> Street and, as such, off-site construction truck traffic noise would also be significant and unavoidable. However, because Alternative 2 would incrementally reduce the scale of development and duration of construction, on- and off-site noise impacts related to established standards would be less than under the Project.

(b) Operation

As with the Project, Alternative 2 would change existing ambient or periodic noise levels at the Project Site compared to existing conditions. Project-related traffic would increase traffic noise levels by 0.6 dBA CNEL (below the level of significance of 3 dBA CNEL increase over ambient noise levels) at the roadway segments of W. 2<sup>nd</sup> Street, between S. Broadway and S. Spring Street adjacent to a school and commercial uses and N./S. Broadway, between W. 1<sup>st</sup> Street and W. 2<sup>nd</sup> Street adjacent to the Federal Courthouse and commercial uses. Under either the Project or Alternative 2, noise levels related to human activity in on-site open space or associated with fixed mechanical equipment, refuse collection, and loading docks, emergency generators, or composite levels of combined activities would not exceed established noise standards. However, under Alternative 2, residential, Podium restaurant, and grocery store uses would be reduced by approximately 20 percent and as such, would incrementally reduce the Project's vehicle and building activity/operation noise. Although operation noise impacts would be less than significant under both the Project and Alternative 2, because of the reduced scale



of development under Alternative 2, operation noise impacts would be less than under the Project.

(ii) *Groundborne Vibration and Noise*

(a) Construction

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would also be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure, and reduction in overall construction activity compared to the Project. Construction activities under either the Project or Alternative 2 have the potential to generate low levels of groundborne vibration, as the operation of heavy equipment or haul trucks generates vibrations that propagate through the ground, although diminishing in intensity with distance from the source. Groundborne vibration can result in levels that (i) exceed the potential structural damage threshold of 0.5-in/sec PPV at the nearest off-site buildings or (ii) cause human annoyance by exceeding 72 VdB at nearby residential uses and 75 VdB for institutional land uses with primarily daytime use (e.g., the Federal Courthouse). Under the FTA's construction vibration damage criteria, the Project would not generate vibration levels at nearby offsite buildings that would exceed the significance criterion of 0.5 in/sec PPV. The Federal Courthouse (Location R1) is the nearest sensitive receptor to the Project Site. This building would be exposed to vibration levels up to 74 VdB, which would not exceed the FTA's 75 VdB human annoyance criterion. Loaded haul trucks would also generate off-site vibration. Haul trucks would exit the Project Site from Broadway, turn on Main Street to Aliso Street, then merge onto the SR-101 southbound ramp. On any rough or uneven roadway surfaces, haul trucks would generate groundborne noise levels of approximately 75 VdB, and as such, would exceed the significance threshold of 72 VdB at residential sensitive receptor sites. Even though haul trucks would pass vibration sensitive receptors along the haul routes for only a few seconds, groundborne noise impacts on sensitive receptors along the haul routes are conservatively considered to be significant.

The on-site Times, Plant, and Mirror Buildings are components of the Project that would be subject to vibration from construction activities. These buildings could be exposed to vibration velocities up to 3.07 in/sec PPV from the operation of a large dozer and 5.86 in/sec PPV from the operation of a vibratory pile driver assuming vibration-generating equipment are used as close as approximately one foot from the buildings. This value would exceed the 0.50 in/sec PPV significance threshold for potential building damage for on-site structures. Implementation of mitigation measures MM-NOISE-5 and MM-NOISE-6 under the Project and Alternative 2, would restrict the distances in which vibratory pile drivers could be used relative to the Times, Plant, and Mirror Buildings and Federal Courthouse, and require noise and vibration monitoring and documentation by a qualified preservation consultant.

Implementation of these mitigation measures would reduce vibration impacts on these buildings to less than significant levels. However, the Project and Alternative 2 would still generate significant and unavoidable vibration and human annoyance impacts with respect to haul truck traffic. Because Alternative 2 would involve incrementally less construction activity, impacts with respect to construction vibration would be less than under the Project.

(b) Operation

New residential, restaurant, grocery store, and office uses associated with the Project and Alternative 2 would not generate vibration in excess of vibration thresholds and, as such, impacts with respect to operation vibration under both the Project and Alternative 2 would be less than significant. However, Alternative 2 would result in incrementally less operation period activity, including vehicles leaving and arriving at the Project Site. As such, Alternative 2 is considered to have less impact with respect to operation phase vibration than under the Project.

(iii) *Substantial Permanent Increase in Ambient Noise Levels*

Alternative 2 would reduce the Project's total residential units, residential and Podium restaurant floor area, and grocery store floor area by 20 percent. Alternative 2 would, therefore, incrementally reduce vehicle traffic associated with these uses. The Project's operational noise sources that would have potential noise impacts include off-site vehicle traffic, open recreational areas, public open space, mechanical (i.e., air-conditioning) equipment, loading areas; emergency generators; and parking structure. The existing noise environment in the Project area is dominated by traffic noise from nearby roadways, as well as nearby residential and commercial activities. However, motor vehicle travel on local roadways attributable to the proposed Project would not increase ambient noise levels above the threshold standards. Overall, relative to the existing noise environment, the Project would increase the ambient noise level by less than the 5 dBA threshold increase. As such, the Project would have a less-than-significant impact related to substantial permanent ambient noise increase. Alternative 2 would decrease the Project's residential occupancy and restaurant activity (and grocery store activity) and, thus, would incrementally reduce the Project's activity-related noise. As such, as with the Project, impacts related to permanent increases in ambient noise levels would also be less than significant, although less under Alternative 2 than under the Project.

(iv) *Substantial Temporary or Periodic Increase in Ambient Noise Levels*

Alternative 2 would reduce the Project's total residential units, Podium restaurant floor area, and grocery store floor area by 20 percent. Required parking would also be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of the excavation for the subterranean parking

structure, and overall construction activity compared to the Project. However, on peak construction days, Alternative 2 would use numbers and types of construction equipment that are similar to the Project. With respect to a substantial increase in temporary or periodic ambient noise levels, construction activities associated with both the Project and Alternative 2 would reach a maximum of 90 dBA  $L_{eq}$  at the nearest sensitive receptor (Receptor R1). The sensitive receptor locations R3, R4, R5, and R6 would be exposed to construction noise levels which would exceed the significance thresholds of 77.8 dBA  $L_{eq}$  at R3, 73.5 dBA  $L_{eq}$  at R4, 70.0 dBA  $L_{eq}$  at R5, and 71.3 dBA  $L_{eq}$  at R6. As such, construction of the Project would cause a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Implementation of mitigation measures MM-NOISE-1, MM-NOISE-2, MM-NOISE-3, and MM-NOISE-4 would not reduce temporary or periodic increases in ambient noise levels in the Project vicinity above levels existing without the Project to below the standards, and these temporary impacts would be significant and unavoidable under both the Project and Alternative 2. However, because Alternative 2 would reduce the overall duration of construction activities, impacts would be less than under the Project.

*(j) Population, Housing, and Employment*

*(i) Construction*

Construction of either the Project or Alternative 2 would create employment opportunities for construction workers, which could indirectly increase population in the Project area. However, employment would be short-term during the various construction phases, and construction jobs are anticipated to be filled by residents in the local area, or by commuters within the larger Los Angeles Metropolitan Area. There would be no direct or indirect substantial population growth due to Alternative 2 or the Project's construction. As such, impacts related to inducing substantial direct or indirect population growth would be less than significant. Because Alternative 2 would have a similar number of construction workers (although the duration of construction activity would be incrementally reduced), it would have similar impacts to the Project with respect to indirect population growth associated with construction employment.

*(ii) Operation*

Alternative 2 would reduce the Project's residential units by 20 percent and is estimated to result in a respective population increase of approximately 2,192 residents, compared to approximately 2,739 residents under the Project. The Project's increase would account for approximately 1.7 percent and 0.4 percent of SCAG's estimated population increase for the City by 2023 and 2040, respectively. Thus, Project-related population growth in the City would be within SCAG's projections. The Project's development would also support the attainment of the SCAG policies by providing increased population density within a High Quality Transit Area that is targeted to provide high-density development along transit

corridors. The Project would also increase the number of employees on the Project Site by approximately 186 employees and would make the Project more housing-rich than jobs-rich. The Project itself would contribute to bringing the City's jobs/housing ratio closer to the balance by providing more housing units than employees on the Project Site. Thus, the Project would support the anticipated population trends and SCAG efforts to improve the jobs/housing balance of local communities in the region. Impacts with respect to population, housing, and employment would be less than significant under both the Project and Alternative 2. However, because Alternative 2 would reduce the Project's estimated population increase, it would have less impact than under the Project with respect to SCAG's estimated population growth for the City.

(k) *Public Services*

(i) *Police Services*

(a) *Construction*

Alternative 2 would reduce the Project's residential units, grocery store use and Podium restaurants by 20 percent and, therefore, incrementally decrease the scope of construction activity compared to the Project. As with the Project, Alternative 2's construction phase could increase potential demand for LAPD services related to theft or vandalism and increased worker activity, as well as construction traffic that could affect emergency response times. To reduce on-site construction LAPD demand, both the Project and Alternative 2 would implement a number of security measures under PDF POL-1 to limit access to construction areas, including private security, construction fencing, and locked entry. Construction activities may involve temporary lane closures or increased travel time due to flagging or stopping traffic to accommodate trucks entering and exiting the Project Site. Under PDF-TRAF-1, a Construction Traffic Management Plan would ensure that adequate and safe access remains available at the Project Site during construction activities. Most construction staging would occur on the Project Site and construction workers would generally start and end their work days in advance of peak traffic hours; thus, reducing their potential effect on traffic and emergency response times. Furthermore, construction-related traffic generated by the Project would not significantly impact LAPD response times within the Project vicinity as LAPD vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic during construction. As such, construction of the Project or Alternative 2 would not require LAPD to construct or expand existing facilities (the construction of which could result in environmental impacts) and, as such, impacts would be less than significant. However, because Alternative 2 would incrementally reduce the duration of construction activities compared to the Project, it would have less impact with respect to demand on LAPD services than the Project.

(b) Operation

Alternative 2 would reduce the Project's residential units by 20 percent and is estimated to result in a respective population increase of approximately 2,192 residents, compared to approximately 2,739 residents under the Project. Project operation would result in an increased residential service population of approximately 3,388 people in the Central Community Police Station service area, increasing the resident/officer service ratio from 1:108 to 1:118. This increase indicates a need for approximately 32 additional sworn officers to maintain the existing service ratio. However, the resulting service ratio of 1:118 would be well below the citywide average of 1:401. The Project's PDF POL-3 to enhance safety around the Project Site, including private onsite security, a closed-circuit television system, and a 24-hour/seven-day security program for the Paseo, would reduce demand for LAPD services during Project operation. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Although LAPD has indicated an increased need for police services, there are no current plans to expand the Central Community Police Station or increase the number of personnel assigned to the Central Community Police Station service area. Project operation would not result in the need for new or physically altered police facilities, the construction of which would cause significant environmental impacts, and both the Project and Alternative 2 would have a less than significant impact with respect to police services. However, because Alternative 2 would incrementally reduce the Project's estimated population increase, it would have less impact than under the Project with respect to police services.

(ii) *Fire Services*

(a) Construction

Alternative 2 would reduce the Project's residential building heights, residential units, and grocery store and Podium restaurant floor area by 20 percent and would, therefore, incrementally decrease the scope of construction activity compared to the Project. As with the Project, however, Alternative 2 could increase potential demand for LAFD services and affect emergency response times. To reduce on-site construction fire hazards, both the Project and Alternative 2 would implement and comply with applicable Fire Code regulations for the use of inflammable materials and chemicals, as well as OSHA requirements for employee safety. Regarding LAFD emergency access, PDF-TRAF-1, would provide a Construction Traffic Management Plan under both the Project and Alternative 2, which would ensure that adequate and safe access remains available at the Project Site during construction. Alternative 2 and Project construction activities would be temporary and intermittent, and construction haul routes would require LADOT approval prior to construction. With implementation of PDF-TRAF-1 and compliance with existing regulations, demand on services from construction would not exceed the capacity of existing fire protection services that would require the expansion of existing or

construction of new LAFD facilities. As such, construction of the Project or Alternative 2 would not increase demand on fire services to the extent that existing LAFD facilities would need to be expanded or new facilities would need to be constructed. As such, impacts on LAFD services under both the Project and Alternative 2 would be less than significant. However, because Alternative 2 would incrementally reduce the duration of construction activities compared to the Project, it would have less impact with respect to demand on fire services during construction than under the Project.

(b) Operation

Alternative 2 would reduce the Project's residential units and tower heights by 20 percent and is estimated to result in a respective population increase of approximately 2,192 residents, compared to approximately 2,739 residents under the Project. However, new buildings and higher occupancy of the Project Site under both the Project and Alternative 2 would increase demand for fire services. Both the Project and Alternative 2 would comply with Building and Fire Codes, including the provision of an Emergency Safety Plan, fire control and emergency elevators, automatic sprinkler systems, building emergency communication systems, and other safety measures. Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area. A number of factors would serve to facilitate responses to emergency calls. Emergency response is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. The Project vicinity is also well served by the LAFD, including Fire Stations 4, 3, 9, 10, and 11. Also, because of the grid pattern of the local street system and the proximity to multiple freeways, each of these fire stations have multiple routes available to respond to emergency calls at the Project Site. With implementation of fire safety regulations in addition to the LAFD's priority use of roadways, both the Project and Alternative 2 would not increase demand for fire services such that it would require the expansion of existing or construction of new fire facilities. Both the Project and Alternative 2 would have a less than significant impact on existing LAFD services. However, because Alternative 2 would incrementally reduce the Project's estimated population increase and building heights, it would have less impact than under the Project with respect to demand for LAFD services.

(iii) Schools

(a) Construction

Alternative 2 would reduce the Project's residential units and grocery store and Podium restaurant floor area by 20 percent and would, therefore, incrementally decrease the scope of construction activity compared to the Project. Both Alternative 2 and the Project's construction would not generate new students needing to attend local schools. Given the mobility and temporary durations of

work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Project. There are no schools located in the immediate vicinity that would be directly affected by construction activities, such as noise and traffic. Additionally, the haul route would not pass by the nearby schools, and the nearby schools would not be affected by Project construction traffic. Therefore, Alternative 2 and the Project's construction would not require the addition of a new school or the expansion, consolidation or relocation of an existing facility to maintain service levels, and construction activities would not adversely affect local schools. Therefore, construction impacts on schools would be similar to the proposed Project.

(b) Operation

Alternative 2 would reduce the Project's residential units by 20 percent and is estimated to result in a respective increase in population of approximately 2,192 residents compared to approximately 2,739 residents under the Project. Based on LAUSD generation factors, the Project's 1,127 multi-family units, commercial office uses, restaurant uses, and grocery store are estimated to generate a net 187 elementary school students, 52 middle school students, and 108 high school students for a total of 347 school students. This increase could contribute to existing and projected future shortages in classroom seats in the area. Nevertheless, pursuant to Section 65995 of the California Government Code, the Project Applicant would be required to pay fees in accordance with SB 50 under both the Project and Alternative 2. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools serving the Project in question are at capacity or not and, pursuant to Section 65995(h), payment of such fees is deemed full mitigation of a project's development impacts. As such, as with the Project, Alternative 2's impacts to schools would be less than significant. As with the Project, Alternative 2 would result in a less than significant impact and, because it would reduce the Project's residential population by 20 percent, impacts to schools would be less than under the Project.

(iv) *Parks and Recreation*

(a) Construction

Alternative 2 would reduce the Project's residential units and grocery store and Podium restaurant floor area by 20 percent and would, therefore, incrementally decrease the scope of construction activity compared to the Project. The construction phases under either the Project or Alternative 2 would generate limited demand on park and recreational facilities by construction workers, who may use the area's parks during lunch breaks. Because use would be limited and the short-term increased employment of construction workers on the Project Site

would not result in a notable increase in the residential population of the area surrounding the project site, there would not be a corresponding substantial demand or use of the existing parks and recreation facilities during this time and impacts on park and recreational services during construction would be less than significant. Because Alternative 2 would generate the same number of total workers during active construction, impacts to recreational facilities during construction would be similar to those of the Project. However, because the duration of construction and the period in which parks would be used would be less than under the Project, impacts to parks would be less under Alternative 2.

(b) Operation

Alternative 2 would reduce the Project's residential units by 20 percent and is estimated to result in a respective increase in population of approximately 2,192 residents compared to approximately 2,739 residents under the Project. The Project's residential units would generate an estimated demand for 10.96 acres of parkland to meet the PRP long-range standard of four acres of parkland per 1,000 persons and 5.48 acres to meet the PRP's more attainable short- and intermediate-range standard of two acres of parkland per 1,000 persons. The Project would provide approximately 148,878 square feet, or 3.39 acres (1.24 acres per 1,000 residents), of on-site recreational amenities and open space. Thus, the Project would not meet the PRP's short- or long-range standards of two and four acres per 1,000 residents, respectively. While the Project's provision of on-site open space and recreation facilities would reduce the use of area parks by Project residents, nearby parks and recreational amenities would still be experience an increase in use. However, the PRP contains Citywide goals, not requirements for individual projects. The multiple parks and recreational facilities in the area indicate that neither the Project nor Alternative 2 would cause substantial degradation of existing facilities at any single park location to the extent that a new public park would be necessary. In addition, both the Project and Alternative 2 would be subject to LAMC regulations that require the dedication of parkland, payment of in-lieu fees, and/or provision of comparable on-site recreational facilities, and impacts would be less than significant. Because the increase in population would be 20 percent less under Alternative 2, impacts with respect to parks and recreational facilities would be less than under the Project.

(v) Libraries

(a) Construction

Alternative 2 would reduce the Project's residential units and grocery store and Podium restaurant floor area by 20 percent and would, therefore, incrementally decrease the scope of construction activity compared to the Project. As with the Project, Alternative 2's construction workers would come from an existing labor pool whose workers move between construction projects on short-term basis without requiring relocation. Workers traveling to the Project Site may stop at a



library that is outside of their residential neighborhood. Such library stops would be incidental and typical of workers throughout the region. Such stops would increase library use at one location while reducing it at another. Such variations would occur on short-term basis. As such, there would be no notable increase in library usage at the libraries serving the Project Site. Because use would be limited, there would be no need for the construction of library facilities to accommodate construction population, and impacts would be less than significant. Because Alternative 2 would generate the same number of total employees during construction, impacts to libraries during construction would be similar to those of the Project. However, because the duration of construction and the period in which libraries would be used would be less than under the Project, overall impacts to libraries would be less under Alternative 2.

(b) Operation

Alternative 2 would reduce the Project's residential units by 20 percent and is estimated to result in a respective increase in population of approximately 2,192 residents compared to approximately 2,739 residents under the Project. The Project's estimated 2,739 residents would increase demand on library services, including the nearby Chinatown Branch Library and the Little Tokyo Branch Library. The Chinatown Branch Library has excess capacity to accommodate the Project's demand; whereas, the Little Tokyo Branch Library is operating at overcapacity and is not adequately sized to accommodate the population currently residing in its service area. LAPL identifies four other libraries in the area that would be capable of handling all of the Project residents. In addition, the Chinatown Library is the nearest and, even if all the Project's residents chose to use the Little Tokyo Branch, the level of service population would still not be sufficient to trigger the need for the construction of a new branch library according to LAPL's standards. Under the LAPL Facilities Plan, a new branch library is not required until the service population for a branch library reaches 90,000. As such, the Project would not increase demand for library services or require the expansion of libraries, the construction of which would result in significant environmental effects. The Project would, therefore, result in less than significant impact with respect to library services. However, because Alternative 2 would reduce the Project's demand by 20 percent, impacts on library services would be less than under the Project.

(I) *Transportation and Traffic*

(i) *Consistency with Traffic Circulation Performance Standards*

(a) Construction

Alternative 2 would reduce the Project's residential units and grocery store and Podium restaurant floor area by 20 percent and would, therefore, incrementally decrease the duration of construction activity compared to the Project. The

Project's peak construction activity period (Phase 5 with the Phase 2 renovation trips) would generate a total of up to 2,974 daily PCE, assumed to be two automobile trips, trips per day are estimated. If the renovation phase occurs concurrently with Phase 6, the highest level of activity during the peak construction activity period would generate up to 388 PCE trips occurring during each of the AM and PM peak hours. Traffic impacts during construction were found to be less than significant for all impact factors described in the *Thresholds Guide*. However, because Alternative 2 would incrementally reduce construction duration, impacts be less than under the Project and also less than significant.

(b) Operation

Alternative 2 would reduce the Project's residential units by 20 percent and is estimated to result in a respective increase in population of approximately 2,192 residents compared to approximately 2,739 residents under the Project. Compared to the Project, which would generate approximately 6,994 daily vehicle trips, 300 AM peak hour trips, and 279 PM peak hour trips during operation, Alternative 2 would generate 5,563 daily vehicle trips, 214 AM peak hour trips, and 197 PM peak hour trips. **Table V-4, Comparison of Existing with Project Intersection Impacts – Project and Alternative 2**, and **Table V-5, Comparison of Future (2023) with Project Intersection Impacts – Project and Alternative 2**, below, illustrate the comparative differences between the Project and Alternative 2 with respect to intersection service level impacts.

**TABLE V-4**  
**COMPARISON OF EXISTING WITH PROJECT INTERSECTION IMPACTS PROJECT AND ALTERNATIVE 2**

Intersection No.	Intersection	Project Impacts	Alternative 2
1	S. Figueroa Street & W. 2nd Street	No significant impact	No significant impact
5	Hill Street & W. 1 <sup>st</sup> Street	No significant impact	No significant impact
10	Broadway & W. 1st Street	No significant impact	No significant impact
11	S. Broadway & W 2nd Street	Significant impact - Both Peak Hours	Significant impact - PM Peak Hour
12	S. Broadway & W. 3rd Street	No significant impact	No significant impact
17	S. Spring Street & W. 2nd Street	No significant impact	No significant impact

SOURCE: Fehr & Peers, 2018.

**TABLE V-5**  
**COMPARISON OF FUTURE (2023) WITH PROJECT INTERSECTION IMPACTS PROJECT**  
**AND ALTERNATIVE 2**

Intersection No.	Intersection	Project Impact	Alternative 2
1	S. Figueroa Street & W. 2nd Street	Significant impact - PM Peak Hour	Significant impact - PM Peak Hour
5	Hill Street & W. 1 <sup>st</sup> Street	Significant impact - AM Peak Hour	Significant impact - AM Peak Hour
10	Broadway & W. 1st Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
11	S. Broadway & W 2nd Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
12	S. Broadway & W. 3rd Street	Significant impact - AM Peak Hour	Significant impact - AM Peak Hour
17	S. Spring Street & W. 2nd Street	Significant impact - AM Peak Hour	Significant impact - AM Peak Hour

SOURCE: Fehr & Peers, 2018.

As shown in Tables V-4 and V-5, Alternative 2 would result in impacts at the same intersections during the same peak hour periods as under the Project during Existing with Project and Future (2023) with Project conditions. These include impacts to the intersection of S. Broadway and W. 2nd Street (Intersection No. 11) during the PM peak hour under Existing with Project conditions and impacts to six study intersections under Future (2023) with Project conditions. As with the Project, Alternative 2 would implement mitigation measure MM TRAF-1 to incorporate a comprehensive TDM program to promote non-auto travel and reduce single-occupant vehicle trips. Even with implementation of this mitigation measure, intersection capacity impacts under both the Project and Alternative 2 would remain significant and unavoidable. However, although Alternative 2 would result in the same intersection impacts during the same peak hour periods under Future (2023) with Project conditions, it would avoid the Project's significant impact at the intersection of S. Broadway and W. 2nd Street during the AM peak hour under Existing with Project conditions. As such, Alternative 2 would have incrementally less impact with respect to intersection service levels during operation than under the Project.

#### (ii) *Congestion Management Program*

With respect to the Los Angeles County CMP program, such as CMP arterial and freeway arterial stations, Alternative 2 would generate fewer peak hour trips than under the Project. There are no CMP arterial monitoring intersections within the Study Area. The Project is estimated to generate approximately 15 trips during the

AM Peak Hour and 14 trips during the PM Peak Hour are expected at the US-101 freeway monitoring station at N. Alameda Street, the I-110 freeway monitoring station at Figueroa Street, and the I-110 freeway monitoring station at W. Temple Street. Since fewer than 150 trips would be added during the AM or PM peak hours under either the Project or Alternative 2, impacts relative to CMP arterial or freeway monitoring stations would be less than significant. However, because Alternative 2 would generate fewer peak hour trips, impacts would be less than under the Project.

### (iii) *Design Feature Hazards*

Both Alternative 2 and the Project would be served by a full-access mid-block driveway on Broadway between W. 1st Street and W. 2nd Street with one ingress lane and two egress lanes (one left-turn and one right-turn), a full-access driveway on Broadway near W. 2nd Street with one ingress lane and one egress lane, and a full-access driveway on W. 2nd Street with one ingress lane and one egress lane. Driveways would be designed for both the Project and Alternative 2 to comply with LADOT standards. The Project and Alternative 2's design features would not result in potentially hazardous conditions to motorists, bicyclists, or pedestrians. The driveways would not require the removal or relocation of existing transit stops and would be designed and configured to avoid potential conflicts with transit services and pedestrian traffic. Impacts relative to access and circulation design feature hazards under the Project and Alternative 2 would be less than significant. Impacts relative to access and circulation design feature hazards under the Project and Alternative 2 would be less than significant. However, because Alternative 2 would incrementally reduce the Project's peak hour and total daily vehicle trips, it would have less impact related to vehicle/pedestrian conflicts than under the Project.

### (iv) *Public Transit, Bicycle, and Pedestrian Facilities Policies*

Alternative 2 would reduce the Project's residential units, and Podium restaurant, grocery store, and residential floor area by 20 percent and, as such, incrementally decrease the Project's scope of construction activity, post-construction vehicle traffic, and transit trips. The Project Site is served by a wide variety of transit options, ranging from heavy rail, rapid bus, local bus, and express bus services. The Project would generate approximately 127 net new transit trips during the AM peak hour and 139 net new transit trips during the PM peak hour. Alternative 2 would generate approximately 93 AM peak hour transit trips and 104 PM peak hour transit trips.<sup>7</sup> Given the high capacity and frequency of transit service in close proximity to the Project Site, the incremental increase in transit riders resulting from the Project or Alternative 2 is not anticipated to result in a significant impact on the

<sup>7</sup> The new peak hour transit trips are based on the AM and PM net trip generations (without Transit Credit) multiplied by 1.4 and then 0.25. For Alternative 2, the new peak hour transit trips is  $267 \times 1.4 \times 0.25 = 93$  for net new transit trips during the AM peak hour and  $298 \times 1.4 \times 0.25 = 104$  for net new transit trips during the PM peak hour.

transit lines serving the area. Further, both the Project and Alternative 2 would be consistent with policies, plans, and programs that support alternative transportation, including the Mobility Plan 2035 and 2010 Bicycle Plan, and the Central City Community Plan. As such, the Project and Alternative 2 would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and impacts would be less than significant. However, because Alternative 2 would incrementally decrease demand for transit services, as well as vehicle traffic, compared to the Project, impacts related to public transit, bicycle, and pedestrian facilities would be less than under the Project.

*(m) Tribal Cultural Resources*

Alternative 2 would reduce the Project's total residential units, grocery store, and Podium restaurant floor area by 20 percent. Required parking would be reduced, which would allow for fewer subterranean parking levels. This would incrementally reduce the depth of excavation for the subterranean parking structure, and overall excavation activity compared to the Project. Both Alternative 2 and the Project would require excavation that would potentially encounter previously undiscovered tribal cultural resources. The Project has included Tribal consultation pursuant to AB-52 as part of its EIR analyses. The Gabrieleno Band of Mission Indians – Kizh Nation expressed that the Project Site is sensitive for the presence of tribal cultural resources due to its proximity to the Los Angeles River and the ethnographic village of Yangna, as well as the presence of a historic travel route along what is present-day Spring Street. No substantial evidence was provided to support a claim of known tribal cultural resources, as defined in PRC 21074, located within the Project Site. Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074, and impacts would be less than significant. While no tribal cultural resources are anticipated to be affected by the Project, the City has established a standard condition of approval under its police power and land use authority to address any inadvertent discovery of a tribal cultural resource, which is assumed to be imposed as a condition on the Project as a part of its land use approvals. Should tribal cultural resources be inadvertently encountered during Project construction, this condition of approval requires the temporarily halting of construction activities near the encounter and notification of the City and any Native American tribes traditionally and culturally affiliated with the geographic area of the Project and, if it is identified as a tribal cultural resource (as defined by PRC Section 21074), the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Project Applicant would then be required to implement the tribe's recommendations if a qualified archaeologist concludes that the tribe's recommendations are reasonable and feasible. The recommendations would be incorporated into a tribal cultural resources monitoring

plan, and once the plan is approved by the City, ground disturbance activities would be permitted to resume. In accordance with this condition of approval, which would also apply to Alternative 2, all ground disturbance activities would be conducted in accordance with regulatory requirements. As with the Project, impacts to tribal cultural resources would be less than significant. However, because Alternative 2 would require less excavation, it is considered to have less impact than under the Project.

(n) *Utilities and Service Systems*

(i) *Water*

(a) *Water Infrastructure*

(i) *Construction*

Alternative 2 would reduce the Project's residential units, grocery store, and Podium restaurant floor area by 20 percent and would, therefore, incrementally decrease the scope of construction activity compared to the Project. As with the Project, Alternative 2 would require the installation of water distribution lines and laterals below the surface. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Like the Project, Alternative 2 would implement PDF TRA-1, a Construction Traffic Management Plan, to ensure that adequate and safe access remains available within and near the Project Site during construction activities, including construction of the water distribution lines and connections to the public main. Impacts related to water infrastructure during construction would be less than significant under both the Project and Alternative 2. Also, because construction activities for water lines would occur under both the Project and Alternative 2, impacts would be similar.

(ii) *Operation*

Alternative 2 would provide 902 residential units, compared to 1,127 under the Project (an approximately 20 percent reduction), as well as reduce the floor area for the Podium restaurants and grocery store by 20 percent. Office floor area would be the same as under the Project. The Project Site is served by an existing 18-inch main in Broadway and a 12-inch main in Spring Street, which, based on flow testing would have sufficient capacity to meet the Project's operational domestic water needs of 256,069 gpd. As such, Project operation would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Project impacts with respect to water infrastructure during operation would be less than significant. Because Alternative 2 would reduce total residential units and commercial floor area compared to the Project, it would reduce demand on existing infrastructure compared to the Project. Impacts on water infrastructure under Alternative 2 would be less than significant and less than under the Project.

(b) Water Supply

(i) Construction

During construction of the Project or Alternative 2, water would be required for construction activities, such as soil watering, clean up, excavation/export, removal and re-compaction, and other related activities. Construction activities would occur intermittently, with demand for water consumption varied, and would be short-term and temporary in nature. Maximum water use during Project construction would be approximately 2,000 gpd, which is substantially less than the existing water consumption at the Project Site from uses to be removed of 20,137 gpd. As such, water demand at the Project Site would be reduced during the construction period compared to existing conditions. Water supply impacts during the construction of the Project or Alternative 2 would be less than significant, and impacts under Alternative 2 would be less than under the Project.

(ii) Operation

Alternative 2 would reduce the Project's residential units by 20 percent. In addition, Alternative 2 would reduce the floor area for the Podium restaurants and grocery store by 20 percent. Office floor area would be the same as under the Project. Existing operational domestic water demand to be removed at the Project Site is estimated at 20,137 gpd or 22.56 acre-feet per year (afy); whereas, estimated domestic water demand calculations for the Project would result in a net increase in domestic water demand of an estimated 256,069 gpd or 286.85 afy. PDF WS-1 (the Project's water conservation features) would help to reduce the Project's impacts on available water supply. LADWP has determined in the Project's Water Supply Assessment (WSA) that there are adequate water supplies available from existing LADWP entitlements and supplies to meet the water demand associated with the Project, together with existing and projected demand annually during normal, single-dry, and multiple-dry water years over both the next 20 years and no new or expanded water entitlements or resources would be required. Therefore, the operational water supply impacts of the Project and Alternative 2 would be less than significant. However, impacts would be less under Alternative 2.

(ii) Wastewater

(a) Wastewater Treatment Requirements

Both Alternative 2 and the Project would increase wastewater generation, but would not generate pollutant constituents (such as those most often associated with industrial facilities, power plants, etc.) that could potentially interfere with the Hyperion Sanitary Sewer System meeting the water quality requirements of its discharge permit. Similar to existing conditions, effluent from the Project would be conveyed to the Hyperion Water Reclamation Plant and ultimately recycled or discharged after treatment to the Santa Monica Bay. As discussed above, the Hyperion Water Reclamation Plant continually monitors all effluent to ensure it meets applicable RWQCB water quality standards. These standards are more

stringent than those required under the operable NPDES permit. As Project wastewater would be treated in compliance with these standards, it would not exceed the wastewater treatment requirements of the applicable RWQCB. Therefore, neither the Project nor Alternative 2 would exceed the wastewater treatment requirements of the applicable RWQCB, and impact would be similar and less than significant.

(b) Wastewater Treatment Capacity

(i) *Construction*

Project and Alternative 2 construction activities would generate a small amount of wastewater associated with Project construction workers. However, construction workers under either the Project or Alternative 2 would typically utilize portable restrooms. The resultant waste would be disposed of off-site by a licensed waste hauler, and it is expected that the wastewater generated during Project construction would be treated within the Hyperion Sanitary Sewer System. Wastewater generation from construction activities associated with the Project and Alternative 2 would be reduced from existing conditions, less than significant, and similar.

(ii) *Operation*

Alternative 2 would provide 902 residential units, compared to 1,127 under the Project (an approximately 20 percent reduction), as well as reduce the floor area for the Podium restaurants and grocery store by 20 percent, which would reduce wastewater generation as compared to the Project. The Project would generate approximately 328,328 gpd (a net increase of approximately 289,330gpd over existing conditions). The Project Site is approved to discharge up to 289,330 gpd. In addition, in accordance with LAMC Sections 64.11 and 64.12, both the Project and Alternative 2 would pay the required sewer connection fees to help offset the Project's increase in demand on the City's wastewater collection infrastructure system. Therefore, the Project and Alternative 2 would have a less than significant impact on the City's wastewater collection infrastructure needs. However, because Alternative 2 would generate incrementally less wastewater, impacts with respect to wastewater generation would be less than under the Project.

(iii) *Solid Waste*

(a) Landfill Capacity

(i) *Construction*

Both the Project and Alternative 2 would require the demolition of the Executive Building and parking structure, export of excavated soils, and construction of new buildings. Under the Project, the demolition of the Executive Building and parking structure, export of excavated soils, and construction of new buildings would result in approximately 481,175 tons of C&D waste. Construction waste would be disposed of at City-certified C&D processing facilities that are monitored for



compliance with recycling regulations, and inert solid waste and soil would require be disposed of at a State-permitted Inert Debris Engineered Fill Operations, such as the Azusa Land Reclamation Facility. The Project's total solid waste disposal would represent approximately 0.85 percent and 0.21 percent of the estimated remaining capacity at the Azusa Facility before and after diversion, respectively. As such, the County's inert landfill would have adequate remaining capacity, and the Project's construction activity would have a less-than-significant impact relative to landfill capacity. Although demolition debris would be the same under both the Project and Alternative 2, Alternative 2 would require incrementally less excavation for subterranean parking. As such, excavation/export would be reduced compared to the Project. In addition, because the scale of the residential towers would be reduced by 20 percent under Alternative 2, construction waste would also be reduced. As such, Alternative 2 would generate incrementally less construction waste than under the Project, impacts with respect to landfill capacity would be less than under the Project and also less than significant.

(ii) *Operation*

Alternative 2 would provide 902 residential units, compared to 1,127 under the Project (an approximately 20 percent reduction), as well as reduce the floor area for the Podium restaurants and grocery store by 20 percent. Office floor area would be the same as under the Project. The Project would generate a net increase of approximately 14,562 pounds per day (pre-diversion) and 5,097 pounds per day (post-diversion). With diversion, the Project's annual solid waste generation that requires landfill disposal would represent approximately 0.009 percent of the County's annual waste generation and approximately 0.002 percent of the remaining capacity in 2023. The Project's addition solid waste output would represent a negligible volume (approximately 0.19 percent) of residual daily capacity of the Sunshine Canyon Landfill, assuming no diversion. As such, the Project would have a less than significant impact on landfill capacity. Because Alternative 2 would reduce residential and some commercial uses by approximately 20 percent, it is assumed that solid waste generation from these sources would be respectively reduced by 20 percent. Because the Project's output of solid waste would represent a negligible volume with respect to landfill capacity and Alternative 2 would generate proportionately less solid waste, impacts under both the Project and Alternative 2 would be less than significant. However, impacts related to solid waste disposal capacity would be incrementally less under Alternative 2 than under the Project.

(b) *Regulatory Compliance*

As with the Project, Alternative 2 would be required to comply with SB 1374, AB 939, and AB 341 regarding solid waste diversion. Both the Project and Alternative 2 would achieve at least a 65 percent and 50 percent solid waste diversion rate, respectively, until year 2020, and at least a 75 percent solid waste diversion rate thereafter. Both the Project and Alternative 2 would promote source reduction and

recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, General Plan Framework Element, RENEW LA Plan, and Green LA Plan. The Project and Alternative 2 would comply with applicable federal, state, and local statutes and regulations governing solid waste, and impacts with respect to regulatory compliance would be less than significant and similar for both the Project and Alternative 2.

(o) Energy

(i) *Energy Consumption*

Alternative 2 would provide 902 residential units, compared to 1,127 under the Project (an approximately 20 percent reduction), as well as reduce the floor area for the Podium restaurants and grocery store by 20 percent. Office floor area would be the same as under the Project. VMT associated with the residential, restaurant and grocery store uses would also be reduced. The reduction in scale of construction and scope of development would reduce total vehicle trips and energy demand associated with building construction and operation. As with the Project, Alternative 2 would increase demand for energy, including natural gas and electricity compared to existing conditions. Both the Project and Alternative 2 would comply with applicable provisions of Title 24 and the CALGreen Code, as well as achieve the equivalent of the LEED Silver Certification level for new buildings as well as waste reduction features that would enhance the Project's energy efficient design. Because both the Project and Alternative 2 would minimize energy demand, neither would result in the inefficient, wasteful or unnecessary use of energy and impacts would be less than significant. However, Alternative 2 would require less energy demand and as such, impacts would be less under Alternative 2 than under the Project.

(ii) *Energy Infrastructure*

Both the Project and Alternative 2 would generate an additional demand on existing energy infrastructure. Electrical power and natural gas are provided to the Project Site by the LADWP and SoCalGas. The Project's electricity and natural gas usage is expected to represent a small fraction of LADWP's and SoCalGas' energy use. It is expected that existing infrastructure, planned capacity and electricity would be sufficient to support the Project's electricity and natural gas demand. Electricity and natural gas usage would not materially increase energy demands under the Project and Alternative 2 and, thus, impacts on energy supplies and infrastructure would be less than significant. However, because Alternative 2 would incrementally reduce energy demand because of fewer residential units and reduced vehicle trips compared to the Project, Alternative 2 would have less impact on energy infrastructure than under the Project.

### (3) Relationship of the Reduced Density Alternative to Project Objectives

As discussed in the evaluation above, the Reduced Density Alternative (Alternative 2) would require the demolition of the Executive Building and parking structure and, as such, would result in similar significant and unavoidable historical resources impacts as under the Project. With demolition, the Executive Building, which appears eligible for listing in the California Register, would not convey its historical significance, nor would these two buildings be able to contribute to the Times-Mirror Square as a potential historic district that appears eligible for listing in the National and California Registers.

Because of an incrementally shorter construction phase, Alternative 2 would reduce but not avoid the Project's significant and unavoidable impacts associated with the violation of an air quality standard during construction and with the significant and unavoidable cumulative considerable increase of a criteria pollutant (NOx) in a nonattainment area.

As with the Project, Alternative 2 would result in significant and unavoidable impacts related to construction noise, including exceedance of established noise standards, groundborne vibration and noise, and substantial increase in temporary or periodic ambient noise levels. However, because of the reduced scale of development, the duration of construction-related impacts would be less than under the Project. Alternative 2 would also result in significant and unavoidable service level impacts at the same intersections as under the Project (Intersection No. 11) under the Existing with Project scenario and intersections (Intersections No. 1, 5, 10, 11, 12, and 17) under Future (2023) with Project scenario. Although transportation and traffic impacts would continue to be significant and unavoidable, Alternative 2 would incrementally reduce daily and peak hour trips compared to the Project and would reduce the Intersection 11 impacts under existing conditions from both AM/PM peak hours to only one peak hour.

Overall, because of reduced building size, occupancy, and vehicle trips, Alternative 2 would incrementally reduce or be similar to the Project's less than significant impacts related to views, scenic resources, visual character and quality, shade/shadow, operational air emissions, archeological resources, paleontological resources, geology and soils, GHG's, hazards and hazardous materials, hydrology and water quality, land use and planning, population, housing and employment, public services, transportation/traffic, tribal cultural resources, public utilities, and energy.

Alternative 2 would meet the Project's underlying purpose and primary objective to develop the Project Site with a transit-oriented development that includes residential uses, Project- and community-serving commercial uses, and publicly accessible and private open space and amenities.

Alternative 2 would meet the Project Objective to create publicly accessible pedestrian connections through the Project Site with views toward visual resources such as the proposed First and Broadway Civic Center Park to enhance circulation and promote walkability.

Alternative 2 would meet the Project Objectives to develop architecturally distinct new buildings that contribute to the visual character of Downtown's high-rise skyline and provide for a mix of commercial and residential uses to promote pedestrian activity, reduce vehicle trips and vehicle miles traveled, and enliven the Downtown area with 24/7 activity.

Alternative 2 would meet the Project Objective to activate the Broadway Street frontage by providing active street-oriented uses, such as retail or restaurants, and a landscaping and streetscape program that further enhances the pedestrian experience.

Alternative 2 would meet the Project Objective to provide a full-service grocery store to serve existing and new residents and visitors in the Downtown and further activate pedestrian activity in an area that is underserved by full-service grocery stores.

Alternative 2 would also meet the Project Objective related to rehabilitating and modernizing the Times, Mirror, and Plant Buildings to distinguish the character of the Downtown and attract visitor interest, and to reduce vacant office space.

However, because of the 20 percent reduction in building heights, residential density, and grocery store and restaurant floor areas, Alternative 2 would not meet the following objectives to the same extent as the Project:

- Maximize high-density residential uses in proximity to public transit, including Metro's Red Line and Purple Line Station in Grand Park, and Metro's Regional Connector Station at W. 2nd Street and Broadway.
- Maximize and increase high-density residential uses in Downtown Los Angeles within walking distance of jobs-rich centers, such as the Financial District and Civic Center, and a short transit ride to popular destinations such as Little Tokyo, the Arts District, Union Station, Olvera Street, Chinatown, the Downtown Markets, and the Los Angeles Convention Center, and Downtown amenities, such as Grand Park and the Los Angeles Music Center.

### c) **Alternative 3: All Office and Residential Alternative**

The All Office and Residential Alternative (Alternative 3) would change the Project's mix of uses. As with the Project, Alternative 3 would rehabilitate and activate the historic Times, Mirror, and Plant Buildings. However, it would eliminate the use of the rehabilitated buildings for restaurant or grocery store uses. The Times, Mirror and Plant Buildings would be used exclusively as offices. Therefore, the total office floor area would be 410,677 square feet. Alternative 3 is compared to the Project in **Table V-6, Comparison of Alternative 3 to the Project**, below. Alternative 3 would continue to provide 1,127 residential units in respective 37-and 53-story towers. Alternative 3 would have the same building configuration, height, setbacks, landscaping, street trees, garden level (6th floor) open space, and other amenities of the Project. As with the Project, Alternative 3 would include a landscaped, open-to-the-sky Paseo. Driveway access would be the same as under the Project. Required parking would be reduced by five percent as compared to the proposed Project and would reduce the amount of provided parking by 84 spaces, resulting in 1,661 spaces for Alternative 3. Therefore, Alternative 3 would reduce the podium parking by one level as compared to the Project.

**TABLE V-6  
COMPARISON OF ALTERNATIVE 3 TO THE PROJECT**

<b>Component</b>	<b>Project</b>	<b>Alternative 3</b>	<b>Change</b>
North Tower	37 stories (495')	37 stories (495')	No Change
South Tower	53 stories (665')	53 stories (665')	No Change
Residential Units	1,127 units	1,127 units	No Change
Podium Restaurant Floor Area	34,572 square feet	0 square feet	100 percent Reduction
Podium Office Floor Area	0 square feet	34,572 square feet	100 percent Increase
Grocery Store	50,000 square feet	0 square feet	100 percent Reduction
New Plant Building Office Floor Area	0 square feet	50,000 square feet	100 percent Increase
Times, Plant, and Mirror Restaurant Floor Area	18,817 square feet	0 square feet	100 percent Reduction
New Office Floor Area from Proposed Times, Plant, and Mirror Restaurant Floor Area	0 square feet	18,817 square feet	100 percent Increase
Times, Plant, and Mirror Office Floor Area	307,288 square feet	307,288 square feet	No Change

Component	Project	Alternative 3	Change
Total Office Floor Area:	307,288 square feet	410,677 square feet	33.6 percent increase in office floor area (100 percent decrease in grocery store and restaurant uses)
Paseo	15,708 square feet	15,708 square feet	No Change
Total Parking Spaces	1,744 spaces	1,660 spaces	Approx. 5 percent Reduction

SOURCE: ESA, 2019.

## (1) Environmental Impacts

### (a) Aesthetics

SB 743 and ZI No. 2452 provide that a mixed-use project in a designated TPA site is not required to evaluate aesthetic impacts in an EIR pursuant to CEQA. Although the Project meets this criterion, for disclosure purposes only, information based on City thresholds is provided relative to visual quality, views, light, glare, and shading.

#### (i) Views

Alternative 3 would reduce the number of parking spaces provided by the Project by 84 spaces and would potentially allow for a minor reduction of one parking level in the parking Podium.<sup>8</sup> This difference would be minimally discernable in the context of the Downtown's multi-story buildings. As with the Project, as seen from the City Hall observation deck, Alternative 3's high-rise component would block views of the three high-rise buildings, including the Gas Company Tower and the One and Two California Plaza buildings, which are part of Downtown's existing high-rise profile. Alternative 3 would have a similar effect with respect to all key views, including the views from surrounding parks and sidewalks. As with the Project, Alternative 3 would not substantially diminish or detract from overall Downtown skyline views. Alternative 3 and the Project's view impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. Also, because the difference in heights between Alternative 3 and the Project would be minimally apparent, impacts with respect to views would be considered similar.

<sup>8</sup> Each podium level provides 75 spaces and the mezzanine allows for 34 spaces. The reduction of 83 spaces would allow for the elimination of a podium level and a partial reduction in the mezzanine parking area. Subterranean levels provide 156 spaces. As such, the reduction of 83 spaces would not allow for the removal of a subterranean parking level.

(ii) *Scenic Resources*

(a) Construction

As with the Project, Alternative 3 would rehabilitate the Times, Plant, and Mirror Buildings, which are, in themselves, deemed to be architectural and historical resources eligible for listing in the National Register, California Register, and as HCMs. There are no State Designated Scenic Highways located within the Central City Community Plan's Downtown and the Project Site is not visible from a State Designated Scenic Highway. As such, Project construction would not damage locally recognized resources, including those within a state scenic highway. The Project would result in the removal of the existing Executive Building and the parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to scenic resource, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project within a Transit Priority Area such as the Project. Similar to the Project, there would be a less than significant impact under Alternative 3. Because construction activities would be similar under the Alternative 3, impacts to scenic resources would be similar to the Project.

(b) Operation

As with the Project, Alternative 3 would not significantly affect off-site scenic resources, such as nearby City Hall and the historic Broadway Theater District. Under both the Project and Alternative 3, intervening features, including City Hall Park and the future First and Broadway Civic Center Park, between City Hall and the Project's towers would reduce the contrast between the proposed modern towers and the scenic, architectural character of City Hall. In addition, the taller South Tower would be set back farther from W. 1st Street and would be more removed from the City Hall view field than the North Tower. Under both the Project and Alternative 3, the architectural character of the Times Building, the nearest of the Project Site's buildings to the historic City Hall, would continue to complement the architectural integrity of City Hall. Under either the Project or Alternative 3, the proposed towers would not block views of City Hall through any street corridors, parks or off-site areas, such as the Disney Concert Hall plinth. With physical distances between the Project's towers and City Hall, neither the Project nor Alternative 3 would substantially damage City Hall as a scenic resource. In addition, the development of either the Project or Alternative 3 on Broadway between W. 1st Street and W. 2nd Street would not damage off-site Broadway Theater and Entertainment District's scenic resources. The Project Site is not located within the view field of any scenic highway. As such, the operation of either the Project or Alternative 3 would have a less-than-significant impact with respect

to scenic resources. Impacts with respect to scenic resources would be similar under both the Project and Alternative 3.

(iii) *Visual Character and Quality*

(a) Construction

Under Alternative 3, the construction of residential towers, overall floor area associated with the commercial use, rehabilitation of the Times, Mirror, and Plant Buildings, sidewalk improvements, Paseo, and installation of landscaping would be the same as under the Project. Parking demand would be incrementally less and represented by a reduction in the Podium's parking levels, which provides approximately 75 spaces per level. Subterranean parking levels, which provides approximately 153 parking spaces per level, would be the same as under the Project. The reduction in grocery store floor area and replacement of restaurant floor area with office space would allow for a reduction in parking by 84 spaces, as shown in Table V-6 above. In addition, under this alternative, construction would be slightly reduced because it would not construct the new grocery store and restaurants, or rehabilitate existing office space in the Times, Mirror, and Plant Buildings. As with the Project, Alternative 3 would require approximately four years for the completion of construction activities (estimated to be from 2019 to 2023). The scale of grading and excavation, including the export of approximately 364,000 cubic yards of soil, would be the same as under the Project. As with the Project, construction fencing, required under PDF AES-1, would be provided for safety and would screen views of excavation and grading activities, and other site disturbance from adjacent streets and sidewalks. PDF AES-1 would also provide for regular visual inspection of the fence, temporary barriers, and sidewalks and removal of any observed graffiti or unauthorized materials. The Project would result in the removal of the existing Executive Building and the parking structure, which may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to visual character, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project within a Transit Priority Area such as the Project. However, because incrementally less construction activity would be required under Alternative 3, impacts with respect to visual character would be less than significant and also slightly less than under the Project.

(b) Operation

As with the Project, Alternative 3 would introduce new buildings that would contribute to the high-rise character of the Downtown and the proposed towers would not, because of their height, adversely affect the visual character and quality of the Project Site or cause the surrounding community to be visually degraded. The reduced tower heights would not change the visual character impact of



Alternative 3 relative to the Downtown setting. In addition, as with the Project, Alternative 3 would provide a landscaped Paseo, wider sidewalks, additional street trees that would enhance the activity and visual character of the site and its surroundings. As with the Project, Alternative 3 would remove the Executive Building and parking structure, which are historic resources that may be considered to contribute to the aesthetic character of the Project Site and its surroundings. Although the North Tower and South Tower under both the Project and Alternative 3 would exceed existing, predominant building heights along the W. 1st Street/Grand Park corridor such as the 17-story LADWP building on Hope Street to the west and the 30-story Los Angeles City Hall on Spring Street to the east, the proposed tower heights would be consistent with current growth in the Downtown. The effects of building height relative to the W. 1st Street corridor would also be reduced by the setback of the taller 53-story tower from W. 1st Street under both the Project and Alternative 3. Therefore, the removal of the Executive Building and parking structure would create an aesthetic benefit to another scenic, historic resource, which would contribute to the aesthetic character of the area, and impacts would be less than significant. Because Alternative 3 would be similar visually to the Project, impacts with respect to visual character and quality would be similar to the Project.

(iv) *Shade/Shadow*

Alternative 3 would reduce the height of the Podium by one parking level and, respectively, the height of the Project's residential towers by approximately 10 feet, 8 inches. This incremental reduction in building height would allow for a minor reduction in the extent and duration of shading at the adjacent Federal Courthouse building. Because the Courthouse roof supports an energy-producing solar array, the building is considered to be shade sensitive. The Project would exceed the City's threshold standard of more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST during the Winter Solstice at this location. Under the Project, shading of Grand Park and Civic Center Parks, both of which are shade sensitive, would occur but would not exceed threshold standards in these areas. Alternative 3 and the Project's shade/shadow impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. Also, because it is expected that Alternative 3's small difference in height would not change the Project's threshold exceedance, shade impacts would be similar.

(v) *Light and Glare*

Alternative 3 would eliminate ground-level restaurants and as such, reduce illuminated signage compared to the Project. However, both Alternative 3 and the Project's residential condominium towers would introduce more visible light sources as viewed from a distance. In addition, as required by PDF AES-3, glass used in exterior façades would be low reflective in order to minimize daytime glare. Neither Alternative 3 nor the Project's lighting, including architectural lighting, light emanating from the building interiors, lighting of the proposed residential amenities

on the Podium deck, and security lights, would generate levels of light or glare that would substantially alter the character of off-site areas or that would result in substantial light spill/or glare onto adjacent light-sensitive receptors. Alternative 3 and the Project's light and glare impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because Alternative 3's street-front restaurant uses would be eliminated, light impacts from illuminated signage would be less than under the Project.

(b) *Air Quality*

(i) *Consistency with Air Quality Management Plan*

Alternative 3 would change the Project's Podium restaurant floor area and the grocery store to office uses. The change in land uses would reduce the amount of parking provided and overall required vehicle spaces by approximately 5 percent. This reduction would allow for the elimination of one level of parking within the Podium structure and, thus, would reduce the overall construction activity required for the Podium structure. In addition, under this Alternative, construction would be slightly reduced because it would not construct the new grocery store and restaurants, rehabilitate existing office space in the Times, Mirror, and Plant Buildings, and would eliminate one level of parking within the Podium structure. As with the Project, Alternative 3 would generate new emissions, but would not cause the Air Basin's criteria pollutant emissions to worsen so as to impede the objectives of the AQMP. Both the Project and Alternative 3 would be consistent with the AQMP in its incorporation of appropriate control strategies for emissions reduction during construction. Both the Project and Alternative 3 would result in a short-term and temporary significant impact with respect to regional NO<sub>x</sub> emissions during construction, even after implementation of feasible mitigation measures. However, the construction activity resulting in these short-term NO<sub>x</sub> emissions (concrete trucks) could be accomplished in incrementally less time under Alternative 3 than under the Project. Both the Project and Alternative 3 would be consistent with the applicable growth projections and control strategies used in the development of the AQMP and would not jeopardize attainment of the air quality levels identified in the AQMP. During operation, both Alternative 3 and the Project would incorporate control strategies set forth in the AQMP such as location efficiency, increased density, transit accessibility, improved development design, and other measures. Alternative 3 and the Project would also be consistent with the City's growth projections and policies of General Plan Air Quality Element for achieving emission reduction goals. As such, Alternative 3 and the Project's impacts with respect to consistency with the AQMP and General Plan air quality policies would be less than significant. However, because Alternative 3 would incrementally reduce the Project's construction activity, impacts relative to the AQMP would be slightly less under Alternative 3 than under the Project.

(ii) *Violation of Air Quality Standard*

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and the grocery store to office uses. The change in land uses would reduce the amount of parking spaces provided by approximately 5 percent. This reduction would allow for the elimination of one level of parking within the Podium structure and, thus, the overall construction activity required for the Podium structure. Although the duration of construction activity would be slightly reduced, the intensity (daily maximum) of construction activity would be similar to that of the Project. Both Alternative 3 and the Project's construction phases have the potential to generate emissions through heavy-duty construction equipment, construction traffic, fugitive dust emissions, paving operations, and the application of architectural coatings and other building materials. Construction-related daily emissions would occur for the criteria and precursor pollutants (VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). Construction-related daily emissions would potentially exceed the SCAQMD significance threshold on a short-term and temporary basis only for NO<sub>x</sub>. Although the construction activity resulting in these short-term NO<sub>x</sub> emissions (concrete trucks) could be completed in less time under Alternative 3 than under the Project, even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2 under both Alternative 3 and the Project, NO<sub>x</sub> emissions would not be reduced to below the regional significance threshold. Therefore, both Alternative 3 and the Project's impact with respect to the violation of an air quality standard would be significant and unavoidable. However, because Alternative 3 would incrementally reduce the Project's construction duration, impacts with respect to violation of an air quality standard would be slightly less than under the Project.

(b) Operation

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would potentially reduce the Project's total daily vehicle trips associated with restaurant or grocery store uses, as well as reduce operational emissions associated with the amount of parking provided. As compared to the Project, which would generate approximately 6,994 daily vehicle trips during operation, Alternative 3 would generate 4,455 daily vehicle trips during operation, which is a reduction of 2,539 daily vehicle trips. While the Project, prior to mitigation, would result in potentially significant operational impacts due to regional emissions of NO<sub>x</sub> just above the regional significance threshold, Alternative 3 would not exceed the regional significance threshold for NO<sub>x</sub> given the reduction in daily vehicle trips. However, both the Project and Alternative 3 would result in potentially significant operational impacts due to localized emissions of PM<sub>10</sub> and PM<sub>2.5</sub> above the localized significance threshold. With implementation of mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5 under both Alternative 3 and the Project, the localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions from operation would be reduced to below the localized significance thresholds for

PM10 and PM2.5 and impacts would be mitigated to less-than-significant levels. Alternative 3's regional NO<sub>x</sub> emissions would be reduced further below the regional significance thresholds with implementation of mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5. As Alternative 3 would incrementally reduce vehicle trips and would, thus generate fewer vehicle emissions, impacts related to air quality standards would be less than under the Project.

*(iii) Cumulative Considerable Net Increase of  
Criteria Pollutant*

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce parking demand and overall required vehicle spaces by approximately 5 percent. This reduction would allow for the elimination of one level of parking within the Podium structure and the size of the Podium and, thus, would provide for a small reduction the Project's overall construction activity. Although the duration of construction activity would be reduced, the intensity (daily maximum) of construction activity would be similar to that of the Project. As with the Project, emissions from construction would exceed applicable SCAQMD's regional and impact numerical indicator of significance for NO<sub>x</sub> during the two-day duration (for the Project) of two continuous concrete pouring foundations phases, even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2. Although concrete pouring operations would be incrementally less under Alternative 3, as with the Project, Alternative 3 would have the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard on a short-term and temporary basis. Impacts under both Alternative 3 and the Project would be significant and unavoidable. However, because total construction activity would be incrementally reduced under Alternative 3, impacts with respect to criteria pollutants would be slightly less than under the Project.

(b) Operation

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce the Project's total daily vehicle trips, and would not result in any trips associated with restaurant or grocery store uses. Under either Alternative 3 or the Project, mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5, would reduce transportation- and energy-related emissions, which would not exceed the applicable significance threshold for criteria pollutants. Therefore, both Alternative 3 and the Project's operational impacts would be less than significant. However, because vehicle trips, under Alternative 3 would be less, impacts with respect to criteria pollutants would be less.

(iv) *Exposure of Sensitive Receptors to Pollutant Concentrations*

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce parking demand and overall required vehicle spaces by approximately 5 percent. This reduction would allow for the elimination of one level of parking within the Podium structure and the size of the Podium and, thus, would reduce the Project's overall construction activity. Assuming similar phasing and equipment assumptions under both Alternative 3 and the Project, compliance with SCAQMD Rule 403 and mitigation measures MM-AQ-1 and MM-AQ-2, would ensure that maximum localized construction emissions for sensitive receptors would not exceed the localized screening indicators for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub> at sensitive receptors. As such, impacts under both Alternative 3 and the Project on existing and future sensitive receptors would be mitigated to less-than-significant levels. As with the Project, construction of Alternative 3 would implement the CARB Air Toxics Control (TACs) Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation would further minimize emissions of TACs during construction, and impacts would be less than significant. However, because Alternative 3 would incrementally reduce the scope of construction, and respective emissions, it would have a slightly less impact than under the Project.

(b) Operation

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce the Project's total daily vehicle trips, would reduce trips associated with restaurant or grocery store uses. Project operations would not be considered a substantial source of diesel particulate, and operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings and other products. Other sources that would generate TAC emissions include charbroiling (restaurants) architectural coatings, consumer cleaning products. Compliance with SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations) and SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), would minimize emissions to the lowest technically feasible level. Compliance with Rule 1470 would also ensure the TAC emissions from the emergency generator would not cause or contribute to adverse health impacts at nearby sensitive receptors. In addition, the cooling towers would generate small amounts of emissions at 0.3 pounds per day of particulate matter (entrained water droplets), conservatively assuming continuous operation. Therefore, Project operation emissions would not pose a health risk to off-site receptors. Potential long-term operational impacts associated with the release of TACs would be minimal, regulated, controlled, and would not be expected to exceed the SCAQMD

numerical indicators and the impact of TACs on sensitive receptors would be less than significant. In addition, CO concentration or hotspots associated with the area's intersection congestion under future plus Project (2023) conditions, are expected to be approximately 6.1 ppm (one-hour average) and 4.0 ppm (eight-hour average), which would not exceed the numerical indicators of significance. As such, neither the Project nor Alternative 3 would contribute to the formation of CO hotspots and impacts would be less than significant. However, because Alternative 3 would reduce overall vehicle trips, impacts with respect to exposure of existing and future sensitive receptors would be less than under the Project.

(c) *Cultural Resources*

(i) *Historical Resources (Built Environment)*

The Project and Alternative 3 would rehabilitate the historical character of the Times, Mirror, and Plant Buildings. However, both the Project and Alternative 3 would require the demolition of the Executive Building and parking structure. As such, the Project and Alternative 3 would materially impair the contribution of these structures to the Times Mirror Square historic district. The Times Mirror Square historic district would no longer be eligible for listing as an historic district in the National Register and California Register, or designated locally as a HPOZ. The Project would also directly impact the Executive Building, which is individually eligible for listing in the California Register of Historical Resources under California Register Criterion 2 and for designation as an HCM. For these reasons, the Project would result in a significant and unavoidable impact with respect to historical resources. While mitigation measure MM-CUL-1 would be implemented to preserve a written and photographic record of the Executive Building and parking structure, it would not reduce the impact to a less-than-significant level. Because both Alternative 3 and the Project result in the same demolition impacts associated with historical resources, impacts to historical resources would be significant and unavoidable and similar under both the Project and Alternative 3.

(ii) *Archaeological Resources*

Alternative 3 would require the same subterranean garage levels as under the Project and, as such, would result in the same excavation activities. Excavation under both Alternative 3 and the Project would potentially encounter previously undiscovered archaeological resources. Although the Project Site is currently excavated for basement and foundation features, the Project and Alternative 3 would require additional excavation to accommodate nine levels of subterranean parking to 90 feet bgs. However, excavation under both the Project and Alternative 3 has the potential to uncover archaeological resources. With implementation of mitigation measures MM-CUL-5 through MM-CUL-7, both Alternative 3 and the Project would provide for appropriate treatment and/or preservation of resources if encountered. Under both Alternative 3 and the Project, potentially significant

impacts to archaeological resources would be similar and mitigated to less than significant.

*(iii) Paleontological Resources*

Alternative 3 would require the same subterranean garage levels as under the Project and, as such, would result in the same excavation activities. Excavation under both Alternative 3 and the Project would potentially encounter previously undiscovered paleontological resources. Although the Project Site is currently excavated for basement and foundation features, the Project and Alternative 3 would require additional excavation to accommodate nine levels of subterranean parking to a maximum depth of approximately 90 feet bgs. However, excavation under both the Project and Alternative 3 has the potential to uncover paleontological resource. With implementation of mitigation measures MM-CUL-8 through MM-CUL-11, neither the Project nor Alternative 3 would cause a substantial adverse change in the significance of a paleontological resource or unique geologic features. Impacts would be similar and mitigated less than significant under both Alternative 3 and the Project.

*(iv) Human Remains*

Alternative 3 would require the same subterranean garage levels as under the Project and, as such, would result in the same excavation activities. Excavation under both Alternative 3 and the Project would potentially encounter previously undiscovered human remains. The Project Site is currently excavated for basement and foundation features, and results of the record searches from the SCCIC and the NAHC indicate that no human remains have been recorded within the Project Site or within a half-mile radius. The negative results of the records search and the developed nature of the Project Site, however, do not preclude the potential that buried human remains may be encountered during construction. Although unlikely, in the event that previously unknown human remains are encountered during the Project's construction excavations, the treatment of human remains is governed by PRC Section 5097.98 and Health and Safety Code Section 7050.5. Accordingly, the Los Angeles County Coroner must be notified in the event human remains are encountered. If the County Coroner determines that the remains are Native American, the NAHC would be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC would designate an MLD for the remains per PRC Section 5097.98. Should human remains be encountered during Project construction, implementation of PRC Section 5097.98 and Health and Safety Code Section 7050.5 would reduce potential impacts under the Project and the Alternative to less than significant. Impacts with respect to human remains would be similar under the Project and Alternative 3.

(d) *Geology and Soils*

(i) *Exacerbation of Existing Environmental Conditions*

Excavation activities, foundations, and grading would be similar under both Alternative 3 and the Project. The Project Site is not located within a currently established state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area. The proposed buildings and existing buildings to remain would/derive support from the underlying bedrock, such that fault rupture and liquefaction would not be potential hazards. However, given the location of the Project Site within the seismically active Southern California Region and its proximity to known active and potentially active faults, existing or proposed buildings under either the Project or Alternative 3 would be subject to strong seismic ground shaking. PDF GEO-1 would address the need for any seismic upgrades relative to the historic Times, Mirror, and Plant Buildings under the Project and Alternative 3. With implementation of Building Code regulations and recommendations of applicable final geotechnical reports, impacts with respect to exacerbation of existing environmental conditions under the Project and Alternative 3 would be similar to the Project and less than significant.

(ii) *Soil Erosion or Loss of Topsoil*

Excavation activities, foundations, and grading would be similar under both Alternative 3 and the Project. Both Alternative 3 and the Project would increase soil exposure and risk of soil erosion. Compliance with existing SCAQMD, RWQCB, and Building Code regulations for dust and erosion control, however, would ensure that both Alternative 3 and the Project would not result in substantial erosion or the loss of topsoil. As such, impacts with respect to soil erosion or loss of topsoil would be less than significant and similar under both Alternative 3 and the Project.

(iii) *Unstable Geologic Units*

Excavation activities, foundations, and grading would be similar under both Alternative 3 and the Project. Development of both Alternative 3 and the Project would expose the new buildings to any potential unstable geologic units, such as liquefaction or lateral spreading. PDF GEO-2 would require foundations to extend to bedrock (below alluvial soils), to address the risk of lateral spreading under both the Project and Alternative 3. As such, with implementation of Building Code regulations and recommendations of applicable final geotechnical reports, impacts related to unstable geologic units, caused in whole or in part by the exacerbation of existing environmental conditions, under either Alternative 3 or the Project would be less than significant and similar.



(iv) *Expansive Soils*

Foundation structures would be the same under both the Project and Alternative 3. The Project Site is currently underlain by soils with the potential for expansion and corrosion. However, both the Project and Alternative 3 would be required to comply with CBC Section 1803.5.3, which requires that in areas likely to have expansive soil, soils would be removed, compacted or overfilled, as set forth in the CBC. With implementation of Building Code regulations, impacts with respect to expansive and corrosive soils, caused in whole or in part by the exacerbation of existing of environmental conditions, would be less than significant and similar under both Alternative 3 and the Project.

(e) *Greenhouse Gas Emissions*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce parking demand and overall required vehicle spaces by approximately 5 percent. This reduction would allow for the elimination of one level of parking within the Podium structure and the size of the Podium and, thus, would reduce the Project's overall construction activity. The replacement of Podium restaurant uses with offices and reduction in grocery store floor area would reduce energy demand associated with building operation, and would reduce total daily vehicle trips. The construction and occupation of the Project Site under both the Project and Alternative 3 would increase GHG emissions. The Project's annual net operational emissions of 14,922 MTCO<sub>2e</sub> (which include amortized construction emissions) would be approximately 28 percent below the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. Because of Alternative 3's reduced scope of construction and vehicle trips, its GHG emissions would be incrementally reduced compared to the Project's emissions. The Project and Alternative 3 would implement PDF AQ-1, PDF AQ-2, PDF-TRAF-1, and PDF WS-1 and be consistent with applicable GHG reduction strategies outlined in CARB's Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, LA Green Plan, Sustainable City pLAn, and City of Los Angeles Green Building Code. As such, both Alternative 3 and the Project would have less-than-significant impacts with regard to GHG emissions. However, because Alternative 3 would incrementally reduce construction activities and daily vehicle trips at the Project Site, it would have less impact with respect to GHG emissions than under the Project.

(f) *Hazards and Hazardous Materials*

(i) *Routine Transport, Use, or Disposal of Hazardous Materials*

As with the Project, Alternative 3 would require the use of products for construction and operation that are typically used in performing everyday household and commercial activities, and would be used consistent with manufacturers'

instructions and applicable regulations. Neither the Project nor Alternative 3 would require the use of hazardous materials beyond these typically used products, and neither would cause a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts under both the Project and Alternative 3 would be less than significant. However, because the scale of construction under Alternative 3 would be incrementally less than under the Project, impacts related to the use, transport, and disposal of hazardous materials would be slightly less than under Alternative 3.

(ii) *Upset and Accident Conditions*

As with the Project, Alternative 3 would include demolition and construction activities, including the potential exposure of construction workers to any potentially hazardous condition. Exposure may include airborne contaminants, low concentrations of VOCs, and potential soils contaminants and gases. While the Phase I/II Environmental Site Assessment did not encounter any RECs or conditions that may warrant mitigation, in the event that unforeseen suspect impacted soils are encountered during mass excavation activities for the future subterranean parking garage, such soil will be properly profiled and managed under a conventional soil management plan to be implemented by the Project excavation contractor and environmental consultant. The Soil Management Plan would be implemented as PDF HAZ-1. Demolition contaminants may include ACMs, LBP and, possibly, PCBs. With implementation of existing regulations and PDF HAZ-1 under both Alternative 3 and the Project, impacts with respect to risk of upset and accident conditions would be less than significant. Impacts would be similar under both the Project and Alternative 3.

(iii) *Use of Hazardous Materials within One-quarter Mile of an Existing School*

As with the Project, Alternative 3's construction activities could emit hazardous materials, such as VOCs, some of which are classified as toxic air contaminants (TACs). Alternative 3 and Project construction activities would include the use of architectural coatings and the use of diesel-powered construction equipment, while Alternative 3 and Project operations would likely include deliveries by diesel-powered vehicles, all of which could generate VOCs. Project construction and operation would not generate TACs in excess of the applicable maximum incremental cancer risk standard. As such, Project impacts related to the use of hazardous materials, including TACs, within one-quarter mile of an existing school would be less than significant. Impacts would be similar under both the Project and Alternative 3.

(iv) *Hazardous Materials Database Listings*

Six database listings occur on the Project Site, but none represent a REC at the Project Site. Therefore, neither Alternative 3 nor the Project would create a significant hazard to the public or the environment resulting from exacerbating existing listed hazardous conditions. Impacts would be less than significant and similar under both the Project and Alternative 3.

(v) *Emergency Response/Evacuation Plans*

Neither Alternative 3 nor the Project consist of a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor require the closure of any existing streets. Neither would represent a significant impediment to emergency response and evacuation of the local area. Land Uses under either Alternative 3 or the Project would not require a new, or interfere with an existing, risk management, emergency response, or evacuation plan. Impacts related to emergency response plans would be less than significant under both. Although Alternative 3 would incrementally reduce the Project's overall construction, impacts related to emergency response plans would be similar under both the Project and Alternative 3.

(g) *Hydrology and Water Quality*

(i) *Consistency with Water Quality Standards*

(a) *Construction*

Excavation activities, foundations, and grading would be similar under both Alternative 3 and the Project. Under both the Project and Alternative 3, construction activities, such as earth moving, maintenance/operation of construction equipment, potential dewatering, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site. Potential impacts under both Alternative 3 and the Project would be reduced to less-than-significant levels through compliance with the requirements of the NPDES permit, including a construction SWPPP and BMPs, and Building Code grading procedures. These would ensure that the Project and Alternative 3 would not exceed water quality standards. As such, impacts with respect to construction phase water quality standards would be less than significant and similar under both Alternative 3 and the Project.

(b) *Operation*

BMPs for stormwater runoff from existing impervious surfaces are not currently implemented under existing conditions. During operation, both the Project and Alternative 3 would comply with the City's LID Manual requirements to reduce the

quantity and improve the quality of rainfall runoff that leaves the Project Site. Both the Project and Alternative 3 would include the installation of roof/surface drains and cisterns and/or biofiltration/bioretenion system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. Therefore, with implementation of the structural BMPs proposed as part of the Project, and of the non-structural BMPs required as part of the SUSMP and by City LID requirements, would result in an improvement in the water quality of stormwater runoff from the Project Site. Both the Project and Alternative 3 would improve water quality during operation compared to existing conditions and, as such, impacts with respect to operation water quality standards would be less than significant. Impacts with respect to water quality standards would be similar under both Alternative 3 and the Project.

*(ii) Alteration of Drainage Pattern Resulting in Erosion or Siltation*

Construction activities under both the Project and Alternative 3 could contribute to erosion or siltation when soils are exposed during development of the Project Site. Construction activities for the Project would include excavation of approximately 364,000 cy of soil, all of which would be exported off-site, and maximum excavation depths of approximately 90 feet bgs. These construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. The Project, however, would be required to implement a SWPPP that specifies BMPs and erosion control measures to manage runoff flows and prevent pollution. With implementation of required BMPs, impacts with respect to drainage pattern changes resulting in erosion and siltation would be less than significant. As with the Project, impacts with respect to erosion or siltation under Alternative 3 would be reduced through a SWPPP and respective BMPs, and impacts with respect to erosion and siltation would be less than significant and similar.

*(iii) Alteration of Drainage Pattern Resulting in Flooding*

As with the Project, Alternative 3 would not alter the drainage pattern in the post-project condition because drainage would still flow into the adjacent municipal storm drain system after limited on-site detention and filtration. Similarly, the rate of surface runoff would not be substantially altered because the pre- and post-project condition of the Project Site is primarily impervious. Rather, both the Project and Alternative 3 would slightly decrease the rate of surface runoff under post-project conditions as some detention would be provided by their proposed biofiltration/bioretenion systems. Because the Project and Alternative 3 would reduce surface runoff during operation through biofiltration/bioretenion compared to existing conditions, impacts with respect to drainage patterns would be less than significant and similar under the Project and Alternative 3.

(iv) *Stormwater Drainage System Capacity*

(a) Construction

Under both the Project and Alternative 3, the temporary increase in permeable surfaces during construction would reduce rather than increase off-site runoff from the Project Site during a portion of the construction. In accordance with the requirements of the construction SWPPP under both Alternative 3 and the Project, neither Alternative 3 nor the Project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. BMPs specified under the SWPPP would be implemented during construction to manage runoff flows and avoid on- or off-site flooding. Therefore, impacts with respect to surface runoff under both Alternative 3 and the Project would be less than significant. Surface runoff and respective impacts to the stormwater drainage system would be similar under Alternative 3 and the Project.

(b) Operation

As with the Project, Alternative 3 would maintain existing drainage patterns at the Project Site. No new off-site storm drainage infrastructure would be proposed or required. The 50-year (Q50) peak flow rate of stormwater runoff from either the Project or Alternative 3 would be expected to decrease slightly from an estimated 11.6848 cfs to an estimated 11.6468 cfs (a 0.64 cfs decrease) owing to the retention afforded by the proposed LID system. Therefore, the quantity of stormwater runoff from the Project Site requiring conveyance by the existing off-site storm drain system would decrease under either Alternative 3 or the Project. Impacts related to the capacity of the off-site stormwater drainage system would be less than significant and similar under the Project and Alternative 3.

(v) *Water Quality*

During construction, both the Project and Alternative 3 would implement a site-specific SWPPP that adheres to the California Stormwater Quality Association BMP Handbook. In addition, both the Project and Alternative 3 would include the installation of biofiltration/bioretenion system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event during Project operation, and would implement other stormwater quality BMPs as required by the City's LID Ordinance and other applicable regulations. Finally, neither the Project nor Alternative 3 proposes any activities or land uses that would otherwise create water quality pollutants that are atypical of most urban existing uses and proposed developments. Therefore, neither the Project nor Alternative 3 would substantially degrade water quality, and the impacts under both the Project and Alternative 3 would be less than significant and would be similar.

(h) *Land Use and Planning*

Alternative 3 would provide the same number of residential units as under the Project. However, Podium restaurant space would be used for offices. The proposed high density residential development would be consistent with Objective 1.1 of the General Plan Housing Element to produce an adequate supply of rental and ownership housing to meet current and projected needs, and with the Community Plan, which states that expanding the downtown residential community is viewed as a major component of efforts to revitalize Downtown.<sup>9</sup> The Community Plan also sets forth standards and approval procedures for the TFAR to direct growth to areas that can best accommodate increased density. Both the Project and Alternative 3 would be substantially consistent with the land use and housing objectives of the General Plan Framework Element and with the Community Plan. As such, impacts with respect to consistency with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect, would be less than significant under both the Project and Alternative 3. Impacts with respect to land use would be similar.

(i) *Noise*

(i) *Noise Levels in Excess of Established Standards*

(a) *Construction*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce parking demand and overall required vehicle spaces by approximately 5 percent. This reduction would allow for the elimination of one level of parking within the Podium structure and the size of the Podium and, thus, would incrementally reduce the Project's overall construction activity. Construction under both the Project and Alternative 3 would require the use of heavy-duty machinery which would increase noise levels at several sensitive receptor locations, represented as Locations R1 through R8. Prior to mitigation, under both the Project and Alternative 3, construction noise would exceed applicable noise impact thresholds (established standards) at nearby noise sensitive uses (Locations R1, R3, R4, R5, and R6). Implementation of mitigation measures MM-NOISE-1 through MM-NOISE-4 would reduce construction noise levels to less-than-significant levels at sensitive receptor Locations R3, R4, and R6. However, even with mitigation under either the Project or Alternative 3, noise levels (with and without the vibratory pile driver), would exceed noise thresholds at sensitive receptor locations R1 and R5. Location R1 is the northeast corner of S. Broadway and W. 2<sup>nd</sup> Street, which represents the noise environment at the west corner the Project Site and the Federal Courthouse and future mixed-use residential development at the corner of W. 2<sup>nd</sup> Street and S.

<sup>9</sup> City of Los Angeles, Department of City Planning, Central City Community Plan, page III-1.

Broadway. Location R5 is along south side of W. 2<sup>nd</sup> Street, midway between S. Main Street and S. Spring Street and represents the noise environment for the Higgins Building apartment complex at the corner of S. Main Street and W. 2<sup>nd</sup> Street and the one-acre LAPD park. Mitigation measures require a 10-foot-high construction fence; that all fixed or mobile construction equipment provide noise shielding and muffling devices; and specific restrictions on heavy-duty equipment within 100 feet and 150 feet, respectively of the Federal Courthouse. Even with mitigation, noise levels during construction under both the Project and Alternative 3 would exceed the applicable noise standards at off-site Locations R1 and R5. Therefore, on-site noise impacts with respect to established standards would be significant and unavoidable under both Alternative 3 and the Project. Although the total duration of construction activity would be reduced, the intensity (daily maximum) of construction activity would be similar to that of the Project. In addition, construction traffic noise levels generated by construction worker and truck trips would exceed the nighttime established standards on S. Broadway, Los Angeles Street, and W. 2<sup>nd</sup> Street and, as such, off-site construction truck traffic noise would also be significant and unavoidable. However, because Alternative 3 would slightly reduce the scale of development and duration of construction, on- and off-site noise impacts related to established standards would be slightly less than under the Project.

(b) Operation

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would potentially reduce the Project's total daily vehicle trips, as well as noise levels associated with the Project's restaurant activity. However, as with the Project, the Alternative 3 would change existing ambient or periodic noise levels at the Project Site compared to existing conditions. Project-related traffic would increase traffic noise levels by 0.6 dBA CNEL (below the level of significance of 3 dBA CNEL increase over ambient noise levels) at the roadway segments of W. 2<sup>nd</sup> Street, between S. Broadway and S. Spring Street adjacent to a school and commercial uses and N./S. Broadway between W. 1<sup>st</sup> Street and W. 2<sup>nd</sup> Street adjacent to the Federal Courthouse and commercial uses. Under either the Project or Alternative 3, noise levels related to human activity in on-site open space or associated with fixed mechanical equipment, refuse collection, emergency generators, and loading docks, or composite levels of combined activities would not exceed established noise standards. Although operation noise impacts would be less than significant under both the Project and Alternative 3, because of the reduced traffic and restaurant activity under Alternative 3, operation noise impacts would be less than under the Project.

(ii) *Groundborne Vibration and Noise*

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce parking demand and overall required vehicle spaces by approximately 5 percent. This reduction would allow for the elimination of one level of parking within the Podium structure and the size of the Podium and, thus, would reduce the Project's overall construction activity. However, demolition, excavation requirements, and building foundations would be the same under both Alternative 3 and the Project. Construction activities under either the Project or Alternative 3 have the potential to generate low levels of groundborne vibration, as the operation of heavy equipment or haul trucks generates vibrations that propagate through the ground, although diminishing in intensity with distance from the source. Groundborne vibration can result in levels that (i) exceed the potential structural damage threshold of 0.5 in/sec PPV at the nearest off-site buildings or (ii) cause human annoyance by exceeding 72 VdB at nearby residential uses and 75 VdB for institutional land uses with primarily daytime use (e.g., the Federal Courthouse). Under the FTA's construction vibration damage criteria, the Project would not generate vibration levels at nearby offsite buildings that would exceed the significance criterion of 0.5 in/sec PPV. The Federal Courthouse (Location R1) is the nearest sensitive receptor to the Project Site. This building would be exposed to vibration levels up to 74 VdB, which would not exceed the FTA's 75 VdB human annoyance criterion. Loaded haul trucks would also generate off-site vibration. Haul trucks would exit the Project Site from Broadway, turn on Main Street to Aliso Street, then merge onto the SR-101 southbound ramp. On any rough or uneven roadway surfaces, haul trucks would generate groundborne noise levels of approximately 75 VdB, and as such, would exceed the significance threshold of 72 VdB at residential sensitive receptor sites. Even though haul trucks would pass vibration sensitive receptors along the haul routes for only a few seconds, groundborne noise impacts on sensitive receptors along the haul routes are conservatively considered to be significant.

The on-site Times, Plant, and Mirror Buildings are components of the Project that would be subject to vibration from construction activities. These buildings could be exposed to vibration velocities up to 3.07 in/sec PPV from the operation of a large dozer and 5.86 in/sec PPV from the operation of a vibratory pile driver assuming vibration-generating equipment are used as close as approximately one foot from the buildings. This value would exceed the 0.50 in/sec PPV significance threshold for potential building damage for on-site structures. Implementation of mitigation measures MM-NOISE-5 and MM-NOISE-6 under both the Project and Alternative 3, would restrict the distances in which vibratory pile drivers could be used relative to the Times, Plant, and Mirror Buildings and Federal Courthouse, and require noise and vibration monitoring and documentation by a qualified preservation consultant. Implementation of these mitigation measures would reduce vibration



impacts on these buildings to less than significant levels. However, the Project and Alternative 3 would still generate significant and unavoidable vibration and human annoyance impacts with respect to haul truck traffic. Because Alternative 3 would involve slightly less construction activity and truck traffic, impacts with respect to construction vibration would be slightly less than under the Project.

(b) Operation

New development associated with the Project and Alternative 3 would not generate vibration in excess of vibration thresholds and, as such, impacts with respect to operation vibration under both the Project and Alternative 3 would be less than significant. However, Alternative 3 would result in incrementally less operation period activity associated with vehicles leaving and arriving at the Project Site. As such, Alternative 3 is considered to have less impact with respect to operation phase vibration than under the Project.

(iii) *Substantial Permanent Increase in Ambient Noise Levels*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce the Project's total daily vehicle trips and associated vehicle noise. The Project's operational noise sources that would have potential noise impacts include off-site vehicle traffic, open recreational areas, public open space, mechanical (i.e., air-conditioning) equipment, loading areas; emergency generators; and parking structure. The existing noise environment in the Project area is dominated by traffic noise from nearby roadways, as well as nearby residential and commercial activities. However, motor vehicle travel on local roadways attributable to the proposed Project would not increase ambient noise levels above the threshold standards. Overall, relative to the existing noise environment, the Project would increase the ambient noise level by less than the 5 dBA threshold increase. As such, the Project and Alternative 3 would have less than significant impacts related to a substantial permanent ambient increase in noise levels. Alternative 3, however, would decrease the Project's traffic levels and activity associated with restaurants. As such, as with the Project, impacts related to permanent increases in ambient noise levels would be less than significant, although less under Alternative 3 than under the Project.

(iv) *Substantial Temporary or Periodic Increase in Ambient Noise Levels*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce parking demand and overall required vehicle spaces by approximately 5 percent. This reduction would allow for the elimination of one level of parking within the Podium structure and the size of the Podium and, thus, would reduce the Project's overall construction activity. However, this Alternative would use numbers and types of construction

equipment similar to the Project on peak construction days. With respect to a substantial increase in temporary or periodic ambient noise levels, construction activities associated with both the Project and Alternative 3 would reach a maximum of 90 dBA  $L_{eq}$  at the nearest sensitive receptor (Receptor R1). The sensitive receptor locations R3, R4, R5, and R6 would be exposed to construction noise levels which would exceed the significance thresholds of 77.8 dBA  $L_{eq}$  at R3, 73.5 dBA  $L_{eq}$  at R4, 70.0 dBA  $L_{eq}$  at R5, and 71.3 dBA  $L_{eq}$  at R6. As such, construction of the Project would cause a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Implementation of mitigation measures MM-NOISE-1, MM-NOISE-2, MM-NOISE-3, and MM-NOISE-4 would not reduce temporary or periodic increases in ambient noise levels in the Project vicinity above levels existing without the Project to below the standards and these temporary impacts would be significant and unavoidable under both the Project and Alternative 3. However, because Alternative 3 would reduce the overall duration of construction activities, impacts would be slightly less than under the Project.

(j) *Population, Housing, and Employment*

(i) *Construction*

Construction of either the Project or Alternative 3 would create employment opportunities for construction workers, which could indirectly increase population in the Project area. However, employment would be short-term during the various construction phases, and construction jobs are anticipated to be filled by residents in the local area, or by commuters within the larger Los Angeles Metropolitan Area. There would be no direct or indirect substantial population growth due to Alternative 3 or the Project's construction. As such, impacts related to inducing substantial direct or indirect population growth would be less than significant. Because Alternative 3 and the Project would have a similar number of construction workers, impacts with respect to indirect population growth associated with construction employment would be similar.

(ii) *Operation*

Alternative 3 would maintain the same number of residential units as under the Project and, as with the Project, would result in an increase of approximately 2,739 residents. Alternative 3's total office uses would generate 1,771 employees, a net increase of 351 employees as compared to existing conditions.<sup>10</sup> Alternative 3 and the Project's increase would account for approximately 1.7 percent and 0.4 percent of SCAG's estimated population increase for the City by 2023 and 2040, respectively. Alternative 3 would account for approximately 0.4 percent and 0.1 percent of SCAG's estimated employment increase for the City by 2023 and 2040.

<sup>10</sup> Based on the Los Angeles Unified School District's 2016 Developer Fee Justification Study, one square foot of office space would generate 0.00431 employees. At this rate, the 410,677 square feet of office would generate 1,771 new employees

Thus, Project-related and Alternative 3-related population and employment growth in the City would be within SCAG's projections. The Project's development would also support the attainment of the SCAG policies by providing increased population density within a High Quality Transit Area that is targeted to provide high-density development along transit corridors. The Project would also increase the number of employees on the Project Site by approximately 186 employees and would make the Project more housing-rich than jobs-rich. The Project itself would contribute to bringing the City's jobs/housing ratio closer to the balance by providing more housing units than employees on the Project Site. Thus, the Project would support the anticipated population trends and SCAG efforts to improve the jobs/housing balance of local communities in the region. Impacts under Alternative 3 with respect to population, housing, and employment would be similar to the Project and less than significant.

(k) *Public Services*

(i) *Police Services*

(a) *Construction*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Reduced parking requirements and size of the Podium structure would slightly reduce the Project's overall construction activity. As with the Project, Alternative 3's construction phase could increase potential demand for LAPD services related to theft or vandalism and increased worker activity, as well as construction traffic that could affect emergency response times. To reduce on-site construction LAPD demand, both the Project and Alternative 3 would implement a number of security measures under PDF POL-1 to limit access to construction areas, including private security, construction fencing, and locked entry. Construction activities may involve temporary lane closures or increased travel time due to flagging or stopping traffic to accommodate trucks entering and exiting the Project Site. Under PDF-TRAF-1, a Construction Traffic Management Plan would ensure that adequate and safe access remains available at the Project Site during construction. Most construction staging would occur on the Project Site and construction workers would generally start and end their work days in advance of peak traffic hours; thus, reducing their potential effect on traffic and emergency response times. Furthermore, construction-related traffic generated by the Project would not significantly impact LAPD response times within the Project vicinity as LAPD vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic during construction. As such, construction of the Project or Alternative 3 would not require LAPD to construct or expand existing facilities, the construction of which could result in environmental impacts and, as such, impacts would be less than significant. However, because Alternative 3 would incrementally reduce construction activities and duration compared to the Project, it would have a slightly less impact with respect to demand on LAPD services than under the Project.

(b) Operation

Alternative 3 would involve the same number of residential units (1,127) and generate the same residential population increase of approximately 3,388 people in the Central Community Police Station service area, increasing the resident/officer service ratio from 1:108 to 1:118. This increase indicates a need for approximately 32 additional sworn officers to maintain the existing service ratio. However, the resulting service ratio of 1:118 would be well below the citywide average of 1:401. The Project's PDF POL-3 to enhance safety around the Project Site, including private onsite security, a closed-circuit television system, and a 24-hour/seven-day security program for the Paseo, would reduce demand for LAPD services during Project operation. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Although LAPD has indicated an increased need for police services, there are no current plans to expand the Central Community Police Station or increase the number of personnel assigned to the Central Community Police Station service area. Project operation would not result in the need for new or physically altered police facilities, the construction of which would cause significant environmental impacts, and, the Project would have a less than significant impact with respect to police services. Both the Project and Alternative 3 would have a less than significant and similar impact with respect to police services.

(ii) *Fire Services*

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Reduced parking requirements and size of the Podium structure would reduce the Project's overall construction activity. As with the Project, however, Alternative 3 could increase potential demand for LAFD services and affect emergency response times. To reduce on-site construction fire hazards, both the Project and Alternative 3 would implement and comply with applicable Fire Code regulations for the use of inflammable materials and chemicals, as well as OSHA requirements for employee safety. Regarding LAFD emergency access, PDF-TRAF-1 would provide a Construction Traffic Management Plan under both the Project and Alternative 3, which would ensure that adequate and safe access remains available at the Project Site during construction. Alternative 3 and Project construction activities would be temporary and intermittent, and construction haul routes would require LADOT approval prior to construction. With implementation of PDF-TRAF-1 and compliance with existing regulations, demand on services from construction would not exceed the capacity of existing fire protection services would not increase demand on fire services to the extent that existing LAFD facilities would need to be expanded or new facilities would need to be constructed. However, because Alternative 3 would slightly reduce construction activities

compared to the Project, it would have slightly less impact with respect to demand on fire services during construction than under the Project.

(b) Operation

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The new buildings and higher occupancy of the Project Site under both the Project and Alternative 3 would increase demand for fire services. Both the Project and Alternative 3 would comply with Building and Fire Codes, including the provision of an Emergency Safety Plan, fire control and emergency elevators, automatic sprinkler systems, building emergency communication systems, and other safety measures. Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area. A number of factors would serve to facilitate responses to emergency calls. Emergency response is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. The Project vicinity is also well served by the LAFD, including Fire Stations 4, 3, 9, 10, and 11. Also, because of the grid pattern of the local street system and the proximity to multiple freeways, each of these fire stations have multiple routes available to respond to emergency calls at the Project Site. With implementation of fire safety regulations in addition to the LAFD's priority use of roadways, both the Project and Alternative 3 would not increase demand for fire services such that it would require the expansion of existing or construction of new fire facilities. Both the Project and Alternative 3 would have a similar and less-than-significant impact on existing LAFD services.

(iii) Schools

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Reduced parking requirements and size of the Podium structure would slightly reduce the Project's overall construction activity. Both Alternative 3 and the Project's construction phases would not generate new students needing to attend local schools. Given the mobility and temporary durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Project. There are no schools located in the immediate vicinity that would be directly affected by construction activities, such as noise and traffic. The haul route would not pass by the nearby schools, and the nearby schools would not be affected by Project construction traffic. Therefore, Alternative 3 and the Project's construction would not require the addition of a new school or the expansion, consolidation or relocation of an existing facility to maintain service levels, and construction activities would not adversely affect local schools.

Therefore, construction impacts on schools would be less than significant. Because Alternative 3 would have construction activities similar to that of the Project, it would a similar impact to the Project.

(b) Operation

Alternative 3 would involve the same number of residential units (1,127) as under the Project. Based on LAUSD generation factors, the Project is estimated to generate approximately 187 elementary school students, 52 middle school students, and 108 high school students for a total of 347 school students. This increase could contribute to existing and projected shortages in classroom seats in the area. Nevertheless, pursuant to Section 65995 of the California Government Code, the Project Applicant would be required to pay fees in accordance with SB 50 under both the Project and Alternative 3. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools serving the Project in question are at capacity or not and, pursuant to Section 65995(h), payment of such fees is deemed full mitigation of a project's development impacts. As such, Project impacts to schools would be less than significant. Alternative 3 would generate a net of 187 elementary school students, 50 middle school students, and 107 high school students for a total of 344 school students.<sup>11</sup> Therefore, it would slightly reduce the Project's generation of students and, as such, impacts would be less under Alternative 3 than under the Project.

(iv) *Parks and Recreation*

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Reduced parking requirements within the Podium structure would reduce the Project's overall construction activity. The construction phases under either the Project or Alternative 3 would generate limited demand on park and recreational facilities by construction workers, who may use the area's parks during lunch breaks. Because use of park facilities would be limited and the short-term increased employment of construction workers on the Project Site would not result in a notable increase in the residential population of the area surrounding the project site, there would not be a corresponding substantial demand or use of the existing parks and recreation facilities during this time and impacts on park and recreational services during construction would be less than significant. Total construction workers under Alternative 3 and the Project would be approximately the same and impacts to park facilities associated with construction workers would be similar. However, because the duration of construction and the period in which

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<sup>11</sup> Student generation rates for commercial uses are taken from the LAUSD 2010 Commercial/Industrial Development School Fee Justification Study, September 27, 2010, which provides the most recent data available for non-residential uses. Office generation rates per 1,000 sf are: Elementary = 0.0278; Middle School = 0.0139; High School = 0.0173.

parks would be used would be slightly less than under the Project, impacts to parks would be slightly less under Alternative 3.

(b) Operation

Alternative 3 would involve the same number of residential units (1,127) and generate the same population increase of approximately 2,739, as under the Project. Alternative 3 and the Project's residential units would generate an estimated demand for 10.96 acres of parkland to meet the PRP long-range standard of four acres of parkland per 1,000 persons and 5.48 acres to meet the PRP's more attainable short- and intermediate-range standard of two acres of parkland per 1,000 persons. Both the Project and Alternative 3 would provide approximately 148,878 square feet, or 3.39 acres (1.24 acres per 1,000 residents), of on-site recreational amenities and open space. Thus, neither the Project nor Alternative 3 would meet the PRP's short- or long-range standards of two and four acres per 1,000 residents, respectively. While Alternative 3's and the Project's provision of on-site open space and recreation facilities would reduce the use of area parks by Project residents, nearby parks and recreational amenities would still experience an increase in use. However, the PRP contains Citywide goals, not requirements for individual projects. The multiple parks and recreational facilities in the area indicate that neither Alternative 3 nor the Project would cause substantial degradation of existing facilities at any single park location to the extent that a new public park would be necessary. In addition, both the Project and Alternative 3 would be subject to existing LAMC regulations that require the dedication of parkland, payment of in-lieu fees, and/or provision of comparable on-site recreational facilities, and Alternative 3's and the Project's impacts would be less than significant. Because the increase in new residential population would be the same, impacts to parks and recreational facilities would be similar under both the Project and Alternative 3.

(v) *Libraries*

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Reduced parking requirements and size of the Podium structure would reduce the Project's overall construction activity. As with the Project, Alternative 3's construction workers would come from an existing labor pool whose workers move between construction projects on short-term basis without requiring relocation. Workers traveling to the Project Site may stop at a library that is outside of their residential neighborhood. Such library stops would be incidental and typical of workers throughout the region. Such stops would increase library use at one location while reducing it at another. Such variations would occur on short-term basis. As such, there would be no notable increase in library usage at the libraries serving the Project Site. Because use would be limited, there would be no need for the construction of library facilities to

accommodate construction population, and impacts would be less than significant. Total construction workers under Alternative 3 and the Project would be approximately the same and impacts to libraries associated with construction workers would be similar. However, because the duration of construction and the period in which libraries would be used would be slightly less than under the Project, overall impacts to libraries would be slightly less under Alternative 3.

(b) Operation

Alternative 3 would have the same number of residential units as under the Project and would result in 2,739 residents. The Project's estimated 2,739 residents would increase demand on library services, including the nearby Chinatown Branch Library and the Little Tokyo Branch Library. The Chinatown Branch Library has excess capacity to accommodate the Project's demand; whereas, the Little Tokyo Branch Library is operating at overcapacity and is not adequately sized to accommodate the population currently residing in its service area. LAPL identifies four other libraries in the area that would be capable of handling all of the Project residents. In addition, the Chinatown Library is the nearest and, even if all the Project's residents chose to use the Little Tokyo Branch, the level of service population would still not be sufficient to trigger the need for the construction of a new branch library according to LAPL's standards. Under the LAPL Facilities Plan, a new branch library is not required until the service population for a branch library reaches 90,000. As such, the Project and Alternative 3 would not increase demand for library services or require the expansion of libraries, the construction of which would result in significant environmental effects. Because the increase in new residential population would be the same, impacts to libraries would be similar under both the Project and Alternative 3.

(l) *Transportation and Traffic*

(i) *Consistency with Traffic Circulation Performance Standards*

(a) Construction

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Reduced parking requirements and size of the Podium structure would slightly reduce the Project's overall construction activity. The Project peak construction activity period (Phase 5 with the Phase 2 renovation trips) would generate a total of up to 2,974 daily PCE, assumed to be two automobile trips, trips per day are estimated. If the renovation phase occurs concurrently with Phase 6, the highest level of activity during the peak construction activity period would generate up to 388 PCE trips occurring during each of the AM and PM peak hours. Traffic impacts during construction were found to be less than significant for all impact factors described in the *Thresholds Guide*. However,



because Alternative 3 would incrementally reduce construction duration, impacts would be less than under the Project.

(b) Operation

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Compared to the Project, which would generate approximately 6,994 daily vehicle trips, 300 AM peak hour trips, and 279 PM peak hour trips during operation, Alternative 3 would generate 4,455 daily vehicle trips, 398 AM peak hour trips, and 337 PM peak hour trips. While daily vehicle trips would be less under Alternative 3, peak hour trips would be greater than under the Project. **Table V-7, Comparison of Existing with Project Intersection Impacts – Project and Alternative 3**, and **Table V-8, Comparison of Future (2023) with Project Intersection Impacts – Project and Alternative 3**, below, compare the Project and Alternative 3 with respect to intersection service level impacts.

**TABLE V-7  
COMPARISON OF EXISTING WITH PROJECT INTERSECTION IMPACTS PROJECT AND  
ALTERNATIVE 3**

Intersection No.	Intersection	Project Impact	Alternative 3
1	S. Figueroa Street & W. 2nd Street	No significant impact	No significant impact
5	Hill Street & W. 1st Street	No significant impact	No significant impact
10	Broadway & W. 1st Street	No significant impact	No significant impact
11	S. Broadway & W 2nd Street	Significant impact – Both Peak Hours	Significant impact – Both Peak Hours
12	S. Broadway & W. 3rd Street	No significant impact	No significant impact
17	S. Spring Street & W. 2nd Street	No significant impact	No significant impact

SOURCE: Fehr & Peers, 2018.

**TABLE V-8**  
**COMPARISON OF FUTURE (2023) WITH PROJECT INTERSECTION IMPACTS PROJECT**  
**AND ALTERNATIVE 3**

Intersection No.	Intersection	Project Impact	Alternative 3
1	S. Figueroa Street & W. 2nd Street	Significant impact - PM Peak Hour	Significant impact - PM Peak Hour
5	Hill Street & W. 1st Street	Significant impact - AM Peak Hour	Significant impact - AM Peak Hour
10	Broadway & W. 1st Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
11	S. Broadway & W 2nd Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
12	S. Broadway & W. 3rd Street	Significant impact - AM Peak Hour	Significant impact - AM Peak Hour
17	S. Spring Street & W. 2nd Street	Significant impact - AM Peak Hour	Significant impact - AM Peak Hour

SOURCE: Fehr & Peers, 2018.

As shown in Tabled V-7 and V-8, Alternative 3 would result in impacts at the same intersections during the same peak hour periods as under the Project under both Existing with Project and Future (2023) with Project conditions. Significant impacts include impacts to the intersection of S. Broadway and W. 2nd Street (Intersection No. 11) during the AM and PM peak hours under Existing with Project conditions and impacts to six study intersections under Future (2023) with Project conditions. As with the Project, Alternative 3 would implement mitigation measure MM-TRAF-1 to incorporate a comprehensive TDM program to promote non-auto travel and reduce single-occupant vehicle trips. Even with implementation of this mitigation measure, intersection capacity impacts under both the Project and Alternative 3 would remain significant and unavoidable. Although Alternative 3 would result in the same intersection impacts during the same peak hour periods, impacts with respect to intersection service levels would be greater than under the Project.

*(ii) Congestion Management Program*

Alternative 3 would incrementally increase AM and PM peak hour trips compared to the Project. There are no CMP arterial monitoring intersections within the Study Area. Under the Project, approximately 15 trips during the AM peak hour and 14 trips during the PM peak hour are expected at the US-101 freeway monitoring station at N. Alameda Street, the I-110 freeway monitoring station at Figueroa Street, and the I-110 freeway monitoring station at W. Temple Street. Since fewer than 150 trips would be added during the AM or PM peak hours, the Project's impact relative CMP freeway monitoring stations would be less than significant. Under Alternative 3, the incremental increase in peak hour trips would be

approximately 0.24 percent greater in the AM peak hour and 17 percent greater in the PM peak hour than under the Project. Neither the Project nor Alternative 3 would exceed the 150 trips CMP threshold during either the AM or PM peak hours. As such, both the Project and Alternative 3 would have a less-than-significant impact relative to CMP arterial or freeway monitoring stations. However, because Alternative 3 would incrementally increase peak hour vehicle trips, it would have greater impact with respect to the CMP program than under the Project.

### (iii) *Design Feature Hazards*

Both Alternative 3 and the Project would be served by a full-access mid-block driveway on Broadway between W. 1st Street and W. 2nd Street with one ingress lane and two egress lanes (one left-turn and one right-turn), a full-access driveway on Broadway near W. 2nd Street with one ingress lane and one egress lane, and a full-access driveway on W. 2nd Street with one ingress lane and one egress lane. Driveways would be designed for both the Project and Alternative 3 to comply with LADOT standards. The Project and Alternative 3's design features would not result in potentially hazardous conditions to motorists, bicyclists, or pedestrians. The driveways would not require the removal or relocation of existing transit stops and would be designed and configured to avoid potential conflicts with transit services and pedestrian traffic. Impacts relative to access and circulation design feature hazards under the Project and Alternative 3 would be less than significant. However, because Alternative 3 would increase peak hour trips and decrease total daily vehicle trips, it would have a greater impact than under the Project with respect to vehicle/pedestrian conflicts than under the Project.

### (iv) *Public Transit, Bicycle, and Pedestrian Facilities Policies*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce the Project's total daily vehicle trips and transit trips. The Project Site is served by a wide variety of transit options, ranging from heavy rail, rapid bus, local bus, and express bus services. The Project would generate approximately 127 net new transit trips during the AM peak hour and 139 net new transit trips during the PM peak hour. The Alternative 3 would generate 166 net new transit trips during the AM peak hour and 136 net new transit trips during the PM peak hour.<sup>12</sup> Given the high capacity and frequency of transit service in close proximity to the Project Site, the incremental increases in transit riders resulting from the Project and Alternative 3 are not anticipated to result in a significant impact on the transit lines serving the area. Further, the Project would be consistent with policies, plans, and programs that support alternative transportation, including the Mobility Plan 2035 and 2010 Bicycle Plan

<sup>12</sup> The new peak hour transit trips are based on the AM and PM net trip generations (without Transit Credit) multiplied by 1.4 and then 0.25. For Alternative 3, the new peak hour transit trips is  $474 \times 1.4 \times 0.25 = 166$  for net new transit trips during the AM peak hour and  $389 \times 1.4 \times 0.25 = 136$  for net new transit trips during the PM peak hour.

and the Central City Community Plan. As such, the Project and Alternative 3 would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and impacts would be less than significant. Because Alternative 3 would meet bicycle parking requirements and implement a TDM program, as under the Project, impacts related to bicycle and pedestrian facilities would be similar to those of the Project. However, because demand for transit would be incrementally greater under Alternative 3, impacts related to transit would be greater under Alternative 3 than under the Project.

*(m) Tribal Cultural Resources*

Alternative 3 would require the same subterranean garage levels as under the Project and, as such, would result in the same excavation activities. Both Alternative 3 and the Project would require excavation that would potentially encounter previously undiscovered tribal cultural resources. The Project has included Tribal consultation pursuant to AB-52 as part of its EIR analyses. The Gabrieleno Band of Mission Indians – Kizh Nation expressed that the Project Site is sensitive for the presence of tribal cultural resources due to its proximity to the Los Angeles River and the ethnographic village of Yangna, as well as the presence of a historic travel route along what is present-day Spring Street. No substantial evidence was provided to support a claim of known tribal cultural resources, as defined in PRC 21074, located within the Project Site. Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074, and impacts would be less than significant. While no tribal cultural resources are anticipated to be affected by the Project, the City has established a standard condition of approval under its police power and land use authority to address any inadvertent discovery of a tribal cultural resource, which is assumed to be imposed as a condition on the Project as a part of its land use approvals. Should tribal cultural resources be inadvertently encountered during Project construction, this condition of approval requires the temporarily halting of construction activities near the encounter and notification of the City and any Native American tribes traditionally and culturally affiliated with the geographic area of the Project and, if it is identified as a tribal cultural resource (as defined by PRC Section 21074), the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Project Applicant would then be required to implement the tribe's recommendations if a qualified archaeologist concludes that the tribe's recommendations are reasonable and feasible. The recommendations would be incorporated into a tribal cultural resources monitoring plan, and once the plan is approved by the City, ground disturbance activities would be permitted to resume. In accordance with this condition of approval, which would also apply to Alternative 3, all related activities would be conducted in accordance with regulatory

requirements, and impacts would be less than significant. Because Alternative 3 would require the same degree of excavation as under the Project, impacts on tribal cultural resources would be similar.

(n) *Utilities and Service Systems*

(i) *Water Supply*

(a) *Water Infrastructure*

(i) *Construction*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Reduced parking requirements and size of the Podium structure would slightly reduce the Project's overall construction activity. As with the Project, Alternative 3 would require the installation of water distribution lines and laterals below the surface. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Like the Project, Alternative 3 would implement a Construction Traffic Management Plan to ensure that adequate and safe access remains available within and near the Project Site during construction activities, including construction of the water distribution lines and connections to the public main. Impacts related to water infrastructure during construction would be less than significant under both the Project and Alternative 3. Also, because construction activities for water lines would occur under both the Project and Alternative 3, impacts would be similar.

(ii) *Operation*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. Residential floor area and number of units would be the same as under the Project. The Project Site is served by an existing 18-inch main in Broadway and a 12-inch main in Spring Street, which, based on flow testing would have sufficient capacity to meet the Project's operational domestic water needs of 256,069 gpd. As such, Project operation would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Like the Project, impacts with respect to water infrastructure during operation under Alternative 3 would be less than significant. However, as Alternative 3 would require less water due to the replacement of the restaurants and grocery store with office uses, and, thus, would have a smaller impact on water infrastructure, impacts under Alternative 3 would be less than under the Project.

## (b) Water Supply

## (i) Construction

During construction of the Project or Alternative 3, water would be required for construction activities, such as soil watering, clean up, excavation/export, removal and re-compaction, and other related activities. Construction activities would occur intermittently, with demand for water consumption varied, and generally short-term and temporary in nature. Maximum water use during construction would be approximately 2,000 gpd, which is substantially less than the existing water consumption at the Project Site from uses to be removed of 20,137 gpd. As such, water demand at the Project Site would be reduced during the construction period compared to existing conditions. Water supply impacts during the construction of Project or Alternative 3 would be similar and less than significant.

## (ii) Operation

Alternative 3 would change the Project's Podium restaurant floor area and proposed grocery store in the Plant Building to office space. Alternative 3 would also provide 1,127 residential units as under the Project. Estimated domestic water demand calculations for the Project would result in 250,061 gpd of water demand based on additional uses, and a net increase in domestic water demand of an estimated 256,069 gpd or 286.86 afy including existing water demand to remain. PDF WS-1 (the Project's water conservation features) would help to reduce the Project's impacts on available water supply. The conversion of the restaurant and grocery uses to office floor area would reduce the Project's water demand. Office, grocery, and restaurant uses under the Project would require approximately 123,315 gpd or 113.24 afy in water. As shown in **Table V-9, Water Demand Under Alternative 3**, the proposed water demand associated with the uses under Alternative 3 would generate 188,349 gpd.

**TABLE V-9**  
**WATER DEMAND UNDER ALTERNATIVE 3<sup>a</sup>**

Proposed Use	Quantity	Water Use Factor (gpd/unit)	Base Demand (gpd)	Required Ordinance Water Savings (gpd)	New Water Demand	
					(gpd)	(afy)
Residential: Studio	90 du	75/du	6,750			
Residential: 1 bd (+ Den)	706 du	110/du	77,660			
Residential: 2 bd	324 du	150/du	48,600			
Residential: 3 bd and Penthouse	7 du	190/du	1,330			

Proposed Use	Quantity	Water Use Factor (gpd/unit)	Base Demand (gpd)	Required Ordinance Water Savings (gpd)	New Water Demand	
					(gpd)	(afy)
Base Demand Adjustment (Residential Units)			14,206			
<b>Residential Units Total</b>	<b>1,127 du</b>		<b>148,546</b>	<b>32,100</b>	<b>116,446</b>	<b>130.45</b>
Gym/Fitness Center	25,618 sf	650/1,000 sf	16,652			
Lobby	3,025 sf	50/1,000 sf	151			
Pool	2,250 sf		211			
<b>Residential Amenities Total</b>			<b>17,014</b>	<b>3,727</b>	<b>13,287</b>	<b>14.88</b>
Office	410,677 sf	150/1,000 sf	61,602			
<b>Commercial Total</b>	<b>410,677 sf</b>		<b>61,602</b>	<b>4,373</b>	<b>57,229</b>	<b>64.11</b>
Landscaping	16,242 sf		1,517	781	736	0.82
Parking Structure	988,000 sf		650	0	650	0.73
Cooling Tower Total	1,500 sf		17,820	17,820	0	0.00
<b>Proposed Subtotal</b>			<b>247,150</b>	<b>58,801</b>	<b>188,349</b>	<b>211.00</b>

Abbreviations: du = dwelling unit, sf = square feet; gpd – gallons per day; afy = acre feet per year.

<sup>a</sup> Elements of Alternative 3 that remain the same as the Project are considered to have the same base demand and required ordinance water savings as under the Project. Other features, including landscaping, parking structures, and cooling towers are also considered to be the same as under the Project.

SOURCE: ESA, 2019.

Total demand would be reduced from approximately 250,061 gpd to approximately 188,349 gpd, a decrease of approximately 61,713 gpd. PDF WS-1 (the Project's water conservation features) would further help to reduce the Project's impacts on available water supply. LADWP has determined in the Project's Water Supply Assessment (WSA) that there are adequate water supplies available from existing LADWP entitlements and supplies to meet the water demand associated with the Project, together with existing and projected demand annually during normal, single-dry, and multiple-dry water years over both the next 20 years and no new or expanded water entitlements or resources would be required. Therefore, the operational water supply impacts of the Project and Alternative 3 would be less than significant. With the conversion of grocery store and restaurant floor area to office uses, Alternative 3 would reduce water demand compared to the Project and would therefore have less impact than under the Project.

(ii) *Wastewater*

(a) *Wastewater Treatment Requirements*

Both Alternative 3 and the Project would increase wastewater generation, but would not generate pollutant constituents (such as those most often associated with industrial facilities, power plants, etc.) that could potentially interfere with the Hyperion Sanitary Sewer System meeting the water quality requirements of its discharge permit. Similar to existing conditions, effluent from the Project would be conveyed to the Hyperion Water Reclamation Plant and ultimately recycled or discharged after treatment to the Santa Monica Bay. As discussed above, the Hyperion Water Reclamation Plant continually monitors all effluent to ensure it meets applicable RWQCB water quality standards. These standards are more stringent than those required under the operable NPDES permit. As Project wastewater would be treated in compliance with these standards, it would not exceed the wastewater treatment requirements of the applicable RWQCB. Therefore, neither the Project nor Alternative 3 would exceed the wastewater treatment requirements of the applicable RWQCB, and impact would be less than significant and similar under both the Project and Alternative 3.

(b) *Wastewater Treatment Capacity*

(i) *Construction*

Both the Project and Alternative 3 would generate a small amount of wastewater associated with Project construction workers. However, construction workers under either the Project or Alternative 3 would typically utilize portable restrooms, which would not contribute to wastewater flows to the local wastewater collection system. The resultant waste would be disposed of off-site by a licensed waste hauler, and it is expected that the wastewater generated during Project construction would be treated within the Hyperion Sanitary Sewer System. Wastewater generation from construction activities associated with the Project and Alternative 3 would be reduced from existing conditions, less than significant, and similar.

(ii) *Operation*

Alternative 3 would change the Project's Podium restaurant and grocery store floor area to office uses. As with the Project, Alternative 3 would provide 1,127 residential units. As shown in **Table V-10, Wastewater Generated Under Alternative 3**, Alternative 3 would generate approximately 322,218 gpd.



**TABLE V-10  
WASTEWATER GENERATED UNDER ALTERNATIVE 3<sup>A</sup>**

<b>Type of Use</b>	<b>Size</b>	<b>Generation Factor (gpd)</b>	<b>Average Daily Flow (gpd)</b>
<b>Residential</b>			
Studio	90 du	75/du	6,750
1 Bedroom	546 du	110/du	60,060
1 Bedroom + Den	160 du	190/du	30,400
2 Bedroom	324 du	150/du	48,600
3 Bedroom	4 du	190/du	760
Penthouse	3 du	230/du	690
Amenities + Lounges + Loading	29,539 sf	350/1,000 sf	10,339
Open Space	129,477 sf	350/1,000 sf	45,317
Office	410,677 sf	120/1,000 sf	49,282
Swimming Pool	9,000 cf	7.78/cf	70,020
<b>Proposed Subtotal</b>			<b>322,218</b>

du = dwelling units; sf = square feet; cf = cubic feet

a Elements of Alternative 3 that remain the same as the Project are considered to have the wastewater generation as under the Project.

SOURCE: ESA, 2019.

The Project Site is approved to discharge up to 289,330 gpd. In addition, in accordance with LAMC Sections 64.11 and 64.12, the Project would pay the required sewer connection fees to help offset the Project's increase in demand on the City's wastewater collection infrastructure system. Not including the existing wastewater to be removed, the Project would generate 328,328 gpd of wastewater based on the proposed uses. The conversion of the restaurant and grocery uses to office floor area under Alternative 3 would reduce the Project's wastewater generation. Alternative 3 would generate 322,218 gpd of wastewater, a decrease of 6,110 gpd as compared to the Project. Therefore, the Project and Alternative 3 would have a less than significant impact on the City's wastewater collection infrastructure needs. However, because the office uses under Alternative 3 would generate incrementally less wastewater than the Project, impacts with respect to wastewater generation would be less than under the Project.

(iii) *Solid Waste*

(a) *Landfill Capacity*

(i) *Construction*

Both the Project and Alternative 3 would require the demolition of the Executive Building and parking structure, export of excavated soils, and construction of new buildings, resulting in approximately 481,175 tons of C&D waste. Construction waste under both the Project and Alternative 3 would be disposed of at City-certified C&D processing facilities that are monitored for compliance with recycling regulations, and inert solid waste and soil would require be disposed of at a State-permitted Inert Debris Engineered Fill Operations, such as the Azusa Land Reclamation Facility. The Project's total solid waste disposal would represent approximately 0.85 percent and 0.21 percent of the estimated remaining capacity at the Azusa Facility before and after diversion, respectively. As Alternative 3 would have a reduced level in the Podium and there would be no interior renovation for the new uses in the Times, Plant, and Mirror Buildings, solid waste disposal during construction would be reduced as compared to the Project. As such, the County's inert waste landfill would have adequate remaining capacity, and impacts related to construction waste would be less than significant and would be less than under the Project relative to landfill capacity.

(ii) *Operation*

Alternative 3 would change the Project's Podium restaurant and grocery store floor area to office uses. Alternative 3 would provide 1,127 residential units as under the Project and a total of 410,677 square feet of office uses. Solid waste for commercial uses is based on 10.53 pounds per employee. Using employee generation rates according to Table IV.J.2., *Project Increase in Population, Housing, and Employment*, in this Draft EIR, the Project's combined office, restaurant, and grocery store floor area would generate approximately 1,606 employees. Alternative 3's office floor area would accommodate approximately 1,771 employees. The Project's commercial employees would generate approximately 7.9 tons per day, and Alternative 3's commercial employees would generate approximately 9.32 tons per day. Therefore, Alternative 3 would have a higher pre-diversion solid waste generation as compared to the Project. The Project would result in a net increase of approximately 14,562 pounds per day (pre-diversion) and 5,097 pounds per day (post-diversion). With diversion, the Project's annual solid waste generation that requires landfill disposal would represent approximately 0.009 percent of the County's annual waste generation and approximately 0.002 percent of the remaining capacity in 2023. The Project's addition solid waste output would represent a negligible volume (approximately 0.19 percent) of residual daily capacity of the Sunshine Canyon Landfill assuming no diversion. As such, the Project would have a less than significant impact on landfill capacity. When considering that Alternative 3's increased office space could potentially generate a higher amount of waste that could be recycled and

diverted, there is a potential for Alternative 3 to have less post-diversion solid waste generation compared to the Project. However, it is conservatively anticipated that impacts under Alternative 3 with respect to solid waste disposal capacity would also be less than significant and would be greater than those of the Project.

(b) Regulatory Compliance

As with the Project, Alternative 3 would be required to comply with SB 1374, AB 939, and AB 341 regarding solid waste diversion. Both the Project and Alternative 3 would achieve at least a 65 percent and 50 percent solid waste diversion rate, respectively, until year 2020, and at least a 75 percent solid waste diversion rate thereafter. Both the Project and Alternative 3 would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, General Plan Framework Element, RENEW LA Plan, and Green LA Plan. The Project and Alternative 3 would comply with applicable federal, state, and local statutes and regulations governing solid waste, and impacts with respect to regulatory compliance would be less than significant and similar for both the Project and Alternative 3.

(o) Energy

(i) *Energy Consumption*

Alternative 3 would change the Project's Podium restaurant floor area and grocery store to office uses. The change in land uses would reduce the Project's vehicle trips associated with restaurant or grocery store uses. As with the Project, Alternative 3 would increase demand for energy, including natural gas and electricity compared to existing conditions. Both the Project and Alternative 3 would comply with applicable provisions of Title 24 and the CALGreen Code, as well as achieve the equivalent of the LEED Silver Certification level for new buildings as well as waste reduction features that would enhance the Project's energy efficient design. Because both the Project and Alternative 3 would minimize energy demand, neither would result in the inefficient, wasteful or unnecessary use of energy and impacts would be less than significant. However, Alternative 3 would require less energy and as such, impacts would be less under Alternative 3 than under the Project.

(ii) *Energy Infrastructure*

Both the Project and Alternative 3 would generate an additional demand on existing energy infrastructure. The Project's electricity and natural gas usage is expected to represent a small fraction of LADWP's and SoCalGas' energy use. It is expected that existing infrastructure, planned capacity and electricity would be sufficient to support the Project's electricity and natural gas demand. Electricity and natural gas usage would not materially increase energy demands under the Project and Alternative 3 and, thus, impacts on energy supplies and infrastructure

would be less than significant. However, because Alternative 3 would incrementally reduce energy, electricity, and natural gas consumption, compared to the Project, and Alternative 3 would have less impact on energy infrastructure than under the Project.

## (2) Relationship of the All Office and Residential Alternative to Project Objectives

The All Office and Residential Alternative (Alternative 3), evaluated above, would require the demolition of the Executive Building and parking structure and, as such, would result in similar significant and unavoidable historical resources impacts as under the Project. With demolition, the Executive Building, which appears eligible for listing in the California Register, would not convey its historical significance, nor would these two buildings be able to contribute to the Times-Mirror Square as a potential historic district that appears eligible for listing in the National and California Registers.

Because of a slightly shorter construction phase, Alternative 3 would minimally reduce but not avoid the Project's significant and unavoidable impacts associated with the violation of an air quality standard during construction and a significant and unavoidable cumulatively considerable increase of a criteria pollutant (NOx) in a nonattainment area.

As with the Project, Alternative 3 would result in significant and unavoidable impacts related to construction noise, including exceedance of established noise standards, groundborne vibration and noise, and substantial increase in temporary of periodic ambient noise levels. However, because of the slightly reduced scale of construction, the duration of construction-related impacts would be slightly less than under the Project. Alternative 3 would reduce the Project's daily traffic but would increase peak hour traffic; as with the Project, service level impacts would be significant and unavoidable. Impacts would occur at the same intersections as under the Project (Intersection No. 11) under the Existing with Project scenario and intersections (Intersections No. 1, 5, 10, 11, 12, and 17) under Future (2023) with Project scenario.

Other impacts under Alternative 3 would be similar as the Project in regards to scenic resources, visual character and quality, building heights, views, and shade/shadow. However, because of the increased office occupancy and reduced restaurant and grocery store floor area, Alternative 3 would reduce the Project's vehicle trips and, thus, incrementally reduce the Project's less than significant operation emissions, mobile GHG's, and energy impacts.

Alternative 3 would not meet the Project's underlying purpose and primary objective to develop the Project Site with a transit-oriented development that includes residential uses, Project- and community-serving commercial uses and

publicly accessible and private open space and amenities to the same extent as the Project because it would not include restaurants or a grocery store.

Alternative 3 would meet the Project Objective to publicly accessible pedestrian connections through the Project Site with views toward visual resources such as the proposed First and Broadway Civic Center Park to enhance circulation and promote walkability.

Alternative 3 would also meet the Project Objective to rehabilitate and modernize the Times, Mirror, and Plant Buildings to distinguish the character of the Downtown and attract visitor interest, and to reduce vacant office space.

Alternative 3 would also meet the following Objectives:

- Develop architecturally distinct new buildings that contribute to the visual character of Downtown's high-rise skyline.
- Provide for a mix of commercial office and residential uses to promote pedestrian activity, reduce vehicle trips and vehicle miles traveled, and enliven the Downtown area with 24/7 activity; however, this objective would not be as fully met as by the Project.
- Maximize high-density residential uses in proximity to public transit, including Metro's Red Line and Purple Line Station in Grand Park, and Metro's Regional Connector Station at W. 2nd Street and Broadway.
- Maximize and increase high-density residential uses in Downtown Los Angeles within walking distance of jobs-rich centers, such as the Financial District and Civic Center, and a short transit ride to popular destinations such as Little Tokyo, the Arts District, Union Station, Olvera Street, Chinatown, the Downtown Markets, and the Los Angeles Convention Center, and Downtown amenities, such as Grand Park and the Los Angeles Music Center.

However, Alternative 3 would not meet the following objectives:

- Provide a full-service grocery store to serve existing and new residents and visitors in the Downtown and further activate pedestrian activity in an area that is underserved by full-service grocery stores.
- Activate the Broadway Street frontage by providing active street-oriented uses, such as retail or restaurants, and a landscaping and streetscape program that further enhances the pedestrian experience.

## d) Alternative 4: Partial Preservation Alternative

### (1) Description of the Alternative

The Partial Preservation Alternative (Alternative 4), would provide for the rehabilitation of Times, Mirror, and Plant Buildings as under the Project. In addition, the Executive Building would be retained and rehabilitated. However, the parking structure would be demolished and a residential tower similar to the proposed project would be constructed in place. Whereas the existing offices are currently only 60 percent occupied, Alternative 4 assumes that these buildings would be fully used. The Times, Mirror, and Plant Buildings would include the same uses as under the Project. The Executive Building would be used for offices. New development would be restricted to site of the existing parking structure and would include development of a South Tower and podium structure, similar to the proposed Project. Alternative 4 is compared to the Project in **Table V-11, Comparison of Alternative 4 to the Project**, below. As shown in Table V-11, the South Tower would be 53 stories. Residential units would total 677, and restaurant floor area located within the podium of the new mixed-use development would be reduced to 17,283 square feet. However, the office, grocery, and proposed restaurant floor area that are part of the Times and Plant Buildings would be the same as under the Project. The public Paseo would be removed as part of the project and the west facing elevation of the Times North Building would also no longer be restored. Required parking would be 1,256 spaces.

**TABLE V-11  
COMPARISON OF ALTERNATIVE 4 TO THE PROJECT**

<b>Component</b>	<b>Project</b>	<b>Alternative 4</b>	<b>Change</b>
North Tower	37 stories (495')	--	100 percent Reduction
South Tower	53 stories (665')	53 stories (665')	No Change
Residential Units	1,127 units	677 units	40 percent Reduction
Podium Restaurant Floor Area	34,572 square feet	17,283 square feet	50 percent Reduction
Grocery Store	50,000 square feet	50,000 square feet	No Change
Times, Plant, Mirror and Executive Office Floor Area	307,288 square feet	491,046 square feet	59.8 percent Increase
Times, Plant, and Mirror Restaurant Floor Area	18,817 square feet	18,817 square feet	No Change
Paseo	15,708 square feet	--	100 percent Reduction
Total Parking Spaces	1,744 spaces	1,256 spaces	28 percent Reduction

SOURCE: ESA, 2019.

## (2) Environmental Impacts

### (a) *Aesthetics*

SB 743 and ZI No. 2452 provide that a mixed-use project in a designated TPA site is not required to evaluate aesthetic impacts in an EIR pursuant to CEQA. Although the Project meets this criterion, for disclosure purposes only, information based on City thresholds is provided relative to visual quality, views, light, glare, and shading.

#### (i) *Views*

Alternative 4 would retain the existing Executive Building, which would eliminate the Project's 37-story North Tower. The South Tower would be constructed above a five-story Podium located at the site of the existing parking structure and, as under the Project, would be 53 stories and 665-feet-high. View resources in the Project area are primarily broad views of cityscape, with some views of clusters of high-rise buildings. The existing multi-story buildings on the Project Site do not allow for broad or panoramic views of scenic resources across the Project Site from the adjacent public streets; however, sky views above the Project Site are available from the sidewalk and other public areas. Views of other buildings forming the City's skyline across the Project Site's existing mid- and high-rise buildings are available from the 27-floor City Hall observation deck. Views of the Project Site are also available from the Disney Concert Hall Auditorium Plinth and Grand Park and other off-site locations.

As seen from the observation deck and from the area of City Hall, the Project would block views of the Gas Company Tower and the One and Two California Plaza buildings, which are part of Downtown's existing high-rise profile. As with the Project, the majority of the skyline view, including the Wells Fargo Center and the Bank of America Center and views along the southwest horizon and high-rise buildings near S. Figueroa Avenue would not be blocked. Because Alternative 4 would retain the Project's tallest building, it would have a similar effect with respect to all key views from the north and south, including the views from Civic Center Park. With the elimination of the North Tower under Alternative 4, however, views of sky across the Executive and Times Buildings would continue to be available, as seen from the east and west. As with the Project, the large part of the background setting of high-rise buildings would still be visible. Alternative 4 and the Project's view impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because Alternative 4 would allow more sky and background views as viewed from the east and west, it is considered to have less impact than under the Project.

(ii) *Scenic Resources*

(a) Construction

Alternative 4 would retain the existing Executive Building, although the parking structure would be demolished to allow for the construction of the South Tower. The Times and Plant Complex and Mirror Buildings are deemed to be architectural and historical resources eligible for listing in the National Register, California Register, and as HCMs. There are no State Designated Scenic Highways located within the Central City Community Plan's Downtown and the Project Site is not visible from a State Designated Scenic Highway. As such, Project construction would not damage locally recognized resources, including those within a state scenic highway. The Project would result in the removal of the existing Executive Building and the parking structure, which are historic resources and, as such, may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to scenic resource, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project within a Transit Priority Area such as the Project. Similar to the Project, there would a less than significant impact under the Alternative 4. However, because construction activities would be reduced under the Alternative 4, impacts to scenic resources would be less than under the Project.

(b) Operation

As with the Project, Alternative 4 would not significantly affect off-site scenic resources, such as nearby City Hall and the historic Broadway Theater District. Under both the Project and Alternative 4, intervening features, including City Hall Park and the future First and Broadway Civic Center Park, between City Hall and the Project's towers would reduce the contrast between the proposed modern towers and the scenic, architectural character of City Hall. Under both the Project and Alternative 4, the architectural character of the Times Building, the nearest of the Project Site's buildings to the historic City Hall, would continue to complement the architectural integrity of City Hall. Under the Project, the proposed towers would not block views of City Hall through any street corridors, parks or off-site areas, such as the Disney Concert Hall plinth. With physical distances between the Project's towers and City Hall, the Project would not adversely damage City Hall as a scenic resource. However, with the removal of the North Tower under Alternative 4, the increased setback between Alternative 4's modern component and City Hall would further reduce contrast between the new component and the historical City Hall. The development of either the Project or Alternative 4 on Broadway between W. 1st Street and W. 2nd Street would not adversely impact off-site Broadway Theater and Entertainment District's scenic resources. The Project Site is not located within the view field of any scenic highway. As such, the



operation of the Project and Alternative 4 would have a less than significant impact with respect to scenic resources. However, because Alternative 4 would increase the setback between the tower component and City Hall, impacts with respect to scenic resources would be less than under the Project.

(iii) *Visual Character and Quality*

(a) Construction

Alternative 4 would eliminate the Project's North Tower, reduce residential units by 40 percent, reduce the footprint for the Podium by approximately 50 percent, and reduce Podium restaurant floor area by approximately 50 percent. Required parking would be reduced by approximately 488 spaces. The smaller building site and reduction in parking would reduce the scale of the subterranean parking structure and excavation and grading over the Project Site. With the elimination of the North Tower, Alternative 4 would reduce overall construction activity compared to the Project. In addition, demolition of the Executive Building would not be required. As such, Alternative 4 would reduce the Project's anticipated four-year construction schedule. The Project's estimated export of approximately 364,000 cy of soil, construction of new buildings would also be reduced. As with the Project, construction fencing, required under PDF AES-1, would be provided for safety and would screen views of excavation and grading activities, and other site disturbance from adjacent streets and sidewalks. PDF AES-1 would also provide for regular visual inspection of the fence, temporary barriers, and sidewalks and removal of any observed graffiti or unauthorized materials. Because construction would be temporary in nature and both the Project and Alternative 4 would implement PDF AES-1 to provide fencing and maintenance of the construction site, visual character impacts on the surrounding area under either Alternative would not substantially degrade the Project Site and its surroundings. Alternative 4 and the Project's impacts related to visual character and quality during construction would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because Alternative 4 would reduce construction activity, impacts with respect to visual character during construction would be less.

(b) Operation

Alternative 4 would retain the existing Executive Building, thus, eliminating the Project's 37-story North Tower. The South Tower would be constructed above a five-story Podium located at the site of the existing parking structure and, as under the Project, would be 53 stories and 665 feet high. Because the setback between the Podium and the Times-Plant Complex would not be provided, the Paseo would not be developed. Alternative 4 would also not provide for the rehabilitation of the Times Building west façade; however, the western façades of the Mirror and Plant Buildings would be restored as needed. As with the Project, Alternative 4 would remove the parking structure. Because this structure is not individually eligible as an HCM, its removal would not substantially change the valued visual character of

the Project Site and its surroundings. As with the Project, Alternative 4 would serve as a component in the City's high-rise environment and the proposed tower would not, because of its height, adversely affect the visual character and quality of the Project Site or cause the surrounding community to be visually degraded. Alternatives 4's 53-story South Tower, as with the Project's towers, would exceed existing, predominant building heights along the W. 1st Street/Grand Park corridor such as the 17-story LADWP building on Hope Street to the west and the 30-story Los Angeles City Hall on Spring Street to the east. However, these buildings heights would be consistent with current growth in the Downtown. The effects of building height relative to the W. 1st Street corridor would also be reduced by the greater setback of the tower component from W. 1st Street compared to the Project. The Project would provide for the rehabilitation and improvement in the visual character and quality of the Times, Mirror, and Plant Buildings. Therefore, the removal of the Executive Building and parking structure would create an aesthetic benefit to another scenic, historic resource, which would contribute to the valued visual character of the area, and impacts would be less than significant. Because Alternative 4 would retain the Executive Building and provide for a deep setback of the tower from the W. 1st Street, impacts would be less than under the Project and less than significant.

(c) *Shade/Shadow*

Alternative 4 would eliminate the Project's North Tower. The single tower in the south section of the Project Site under Alternative 4 would reduce the combined effects of the Project's two towers in shading the adjacent Federal Courthouse building. Because the Courthouse roof supports an energy-producing solar array, the building is considered to be shade sensitive. Under the Project, the combined towers would shade the Courthouse for three hours or more between the hours of 9:00 a.m. and 1:00 p.m. PST during the Winter Solstice and, thus, would exceed the City's CEQA Threshold Guide's threshold standard. The Project's shadow would also reach Grand Park, Civic Center Park, and City Hall Park, although shading would not exceed the City's threshold levels in these areas. The removal of the North Tower under Alternative 4 and the setback distance of the South Tower from W. 1st Street, would also reduce the Project's shade impacts on the public parks. It is therefore anticipated that single tower under Alternative 4 would reduce shading. Alternative 4's and the Project's shade/shadow impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because Alternative 4 would decrease the combined effect of the Project's two towers, thus, reducing shadows to below the otherwise applicable threshold levels, impacts related to shading would be less under Alternative 4 than under the Project.

(iv) *Light and Glare*

Both Alternative 4 and the Project would increase illuminated signage associated with ground level grocery and restaurant uses compared to existing uses.

However, under Alternative 4, restaurants and respective signage would only be located along the corner of W. 2nd Street and Broadway, or in the south half of the block along S. Broadway and the illuminated residential amenities along the Podium terrace would be set back from W. 1st Street and would not be visible behind the Executive Building. The Project's lighting associated with the high-rise buildings, including architectural lighting, would be reduced with the elimination of the South Tower. As with the Project, Alternative 4's residential tower (as required by PDF AES-3) would use low reflective glass used in exterior façades in order to minimize daytime glare. Neither Alternative 4 nor the Project's lighting, including architectural lighting, light emanating from the building interiors, lighting of the proposed residential amenities on the Podium deck, security lights, and illuminated signage would generate levels of light or glare that would substantially alter the character of off-site areas or that would result in substantial light spill/or glare onto adjacent light-sensitive receptors. Alternative 4 and the Project's light and glare impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because the scale of Alternative 4 and associated lighting would be reduced, Alternative 4 would have less light and glare impacts than the Project.

*(b) Air Quality*

*(i) Consistency with Air Quality Management Plan*

Alternative 4 would reduce the scale of the Project's necessary excavation and grading and overall construction activity, as well as the Project's construction-related VMT and, as such, would reduce the Project's construction emissions. Construction or occupancy under either Alternative 4 or the Project would not cause the Air Basin's criteria pollutant emissions to worsen so as to impede the objectives of the AQMP. Both the Project and Alternative 4 would be consistent with the AQMP in its incorporation of appropriate control strategies for emissions reduction during construction. Both the Project and Alternative 4 would result in a short-term and temporary significant impact with respect to regional NO<sub>x</sub> emissions during construction, even after implementation of feasible mitigation measures. However, the construction activity resulting in these short-term NO<sub>x</sub> emissions (concrete trucks) could be accomplished in less time under Alternative 4 than under the Project. Both the Project and Alternative 4 would be consistent with the applicable growth projections and control strategies used in the development of the AQMP and would not jeopardize attainment of the air quality levels identified in the Plan. During operation, both Alternative 4 and the Project would incorporate control strategies set forth in the AQMP such as location efficiency, increased density, transit accessibility, improved development design, and other measures. Alternative 4 and the Project would also be consistent with the City's growth projections and policies of General Plan Air Quality Element for achieving emission reduction goals. As such, Alternative 4 and the Project's impacts with respect to consistency with the AQMP and General Plan air quality

policies would be less than significant. However, because Alternative 4 would reduce construction activity, impacts relative to the AQMP would be less under Alternative 4 than under the Project.

(ii) *Violation of Air Quality Standard*

(a) Construction

Alternative 4 would reduce the scale of the Project's necessary excavation and grading and overall construction activity, as well as the Project's construction-related VMT. Alternative 4 would reduce the scope and duration of construction activity; however, the intensity (daily maximum) of construction activity would be similar to that of the Project. Both Alternative 4 and the Project's construction phases have the potential to generate emissions through heavy-duty construction equipment, construction traffic, fugitive dust emissions, paving operations, and the application of architectural coatings and other building materials. Construction-related daily emissions would occur for the criteria and precursor pollutants (VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). Construction-related emissions would potentially exceed the SCAQMD significance threshold on a short-term and temporary basis only for NO<sub>x</sub>. Although the construction activity resulting in these short-term NO<sub>x</sub> emissions (concrete trucks) could be completed in less time under Alternative 4 than under the Project, even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2 under both Alternative 4 and the Project, NO<sub>x</sub> emissions would not be reduced to below the regional significance threshold. Therefore, both Alternative 4 and the Project's impact with respect to the violation of an air quality standard would be significant and unavoidable. However, because Alternative 4 would reduce the duration of the exceedance, impacts with respect to violation of an air quality standard would be less than under the Project.

(b) Operation

Alternative 4 would reduce the residential uses by 450 units, reduce the footprint for the Podium by approximately 50 percent, and reduce Podium restaurant floor area by 50 percent. By eliminating the North Tower and reducing restaurant floor area, Alternative 4 would reduce the floor area associated with the South Tower (566,799 gfs<sup>13</sup>) compared to the gain from retaining the Executive Building (183,758 square feet), Alternative 4 would result in a net reduction in floor area of 383,041 square feet. This overall reduction would reduce the Project's emissions from building operation and vehicle trips. As discussed below in Transportation and Traffic, compared to the Project, which would generate approximately 6,994 daily vehicle trips during operation, Alternative 4 would generate 6,110 daily vehicle trips during operation, which is a reduction of 884 daily vehicle trips (an approximately 14 percent reduction). While the Project, prior to mitigation, would result in potentially significant operational impacts due to regional emissions of NO<sub>x</sub> above the regional significance threshold, Alternative 4 would not exceed the

<sup>13</sup> AC Martin Partners, Onni Times Square Plan Set, Sheet 2.

regional significance threshold for NO<sub>x</sub> given the approximately 14 percent reduction in daily vehicle trips. However, both the Project and Alternative 4 would result in potentially significant operational impacts due to localized emissions of PM<sub>10</sub> and PM<sub>2.5</sub> above the localized significance threshold. With implementation of MM-AQ-3, MM-AQ-4 and MM-AQ-5 under both Alternative 4 and the Project, the localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions from operation would be reduced to below the localized PM<sub>10</sub> and PM<sub>2.5</sub> significance thresholds and impacts related to localized PM<sub>10</sub> and PM<sub>2.5</sub> operational emissions would be mitigated to less than significant. Alternative 4's regional NO<sub>x</sub> emissions would be reduced further below the regional significance thresholds with implementation of mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5. As Alternative 4 would incrementally reduce the Project's building operation emissions, impacts related to air quality standards would be less than under the Project.

(iii) *Cumulative Considerable Net Increase of  
Criteria Pollutant*

(a) Construction

Alternative 4 would reduce the scale of the Project's necessary excavation and grading and overall construction activity, as well as the Project's construction-related VMT. In addition, demolition of the Executive Building would not be required. Although the scale (duration) of construction activity would be reduced, the intensity (daily maximum) of construction activity would be similar to that of the Project. As with the Project, emissions from construction of Alternative 4 would exceed applicable SCAQMD's regional and impact numerical indicator of significance for NO<sub>x</sub> during the two-day duration (for the Project) of two continuous concrete pouring foundations phases, even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2. Although concrete pouring operations would be less under Alternative 4, as with the Project, Alternative 4 would have the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard on a short-term and temporary basis. Impacts under both Alternative 4 and the Project would be significant and unavoidable. However, because total construction activity would be reduced under Alternative 4, impacts with respect to criteria pollutants would be less than under the Project.

(b) Operation

Alternative 4 would reduce the total floor area by 383,041 square feet and also decrease vehicle trips. It would, thus, reduce operational emissions. Under either Alternative 4 or the Project, mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5, would reduce transportation- and energy-related emissions, which would not exceed the applicable significance threshold for criteria pollutants. Therefore, both Alternative 4 and the Project's operational impacts would be less than

significant. However, operational criteria pollutant emissions under Alternative 4 would be less than under the Project.

(iv) *Exposure of Sensitive Receptors to Pollutant Concentrations*

(a) Construction

Alternative 4 would reduce the scale of the Project's necessary excavation and grading and overall construction activity, as well as the Project's construction-related VMT. With the elimination of the North Tower, Alternative 4 would reduce overall construction activity compared to the Project. In addition, demolition of the Executive Building would not be required. Assuming similar phasing and equipment assumptions under both Alternative 4 and the Project, compliance with SCAQMD Rule 403 and mitigation measures MM-AQ-1 and MM-AQ-2, would ensure that maximum localized construction emissions for sensitive receptors would not exceed the localized screening indicators for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub> at sensitive receptors. As such, impacts under both Alternative 4 and the Project on existing and future receptors would be mitigated to less than significant levels. As with the Project, construction of Alternative 4 would implement the CARB Air Toxics Control (TACs) Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation would further minimize construction TACs during construction, and impacts would be less than significant. However, because Alternative 4 would incrementally reduce the scope of construction, and respective emissions, it would have less impact related to pollutant emissions than under the Project.

(b) Operation

Alternative 4 would reduce the Project's residential uses by 450 units, and reduce Podium restaurant floor area by 50 percent, reduce total floor area by approximately 383,041 square feet, and, as such, would reduce the Project's operational emissions. Project operations would not be considered a substantial source of diesel particulate, and operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings and other products. Other sources that would generate TAC emissions include charbroiling (restaurants) architectural coatings, consumer cleaning products. Compliance with SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations) and SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), would minimize emissions to the lowest level technically feasible. Compliance with Rule 1470 would also ensure the TAC emissions from the emergency generator would not cause or contribute to adverse health impacts at nearby sensitive receptors. In addition, the cooling towers would generate small amounts of emissions at 0.3 pounds per day of particulate matter (entrained water

droplets) conservatively assuming continuous operation. Therefore, Project operation emissions would not pose a health risk to off-site receptors. Potential long-term operational impacts associated with the release of TACs would be minimal, regulated, controlled, and would not be expected to exceed the SCAQMD numerical indicators and the impact of TACs on sensitive receptors would be less than significant. In addition, CO concentration or hotspots associated with the area's intersection congestion under future plus Project (2023) conditions, are expected to be approximately 6.1 ppm (one-hour average) and 4.0 ppm (eight-hour average), which would not exceed the numerical indicators of significance. As such, neither the Project nor Alternative 4 would contribute to the formation of CO hotspots and impacts would be less than significant. However, because Alternative 4 would reduce overall building operations emissions and vehicle traffic compared to the Project, impacts with respect to exposure of existing and future sensitive receptors would be less than under the Project.

(c) *Cultural Resources*

(i) *Historical Resources (Built Environment)*

Alternative 4 would provide for the preservation of the Executive Building. However, as with the Project, it would require the demolition and replacement of the parking structure with the 53-story South Tower. The parking structure, unlike the Times and Plant complex, Mirror Building, and Executive Building, does not appear to be individually eligible for listing in the National and California Registers or for designation as a HCM. However, with demolition, the parking structure would no longer contribute to the significance of the Times-Mirror Square Historic District. The removal of one structure, which of the five contributors, in itself, is not historically eligible for listing, would not impair the remainder of the District to the same extent as under the Project. However, it would affect the continuity of the Times-Mirror Square block. Although the removal of the parking structure would not impair the continuity of the district to the same extent as under the Project, the impact to the district would still be significant and unavoidable. While mitigation measure MM-CUL-1 to preserve a written and photographic record of the Executive Building and parking structure would be implemented under both the Project and Alternative 4, the measures would not reduce the impact to a less than significant level. However, because Alternative 4 would reduce the degree of the impairment to the district compared to the Project and, in contrast to the Project would preserve the individually eligible Executive Building, impacts to historical resources would be less than under the Project.

(ii) *Archaeological Resources*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity. Any excavation under Alternative 4 or the Project would potentially encounter previously undiscovered archaeological resources. Although the Project Site is currently

excavated for basement and foundation features, the Project would require additional excavation to accommodate nine levels of subterranean parking to 90 feet bgs. This depth would be reduced under Alternative 4. However, excavation under both the Project and Alternative 4 has the potential to uncover archaeological resources. With implementation of mitigation measures MM-CUL-5 through MM-CUL-7, both Alternative 4 and the Project would provide for appropriate treatment and/or preservation of resources if encountered. Under both Alternative 4 and the Project, potentially significant impacts to archaeological resources would be mitigated to a less than significant level. However, because Alternative 4 would require less excavation and earthwork, it is considered to have less impact than under the Project.

### *(iii) Paleontological Resources*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity. Any excavation under Alternative 4 or the Project would potentially encounter previously undiscovered paleontological resources. Although the Project Site is currently excavated for basement and foundation features, the Project would require additional excavation to accommodate nine levels of subterranean parking to a maximum depth of approximately 90 feet bgs. This depth would be reduced under Alternative 4. However, excavation under both the Project and Alternative 4 has the potential to uncover paleontological resources. With implementation of mitigation measures MM-CUL-8 through MM-CUL-11, neither the Project nor Alternative 4 would cause a substantial adverse change in the significance of a paleontological resource or unique geologic features and impacts would be mitigated to less than significant levels. However, because Alternative 4 would require less excavation and earthwork, it is considered to have less impact than under the Project.

### *(iv) Human Remains*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity. The Project Site is currently excavated for basement and foundation features, and results of the record searches from the SCCIC and the NAHC indicate that no human remains have been recorded within the Project Site or within a half-mile radius. The negative results of the records search and the developed nature of the Project Site do not preclude the potential that buried human remains may be encountered during construction. Although unlikely, in the event that previously unknown human remains are encountered during the Project's and Alternative 4's construction excavations, the treatment of human remains is governed by PRC Section 5097.98 and Health and Safety Code Section 7050.5. Accordingly, the Los Angeles County Coroner must be notified in the event human remains are encountered. If the County Coroner determines that the remains are Native American, the NAHC would be notified in accordance with Health and Safety Code Section 7050.5,



subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC would designate an MLD for the remains per PRC Section 5097.98. Should human remains be encountered during Project construction, implementation of PRC Section 5097.98 and Health and Safety Code Section 7050.5 would reduce potential impacts under the Project and Alternative 4 to less than significant. However, because Alternative 4 would require less excavation for the subterranean parking structure, it is considered to have less impact than under the Project.

(d) *Geology and Soils*

(i) *Exacerbation of Existing Environmental Conditions*

Alternative 4 would reduce the size of the building site, the scale of the Project's necessary excavation and grading and overall construction activity. The Project Site is not located within a currently established state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area. The proposed buildings and existing buildings to remain would/do derive support from the underlying bedrock, such that fault rupture and liquefaction would not be potential hazards. However, given the location of the Project Site within the seismically active Southern California Region and its proximity to known active and potentially active faults, existing or proposed buildings under either the Project or Alternative 4 would be subject to strong seismic ground shaking. PDF GEO-1 would address the need for any seismic upgrades relative to the historic Times, Mirror, and Plant Buildings under the Project and Alternative 4. With implementation of Building Code regulations and recommendations of applicable final geotechnical reports, impacts with respect to exacerbation of existing environmental conditions under both the Project and Alternative 4 would be less than significant. However, because Alternative 4 would require less excavation and overall earthwork because it would retain the Executive Building, the overall impacts of this alternative would be less than under the Project.

(ii) *Soil Erosion or Loss of Topsoil*

Alternative 4 would reduce the size of the building site, the scale of the Project's necessary excavation and grading and overall construction activity. Construction of both Alternative 4 and the Project would increase soil exposure and risk of soil erosion. Compliance with existing SCAQMD, RWQCB, and Building Code regulations for dust and erosion control, however, would ensure that both Alternative 4 and the Project would not result in substantial erosion or the loss of topsoil. As such, impacts with respect to soil erosion or loss of topsoil would be less than significant. However, because Alternative 4 would reduce excavation and grading activities, impacts with respect to soil erosion would be less than under the Project.

(iii) *Unstable Geologic Units*

Alternative 4 would reduce the size of the building site, the scale of the Project's necessary excavation and grading and overall construction activity. Development of both Alternative 4 and the Project would expose the new buildings to any potential unstable geologic units, such as liquefaction or lateral spreading. PDF GEO-2 would require foundations to extend to bedrock (below alluvial soils), to address the risk of lateral spreading under both the Project and Alternative 4. As such, impacts related to unstable geologic units, caused in whole or in part by the exacerbation of existing of environmental conditions, under either Alternative 4 or the Project would be less than significant. With implementation of Building Code regulations and recommendations of applicable final geotechnical reports, impacts with respect to unstable geologic units would be similar under both the Project and Alternative 4.

(iv) *Expansive Soils*

Alternative 4 would reduce the size of the building site, the scale of the Project's necessary excavation and grading and overall construction activity. With the elimination of the North Tower, Alternative 4 would reduce overall construction activity compared to the Project. The Project Site is currently underlain by soils with the potential for expansion and corrosion. However, both the Project and Alternative 4 would be required to comply with CBC Section 1803.5.3, which requires that in areas likely to have expansive soil, soils would be removed, compacted or overfilled, as set forth in the CBC. With existing regulations, impacts from expansive and corrosive soils under both Alternative 4 and the Project would be less than significant. With implementation of Building Code regulations and recommendations of applicable final geotechnical reports, impacts with respect to expansive soils, caused in whole or in part by the exacerbation of existing of environmental conditions, would be similar under both Alternative 4 and the Project.

(e) *Greenhouse Gas Emissions*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity, as well as the Project's construction-related VMT. Alternative 4 would also reduce the Project's total floor area by 383,041 square feet. As such, Alternative 4 would reduce construction and operational emissions as compared to the Project. The construction and operation of the Project Site under both the Project and Alternative 4 would increase GHG emissions relative to existing conditions. The Project's annual net operational emissions of 14,922 MTCO<sub>2</sub>e (which include amortized construction emissions) would be approximately 28 percent below the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. Because of Alternative 4's reduced scope of construction and overall development and reduced VMT, it would

have incrementally reduced GHG emissions as compared to the Project. The Project and Alternative 4 would implement PDF AQ-1, PDF AQ-2, PDF-TRAF-1, and PDF WS-1 and would be consistent with applicable GHG reduction strategies outlined in CARB's Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, LA Green Plan, Sustainable City pLAN, and City of Los Angeles Green Building Code. As such, both Alternative 4 and the Project would have less than significant impacts with regard to GHG emissions. However, because Alternative 4 would reduce the Project's construction activities, overall floor area and VMT, it would have less impact with respect to GHG emissions than under the Project.

(f) *Hazards and Hazardous Materials*

(i) *Routine Transport, Use, or Disposal of Hazardous Materials*

As with the Project, Alternative 4 would require the use of products for construction and operation that are typically used in performing everyday household and commercial activities, and would be used consistent with regulations. Neither the Project nor Alternative 4 would require the use of hazardous materials beyond these typically used products, and neither would cause a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts under both the Project and Alternative 4 would be less than significant. However, because the scale and duration of construction under Alternative 4 would be less than under the Project, impacts related to the use, transport, and disposal of hazardous materials would be less than under Alternative 4.

(ii) *Upset and Accident Conditions*

As with the Project, Alternative 4 would include demolition and construction activities, including the potential exposure of construction workers to any potentially hazardous condition. Exposure may include airborne contaminants, low concentrations of VOCs, and potential soils contaminants and gases. While the Phase I/II Environmental Site Assessment did not encounter any RECs or conditions that may warrant mitigation, in the event that unforeseen suspect impacted soils are encountered during mass excavation activities for the future subterranean parking garage, such soil will be properly profiled and managed under a conventional soil management plan to be implemented by the Project excavation contractor and environmental consultant. The Soil Management Plan would be implemented as PDF HAZ-1. Demolition contaminants may include ACMs, LBP and, possibly, PCBs. With implementation of existing regulations, as well as PDF HAZ-1, under both Alternative 4 and the Project, impacts with respect to risk of upset and accident conditions would be less than significant. However, because Alternative 4 would reduce excavation and construction activities, it is considered to have less impact with respect to upset and accident conditions than under the Project.

(iii) *Use of Hazardous Materials within One-quarter Mile of an Existing School*

As with the Project, Alternative 4's construction activities could emit hazardous materials, such as VOCs, some of which are classified as toxic air contaminants (TACs). Alternative 4 and Project construction activities would include the use of architectural coatings and the use of diesel-powered construction equipment, while Alternative 4 and Project operations would likely include deliveries by diesel-powered vehicles, all of which could generate VOCs. Project construction and operation would not generate TACs in excess of the applicable maximum incremental cancer risk standard. As such, Project impacts related to the use of hazardous materials, including TACs, within one-quarter mile of an existing school would be less than significant. Because Alternative 4 would not require demolition of the Executive Building and would reduce construction activity compared to the Project, impacts with the use of hazardous materials would also be less than significant, although less than under the Project.

(iv) *Hazardous Materials Database Listings*

Six database listings occur on the Project Site, but none represent a REC at the Project Site. Therefore, neither Alternative 4 nor the Project would create a significant hazard to the public or the environment resulting from exacerbating existing listed hazardous conditions. Impacts would be less than significant, and impacts related to hazardous materials database listings would be similar under both the Project and Alternative 4.

(v) *Emergency Response/Evacuation Plans*

Neither Alternative 4 nor the Project consist of a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor require the closure of any existing streets. Neither would represent a significant impediment to emergency response and evacuation of the local area. Land Uses under either Alternative 4 or the Project would not require a new, or interfere with an existing, risk management, emergency response, or evacuation plan. Impacts related to emergency response plans would be less than significant under both. Although Alternative 4 would incrementally reduce the Project's overall construction and occupancy, impacts related to emergency response plans would be similar under both the Project and Alternative 4.

(g) *Hydrology and Water Quality*

(i) *Consistency with Water Quality Standards*

(a) *Construction*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity, as well as the

Project's construction-related VMT. Under both the Project and Alternative 4, construction activities, such as earth moving, maintenance/operation of construction equipment, potential dewatering, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site. Potential impacts under both Alternative 4 and the Project would be reduced to less than significant levels through compliance with the requirements of the NPDES permit, including a construction SWPPP and BMPs, and Building Code grading procedures. These would ensure that the Project and Alternative 4 would not exceed water quality standards. As such, impacts with respect to construction phase water quality standards would be less than significant. However, because Alternative 4 would reduce the Project's excavation depth and volumes and overall earthwork, impacts with respect to consistency with water quality standards during construction would be less under Alternative 4 than under the Project.

(b) Operation

BMPs for stormwater runoff from existing impervious surfaces are not currently implemented under existing conditions. During operation, both the Project and Alternative 4 would comply with the City's LID Manual requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. Both the Project and Alternative 4 would include the installation of roof/surface drains and cisterns and/or biofiltration/bioretenion system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. Therefore, with implementation of the structural BMPs proposed as part of the Project, and of the non-structural BMPs required as part of the SUSMP and by City LID requirements, would result in an improvement in the water quality of stormwater runoff from the Project Site. With implementation of BMPs, both the Project and Alternative 4 would improve water quality during operation compared to existing conditions, and impacts would be less than significant. However, since the extent of new development and the Project's rainfall collection system over the Project Site would be reduced, the Project's LID programs would be respectively reduced under Alternative 4. As such, impacts with respect to operation water quality standards during operation would be greater under Alternative 4 than under the Project.

(ii) *Alteration of Drainage Pattern Resulting in Erosion or Siltation*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity. Construction activities under both the Project and Alternative 4 could contribute to erosion or siltation when soils are exposed during development of the Project Site.

Construction activities for the Project would include excavation of approximately 364,000 cy of soil, all of which would be exported off-site, and maximum excavation depths of approximately 90 feet bgs. These construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. The Project, however, would be required to implement a SWPPP that specifies BMPs and erosion control measures to manage runoff flows and prevent pollution. With implementation of required BMPs, impacts with respect to drainage pattern changes resulting in erosion and siltation would be less than significant. As with the Project, Alternative 4's impacts with respect to erosion or siltation would be reduced through a SWPPP and respective BMPs, so that impacts related to erosion and siltation would be less than significant. However, because Alternative 4 would reduce excavation and grading activities, impacts would be incrementally less than under the Project.

*(iii) Alteration of Drainage Pattern Resulting in Flooding*

As with the Project, Alternative 4 would not alter the drainage pattern in the post-project condition because drainage would still flow into the adjacent municipal storm drain system after limited on-site detention and filtration. Similarly, the rate of surface runoff would not be substantially altered because the pre- and post-project condition of the Project Site is primarily impervious. Rather, both the Project and Alternative 4 would slightly decrease the rate of surface runoff under post-project conditions as some detention would be provided by the proposed biofiltration/bioretenion systems. Both the Project and Alternative 4 would reduce surface runoff during operation through biofiltration/bioretenion compared to existing conditions and, as such, impacts would be less than significant. Although the extent of the biofiltration/bioretenion would be reduced with Alternative 4's reduced building site, the reduction in runoff would be minimal compared to the Project. As such, impacts with respect to drainage patterns would be similar under Alternative 4 and the Project.

*(iv) Stormwater Drainage System Capacity*

*(a) Construction*

Under both the Project and Alternative 4, the temporary increase in permeable surfaces during construction would reduce rather than increase off-site runoff from the Project Site during a portion of the construction. In accordance with the requirements of the construction SWPPP under both Alternative 4 and the Project, neither Alternative 4 nor the Project would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. BMPs specified under the SWPPP would be implemented during construction to manage runoff flows and avoid on- or off-site flooding. Therefore, impacts with respect to surface runoff under both Alternative 4 and the Project would be less

than significant. Surface runoff and respective impacts to the stormwater drainage would be similar under both Alternative 4 and the Project.

(b) *Operation*

As with the Project, Alternative 4 would maintain existing drainage patterns at the Project Site. No new off-site storm drainage infrastructure would be proposed or required. Under Alternative 4, as the Executive Building would be retained and the Paseo would not be developed, there would be a higher rate of stormwater runoff as compared to the Project due to the increase in impermeable surfaces as compared to the Project. The 50-year (Q50) peak flow rate of stormwater runoff from the Project would be expected to decrease slightly from an estimated 11.6848 cfs to an estimated 11.6468 cfs (a 0.64 cfs decrease) owing to the retention afforded by the proposed LID system. Under the Project, the quantity of stormwater runoff from the Project Site requiring conveyance by the existing off-site storm drain system would decrease, whereas the quantity would increase under Alternative 4. Impacts related to the capacity of the off-site stormwater drainage system would be less than significant, but increased under Alternative 4 as compared to the Project.

(v) *Water Quality*

During construction, both the Project and Alternative 4 would implement a site-specific SWPPP that adheres to the California Stormwater Quality Association BMP Handbook. In addition, both the Project and Alternative 4 would include the installation of biofiltration/bioretention system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event during Project operation, and would implement other stormwater quality BMPs as required by the City's LID Ordinance and other applicable regulations. Finally, neither the Project nor Alternative 4 would propose any activities or land uses that would otherwise create water quality pollutants that are atypical of most urban existing uses and proposed developments. Therefore, neither the Project nor Alternative 4 would substantially degrade water quality, and the impacts under both Alternatives would be less than significant. However, given that Alternative 4 would reduce the amount of grading and excavation, impacts would be less than under the Project.

(h) *Land Use and Planning*

Alternative 4 would provide 677 residential units, compared to 1,127 under the Project (an approximately 40 percent reduction). Alternative 4 would also reduce Podium restaurant floor area by 50 percent, although the Project's office floor area would increase with the retention of the Executive Building. The proposed high density residential development would be consistent with Objective 1.1 of the General Plan Housing Element to produce an adequate supply of rental and ownership housing to meet current and projected needs, and with the Community Plan, which states that expanding the downtown residential community is viewed

as a major component of efforts to revitalize Downtown. The Community Plan also sets forth standards and approval procedures for the TFAR to direct growth to areas that can best accommodate increased density. Alternative 4 would not incorporate the Project's Paseo and landscaped seating. Both the Project and Alternative 4 would be substantially consistent with the land use and housing objectives of the General Plan Framework Element and with the Community Plan. As such, impacts with respect to consistency with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant and similar under both the Project and Alternative 4.

(i) *Noise*

(i) *Noise Levels in Excess of Established Standards*

(a) *Construction*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity. In addition, demolition of the Executive Building would not be required. Construction under both the Project and Alternative 4 would require the use of heavy-duty machinery which would increase noise levels at several sensitive receptor locations, represented as Locations R1 through R8. Prior to mitigation, construction noise would exceed applicable noise impact thresholds (established standards) at nearby noise sensitive uses (Locations R1, R3, R4, R5, and R6). Implementation of mitigation measures MM-NOISE-1 through MM-NOISE-4 would reduce construction noise levels to less than significant levels at sensitive receptor Locations R3, R4, and R6. However, even with mitigation under either the Project or Alternative 4, noise levels (with and without the vibratory pile driver), would exceed noise thresholds at sensitive receptor locations R1 and R5. Location R1 is the northeast corner of S. Broadway and W. 2nd Street, which represents the noise environment at the west corner the Project Site and the Federal Courthouse and future mixed-use residential development at the corner of W. 2nd Street and S. Broadway. Location R5 is along south side of W. 2nd Street, midway between S. Main Street and S. Spring Street and represents the noise environment for the Higgins Building apartment complex at the corner of S. Main Street and W. 2nd Street and the one-acre LAPD park. Mitigation measures require a 10-foot-high construction fence; that all fixed or mobile construction equipment provide noise shielding and muffling devices; and specific restrictions on heavy-duty equipment within 100 feet and 150 feet, respectively of the Federal Courthouse. Even with mitigation, noise levels during construction under both the Project and Alternative 4 would exceed the applicable noise standards at off-site Locations R1 and R5. Therefore, noise impacts due to onsite construction would be significant and unavoidable under both Alternative 4 and the Project. In addition, construction traffic noise levels generated by construction worker and truck trips would exceed the nighttime established standards on S. Broadway, Los Angeles Street, and W.



2nd Street and, as such, off-site construction truck traffic would also be significant and unavoidable. However, because Alternative 4 would reduce the scale of development and duration of construction, on- and off-site noise impacts related to established standards would be less than under the Project.

(b) Operation

As with the Project, the occupation of Alternative 4 would change existing ambient or periodic noise levels at the Project Site compared to existing conditions. Project-related traffic would increase traffic noise levels by 0.6 dBA CNEL (below the level of significance of 3 dBA CNEL increase over ambient noise levels) at the roadway segments of W. 2nd Street, between S. Broadway and S. Spring Street adjacent to a school and commercial uses and N./S. Broadway, between W. 1st Street and W. 2nd Street adjacent to the Federal Courthouse and commercial uses. Under either the Project or Alternative 4, noise levels related to human activity or associated with fixed mechanical equipment, refuse collection, and loading docks loading docks, emergency generators, or composite levels of combined activities would not exceed established noise standards. While operation noise impacts would be less than significant, under Alternative 4 residential uses would be reduced by 40 percent and Podium restaurant floor area would be reduced by 50 percent and, as such, Alternative 4 would incrementally reduce the Project's vehicle and building activity/operation noise. Operation noise impacts would be less than significant under both the Project and Alternative 4, although incrementally reduced under Alternative 4.

(ii) *Groundborne Vibration and Noise*

(a) Construction

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity. In addition, demolition of the Executive Building would not be required. Construction activities under either the Project or Alternative 3 have the potential to generate low levels of groundborne vibration, as the operation of heavy equipment or haul trucks generates vibrations that propagate through the ground, although diminishing in intensity with distance from the source. Groundborne vibration can result in levels that (i) exceed the potential structural damage threshold of 0.5-in/sec PPV at the nearest off-site buildings or (ii) cause human annoyance by exceeding 72 VdB at nearby residential uses and 75 VdB for institutional land uses with primarily daytime use (e.g., the Federal Courthouse). Under the FTA's construction vibration damage criteria, the Project would not generate vibration levels at nearby offsite buildings that would exceed the significance criterion of 0.5 in/sec PPV. The Federal Courthouse (Location R1) is the nearest sensitive receptor to the Project Site. This building would be exposed to vibration levels up to 74 VdB, which would not exceed the FTA's 75 VdB human annoyance criterion. Loaded haul trucks would also generate off-site vibration. Haul trucks would exit the Project Site from

Broadway, turn on Main Street to Aliso Street, then merge onto the SR-101 southbound ramp. On any rough or uneven roadway surfaces, haul trucks would generate groundborne noise levels of approximately 75 VdB, and as such, would exceed the significance threshold of 72 VdB at residential sensitive receptor sites. Even though haul trucks would pass vibration sensitive receptors along the haul routes for only a few seconds, groundborne noise impacts on sensitive receptors along the haul routes are conservatively considered to be significant.

The on-site Times, Plant, Mirror, and Executive Buildings are components of Alternative 4 that would be subject to vibration from construction activities. These buildings could be exposed to vibration velocities up to 3.07 in/sec PPV from the operation of a large dozer and 5.86 in/sec PPV from the operation of a vibratory pile driver assuming vibration-generating equipment are used as close as approximately one foot from the buildings. This value would exceed the 0.50 in/sec PPV significance threshold for potential building damage for on-site structures. Implementation of mitigation measures MM-NOISE-5 and MM-NOISE-6 under the Project and expansion of these measures to include the Executive Building under Alternative 4, would restrict the distances in which vibratory pile drivers could be used relative to the Times, Plant, and Mirror Buildings and Federal Courthouse, and require noise and vibration monitoring and documentation by a qualified preservation consultant. Implementation of these mitigation measures would reduce vibration impacts on these buildings under both the Project and Alternative 4 to less than significant levels. However, the Project and Alternative 4 would still generate significant and unavoidable vibration and human annoyance impacts with respect to haul truck traffic. Because Alternative 4 would involve less construction activity and truck traffic, impacts with respect to construction vibration would be less than under the Project.

(b) Operation

Alternative 4 would eliminate the Project's North Tower, reduce residential units by 40 percent, and reduce Podium restaurant floor area by 50 percent. Required parking would be reduced by approximately 488 spaces. Project and Alternative 4 operation would not generate vibration in excess of vibration thresholds as such, impacts with respect to operation vibration under both the Project and Alternative 4 would be less than significant. However, Alternative 4 would result in incrementally less operation period activity, including vehicles leaving and arriving at the Project Site. As such, Alternative 4 is considered to have less of an impact with respect to operation phase vibration than under the Project.

(iii) *Substantial Permanent Increase in Ambient Noise Levels*

Alternative 4 would reduce the scale of the Project as well as total parking. The Project's noise sources that would have potential noise impacts include off-site vehicle traffic, open recreational areas, public open space, mechanical (i.e., air-

conditioning) equipment, loading areas; emergency generators; and parking structure. The existing noise environment in the Project area is dominated by traffic noise from nearby roadways, as well as nearby residential and commercial activities. However, motor vehicle travel on local roadways attributable to the proposed Project would not increase ambient noise levels above the threshold standards. Overall, relative to the existing noise environment, the Project would increase the ambient noise level less than the 5 dBA threshold increase. As such, the Project and Alternative 4 would have a less-than-significant impact related to a substantial permanent ambient noise increase. Alternative 4, however, would decrease the Project's residential and restaurant components, and activity and traffic associated with these uses. As such, increases in ambient noise levels and associated impacts would be less than under the Project.

*(iv) Substantial Temporary or Periodic Increase in Ambient Noise Levels*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity, as well as the Project's construction-related VMT. However, this alternative would use numbers and types of construction equipment similar to the Project on peak construction days. With respect to a substantial increase in temporary or periodic ambient noise levels, construction activities associated with both the Project and Alternative 4 would reach a maximum of 90 dBA  $L_{eq}$  at the nearest sensitive receptor (Receptor R1). The sensitive receptor locations R3, R4, R5, and R6 would be exposed to construction noise levels which would exceed the significance thresholds of 77.8 dBA  $L_{eq}$  at R3, 73.5 dBA  $L_{eq}$  at R4, 70.0 dBA  $L_{eq}$  at R5, and 71.3 dBA  $L_{eq}$  at R6. As such, construction of the Project or Alternative 4 would cause a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Implementation of MM-NOISE-1, MM-NOISE-2, MM-NOISE-3, and MM-NOISE-4 would not reduce temporary or periodic increases in ambient noise levels in the Project vicinity above levels existing without the Project to below the standards, and these temporary impacts would be significant and unavoidable under both the Project and Alternative 4. Because Alternative 4 would decrease the scope and duration of the Project's construction activities, temporary or periodic increases would occur less frequently than under the Project and, as such, would be less than under the Project.

*(j) Population, Housing, and Employment*

*(i) Construction*

Construction of either the Project or Alternative 4 would create employment opportunities for construction workers, which could indirectly increase population in the Project area. However, employment would be short-term during the various construction phases, and construction jobs are anticipated to be filled by residents in the local area, or by commuters within the larger Los Angeles Metropolitan Area.

There would be no direct or indirect substantial population growth due to Alternative 4 or the Project's construction. As such, impacts related to inducing substantial direct or indirect population growth would be less than significant. Because Alternative 4 would have a similar number of construction workers (although the duration of construction activity would be incrementally reduced), it would have similar impacts to the Project with respect to indirect population growth associated with construction employment.

*(ii) Operation*

Alternative 4 would reduce the Project's residential units by 40 percent and is estimated to result in a respective population increase of approximately 1,645 residents, compared to approximately 2,739 residents under the Project.<sup>14</sup> The Project's increase would account for approximately 1.7 percent and 0.4 percent of SCAG's estimated population increase for the City by 2023 and 2040, respectively. Thus, Project-related population growth in the City would be within SCAG's projections. The Project's development would also support the attainment of the SCAG policies by providing increased population density within a High Quality Transit Area that is targeted to provide high-density development along transit corridors. The Project would also increase the number of employees on the Project Site by approximately 186 employees and would make the Project more housing-rich than jobs-rich. The Project itself would contribute to bringing the jobs/housing ratio closer to the balance by providing more housing units than employees on the Project Site. Thus, the Project would support the anticipated population trends and SCAG efforts to improve the jobs/housing balance of local communities in the region. Impacts with respect to population, housing, and employment would be less than significant. However, because Alternative 4 would incrementally reduce the Project's estimated population increase, it would have less impact than under the Project with respect to SCAG's estimated population growth for the City.

*(k) Public Services*

*(i) Police Services*

*(a) Construction*

Alternative 4 would reduce the scope and duration of the Project's construction activities. As with the Project, Alternative 4's construction phase could increase potential demand for LAPD services related to theft or vandalism and increased worker activity, as well as construction traffic that could affect emergency response times. To reduce on-site construction LAPD demand, both the Project and Alternative 4 would implement a number of security measures under PDF POL-1 to limit access to construction areas, including private security, construction fencing, and locked entry. Construction activities may involve temporary lane

<sup>14</sup> Based on the Citywide Person Per Household factor for multi-family units of 2.43, Alternative 4's 677 residential units would generate 1,645 new residents.

closures or increased travel time due to flagging or stopping traffic to accommodate trucks entering and exiting the Project Site. Under PDF-TRAF-1, a Construction Traffic Management Plan would ensure that adequate and safe access remains available at the Project Site during construction activities. Most construction staging would occur on the Project Site and construction workers would generally start and end their work days in advance of peak traffic hours; thus, reducing their potential effect on traffic and emergency response times. Furthermore, construction-related traffic generated by the Project would not significantly impact LAPD response times within the Project vicinity as LAPD vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic during construction. As such, construction of the Project or Alternative 4 would not require LAPD to construct or expand existing facilities (the construction of which could result in environmental impacts) and, as such, impacts would be less than significant. However, because Alternative 4 would reduce the Project's construction activity and duration, it would have less impact with respect to demand on LAPD services than under the Project.

(b) Operation

Alternative 4 would reduce the Project's residential units by 40 percent. Project operation would result in an increased residential service population of approximately 3,388 people in the Central Community Police Station service area, increasing the resident/officer service ratio from 1:108 to 1:118. This increase indicates a need for approximately 32 additional sworn officers to maintain the existing service ratio. However, the resulting service ratio of 1:118 would be well below the citywide average of 1:401. The Project's PDF POL-3 to enhance safety around the Project Site, including private onsite security, a closed-circuit television system, and a 24-hour/seven-day security program for the Paseo, would reduce demand for LAPD services during Project operation. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Although LAPD has indicated an increased need for police services, there are no current plans to expand the Central Community Police Station or increase the number of personnel assigned to the Central Community Police Station service area. Project operation would not result in the need for new or physically altered police facilities, the construction of which would cause significant environmental impacts, and both the Project and Alternative 4 would both have a less-than-significant impact with respect to police services. However, because Alternative 4 would incrementally reduce the Project's estimated population increase, it would have less impact than under the Project with respect to police services.

(ii) *Fire Services*

(a) Construction

Alternative 4 would reduce the scope and duration of the Project's construction activities. As with the Project, however, Alternative 4 could increase potential demand for LAFD services and affect emergency response times. To reduce on-site construction fire hazards, both the Project and Alternative 4 would implement and comply with applicable Fire Code regulations for the use of inflammable materials and chemicals, as well as OSHA requirements for employee safety. Regarding LAFD emergency access, PDF-TRAF-1, would provide a Construction Traffic Management Plan under both the Project and Alternative 4, which would ensure that adequate and safe access remains available at the Project Site during construction. Alternative 4 and Project construction activities would be temporary and intermittent, and construction haul routes would require LADOT approval prior to construction. With implementation of PDF-TRAF-1 and compliance with existing regulations, demand on services from construction would not exceed the capacity of existing fire protection services to the extent that existing LAFD facilities would need to be expanded or new facilities would need to be constructed. As such, impacts on LAFD services under both the Project and Alternative 4 would be less than significant. However, because Alternative 4 would reduce construction activities compared to the Project, it would have less impact with respect to demand on fire services during construction than under the Project.

(b) Operation

Alternative 4 would reduce the Project's residential units by 40 percent and is estimated to result in a respective population increase of approximately 1,645 residents, compared to approximately 2,739 residents under the Project. However, higher occupancy of the Project Site under both the Project and Alternative 4 as compared to existing conditions would increase demand for fire services. Both the Project and Alternative 4 would comply with Building and Fire Codes, including the provision of an Emergency Safety Plan, fire control and emergency elevators, automatic sprinkler systems, building emergency communication systems, and other safety measures. Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area. A number of factors would serve to facilitate responses to emergency calls. Emergency response is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. The Project vicinity is also well served by the LAFD, including Fire Stations 4, 3, 9, 10, and 11. Also, because of the grid pattern of the local street system and the proximity to multiple freeways, each of these fire stations have multiple routes available to respond to emergency calls at the Project Site. With implementation of fire safety regulations in addition to the LAFD's priority use of roadways, the Project would not increase demand for fire services such that it would require the expansion of existing or construction of new fire facilities. Both

the Project and Alternative 4 would have a less-than-significant impact on existing LAFD services. However, because Alternative 4 would incrementally reduce the Project's estimated population increase and one of the high-rise buildings, it would have less impact than under the Project with respect to demand for LAFD services.

(iii) *Schools*

(a) *Construction*

Alternative 4 would reduce the scope and duration of the Project's construction activities. Both Alternative 4 and the Project's construction would not generate new students needing to attend local schools. Given the mobility and temporary durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Project. There are no schools located in the immediate vicinity that would be directly affected by construction activities, such as noise and traffic. Therefore, Alternative 4 and the Project's construction would not require the addition of a new school or the expansion, consolidation or relocation of an existing facility to maintain service levels, and construction activities would not adversely affect local schools. Therefore, construction impacts on schools would be less than significant and impacts would be similar under the Project and Alternative 4.

(b) *Operation*

Alternative 4 would reduce the Project's residential units by 40 percent and is estimated to result in a respective increase in population of approximately 1,645 residents, compared to approximately 2,739 residents under the Project. Based on LAUSD generation factors, the Project's 1,127 multi-family units, commercial office uses, restaurant uses, and grocery store are estimated to generate a net 187 elementary school students, 52 middle school students, and 108 high school students for a total of 347 school students. This increase could contribute to existing and projected shortages in classroom seats in the area. Nevertheless, pursuant to Section 65995 of the California Government Code, the Project Applicant would be required to pay fees in accordance with SB 50. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools serving the Project in question are at capacity or not and, pursuant to Section 65995(h), payment of such fees is deemed full mitigation of a project's development impacts. As such, Project impacts to schools would be less than significant. As with the Project, Alternative 4 would result in a less-than-significant impact and, because it would reduce the Project's residential population by 40 percent, impacts to schools would be less than under the Project.

(iv) *Parks and Recreation*

(a) Construction

Alternative 4 would reduce the scope and duration of the Project's construction activities. The construction phases under either the Project or Alternative 4 would generate limited demand on park and recreational facilities by construction workers, who may use the area's parks during lunch breaks. Because use would be limited and the short-term increased employment of construction workers on the Project Site would not result in a notable increase in the residential population of the area surrounding the Project Site, there would not be a corresponding substantial demand or use of the existing parks and recreation facilities during this time and impacts on park and recreational services during construction would be less than significant. Because Alternative 4 would generate a similar number of total workers during construction, impacts to recreational facilities during construction would be similar to those of the Project. However, because the duration of construction and the period in which parks would be used would be less than under the Project, impacts to parks would be less than under Alternative 4.

(b) Operation

Alternative 4 would reduce the Project's residential units by 40 percent and is estimated to result in a respective increase in population of approximately 1,645 residents, compared to approximately 2,739 residents under the Project. The Project's residential units would generate an estimated demand for 10.96 acres of parkland to meet the Public Recreation Plan's (PRP) long-range standard of four acres of parkland per 1,000 persons and 5.48 acres to meet the PRP's more attainable short- and intermediate-range standard of two acres of parkland per 1,000 persons. The Project would provide approximately 148,878 square feet, or 3.39 acres (1.24 acres per 1,000 residents), of on-site recreational amenities and open space. Thus, the Project would not meet the PRP's short- or long-range standards of two and four acres per 1,000 residents, respectively. While the Project's provision of on-site open space and recreation facilities would reduce the use of area parks by Project residents, nearby parks and recreational amenities would still be experience an increase in use. However, the PRP contains Citywide goals, not requirements for individual projects. The multiple parks and recreational facilities in the area indicate that the Project would not cause substantial degradation of existing facilities at any single park location that would require a new public park.

In addition, both the Project and Alternative 4 would be subject to existing LAMC regulations that require the dedication of parkland, payment of in-lieu fees, and/or provision of comparable on-site recreational facilities, and impacts would be less than significant. Under Alternative 4, on-site open space would be reduced because of the removal of the Paseo. Alternative 4 would reduce the population



increase by 40 percent, and as such, it would have less impact on parks and recreational facilities in the area than the Project.

(v) *Libraries*

(a) *Construction*

Alternative 4 would reduce the scope and duration of the Project's construction activities. The reduction in scale would reduce overall construction activity and duration compared to the Project. The Project and Alternative 4's construction workers would come from an existing labor pool whose workers move between construction projects on short-term basis without requiring relocation. Workers traveling to the Project Site may stop at a library that is outside of their residential neighborhood. Such library stops would be incidental and typical of workers throughout the region. Such stops would increase library use at one location while reducing it at another. Such variations would occur on short-term basis. As such, there would be no notable increase in library usage at the libraries serving the Project. Because library use would be limited, there would be no need for the construction of library facilities to accommodate construction population, and impacts would be less than significant. Alternative 4 would generate the same number of total employees during construction (although reduce the duration of construction). However, because the duration of construction and the period in which libraries would be used would be less than under the Project, overall impacts to libraries would be less under Alternative 4.

(b) *Operation*

Alternative 4 would reduce the Project's residential units by 40 percent and is estimated to result in a respective increase in population of approximately 1,645 residents, compared to approximately 2,739 residents under the Project. The Project's estimated 2,739 residents would increase demand on library services. Several libraries serve the Project Site, with the nearest being the Chinatown Branch Library and the Little Tokyo Branch Library. The Chinatown Branch Library has excess capacity to accommodate the Project's demand; whereas, the Little Tokyo Branch Library is operating at overcapacity and is not adequately sized to accommodate the population currently residing in its service area. LAPL identifies four other libraries are in the area that would be capable of handling all of the Project residents. In addition, the Chinatown Library is the nearest and, even if all the Project's residents chose to use the Little Tokyo Branch, the level of service population would still not be sufficient to trigger the need for the construction of a new branch library according to LAPL's standards. Under the LAPL Facilities Plan, a new branch library is not required until the service population for a branch library reaches 90,000. As such, the Alternative 4 and the Project would not increase demand for library services or require the expansion of libraries, the construction of which would result in significant environmental effects, and would have a less-than-significant impact on library services. However, because Alternative 4 would

reduce the Project's demand by approximately 40 percent, impacts on library services would be less than under the Project.

(I) *Transportation and Traffic*

(i) *Consistency with Traffic Circulation  
Performance Standards*

(a) Construction

Alternative 4 would eliminate the Project's North Tower, reduce residential units by 40 percent, reduce the footprint for the Podium by approximately 50 percent, and reduce Podium restaurant floor area by 50 percent. Required parking would be reduced by approximately 488 spaces. The Executive Building would not be demolished. The reduction in scale would reduce overall construction activity and duration compared to the Project. The Project's peak construction activity period (Phase 5 with the Phase 2 renovation trips) would generate a total of up to 2,974 daily PCE, assumed to be two automobile trips, trips per day are estimated. If the renovation phase occurs concurrently with Phase 6, the highest level of activity during the peak construction activity period would generate up to 388 PCE trips occurring during each of the AM and PM peak hours. Under both the Project and Alternative 4, traffic impacts during construction were found to be less than significant for all impact factors described in the *Thresholds Guide*. However, because Alternative 4 would incrementally reduce construction duration, impacts be less than under the Project.

(b) Operation

Alternative 4 would reduce the Project's residential units by 40 percent and is estimated to result in a respective increase in population of approximately 1,645 residents compared to approximately 2,739 residents under the Project. Compared to the Project, which would generate approximately 6,994 daily vehicle trips, 300 AM peak hour trips, and 279 PM peak hour trips during operation, Alternative 4 would generate 6,110 daily vehicle trips, 351 AM peak hour trips, and 308 PM peak hour trips. Although daily trips would be less than under the Project, peak hour trips would be incrementally greater. **Table V-12, Comparison of Existing with Project Intersection Impacts – Project and Alternative 4**, and **Table V-13, Comparison of Future (2023) with Project Intersection Impacts – Project and Alternative 4**, below, compare the Project and Alternative 4 with respect to intersection service level impacts.

**TABLE V-12**  
**COMPARISON OF EXISTING WITH PROJECT INTERSECTION IMPACTS PROJECT AND**  
**ALTERNATIVE 4**

<b>Intersection No.</b>	<b>Intersection</b>	<b>Project</b>	<b>Alternative 4</b>
1	S. Figueroa Street & W. 2nd Street	No significant impact	No significant impact
5	Hill Street & W. 1st Street	No significant impact	No significant impact
10	Broadway & W. 1st Street	No significant impact	No significant impact
11	S. Broadway & W 2nd Street	Significant impact – Both Peak Hours	Significant impact – Both Peak Hours
12	S. Broadway & W. 3rd Street	No significant impact	No significant impact
17	S. Spring Street & W. 2nd Street	No significant impact	No significant impact
SOURCE: Fehr & Peers, 2018			

**TABLE V-13**  
**COMPARISON OF FUTURE (2023) WITH PROJECT INTERSECTION IMPACTS PROJECT**  
**AND ALTERNATIVE 4**

<b>Intersection No.</b>	<b>Intersection</b>	<b>Project Impact</b>	<b>Alternative 4</b>
1	S. Figueroa Street & W. 2nd Street	Significant impact - PM Peak Hour	Significant impact - PM Peak Hour
5	Hill Street & W. 1st Street	Significant impact - AM Peak Hour	No significant impact
10	Broadway & W. 1st Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
11	S. Broadway & W 2nd Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
12	S. Broadway & W. 3rd Street	Significant impact - AM Peak Hour	Significant impact - AM Peak Hour
17	S. Spring Street & W. 2nd Street	Significant impact - AM Peak Hour	Significant impact - AM Peak Hour
SOURCE: Fehr & Peers, 2018			

As shown in Table V-12, as with the Project, Alternative 4 would result in AM and PM peak hour impacts at the intersection of S. Broadway and W. 2nd Street (Intersection No. 11) under Existing with Project conditions. As shown in Table V-

13, with the exception of the intersection of Hill Street and W. 1st Street (Intersection No. 5), Alternative 4 would impact the same intersections as the Project during the same time period under Future (2023) with Project conditions. As with the Project, Alternative 4 would implement mitigation measure MM-TRAF-1 to incorporate a comprehensive TDM program to promote non-auto travel and reduce single-occupant vehicle trips. Even with implementation of this mitigation measure, intersection capacity impacts under both the Project and Alternative 4 would remain significant and unavoidable. However, because Alternative 4 would avoid the Project's significant impact at Intersection No. 5 under Future (2023) with Project conditions, it would have incrementally less impact than the Project with respect to intersection service levels.

*(ii) Congestion Management Program*

Alternative 4 would incrementally increase AM and PM Peak Hour trips compared to the Project. There are no CMP arterial monitoring intersections within the Study Area. Under the Project, approximately 15 trips during the AM Peak Hour and 14 trips during the PM Peak Hour are expected at the US-101 freeway monitoring station at N. Alameda Street, the I-110 freeway monitoring station at Figueroa Street, and the I-110 freeway monitoring station at W. Temple Street. Under Alternative 4, the incremental increase in peak hour trips would be approximately 17 percent greater in the AM peak hour and 10.3 percent greater in the PM peak hour compared to the Project. Since this increase would represent fewer than 150 trips at the CMP freeway monitoring stations during the AM or PM peak hours, the Alternative 4 and the Project's impact relative to CMP arterial or freeway monitoring stations would be less than significant. However, because Alternative 4 would incrementally increase peak hour vehicle trips, it would have greater impact with respect to the CMP program than under the Project.

*(iii) Design Feature Hazards*

Both Alternative 4 and the Project would be served by a full-access mid-block driveway on Broadway between W. 1st Street and W. 2nd Street with one ingress lane and two egress lanes (one left-turn and one right-turn), a full-access driveway on Broadway near W. 2nd Street with one ingress lane and one egress lane, and a full-access driveway on W. 2nd Street with one ingress lane and one egress lane. Driveways would be designed for both the Project and Alternative 4 to comply with LADOT standards. The Project and Alternative 4's design features would not result in potentially hazardous conditions to motorists, bicyclists, or pedestrians. The driveways would not require the removal or relocation of existing transit stops, and would be designed and configured to avoid potential conflicts with transit services and pedestrian traffic. Impacts relative to access and circulation design feature hazards under the Project and Alternative 4 would be less than significant. However, because Alternative 4 would increase the Project's peak hour and decrease total daily vehicle trips, it would have a greater impact related to vehicle/pedestrian conflicts than under the Project.

(iv) *Public Transit, Bicycle, and Pedestrian  
Facilities Policies*

Alternative 4 would reduce total floor area by 383,041 square feet and reduce the scope and duration of the Project's construction and operation activities. The Project Site is served by a wide variety of transit options, ranging from heavy rail, rapid bus, local bus, and express bus services. The Project would generate approximately 127 net new transit trips during the AM peak hour and 139 net new transit trips during the PM peak hour. Alternative 4 would generate approximately 167 AM peak hour transit trips and 170 PM peak hour transit trips.<sup>15</sup> Given the high capacity and frequency of transit service in close proximity to the Project Site, the incremental increases in transit riders resulting from the Project and Alternative 4 are not anticipated to result in a significant impact on the transit lines serving the area. Further, both the Project and Alternative 4 would be consistent with policies, plans, and programs that support alternative transportation, including the Mobility Plan 2035 and 2010 Bicycle Plan and the Central City Community Plan. As such, the Project and Alternative 4 would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and impacts would be less than significant. However, because peak hour demand for transit would be incrementally greater under Alternative 4, impacts related to transit would be greater under Alternative 4 than under the Project.

(m) *Tribal Cultural Resources*

Alternative 4 would reduce the size of the Project's open excavation site and the scale of excavation and grading and overall construction activity. Both Alternative 4 and the Project would require excavation that could potentially encounter previously undiscovered tribal cultural resources. The Project has included Tribal consultation pursuant to AB-52 as part of its EIR analyses. The Gabrieleno Band of Mission Indians – Kizh Nation expressed that the Project Site is sensitive for the presence of tribal cultural resources due to its proximity to the Los Angeles River and the ethnographic village of Yangna, as well as the presence of a historic travel route along what is present-day Spring Street. No substantial evidence was provided to support a claim of known tribal cultural resources, as defined in PRC 21074, located within the Project Site. Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074, and impacts would be less than significant. While no tribal cultural resources are anticipated to be affected by the Project, the City has established a standard condition of approval under its police power and land use authority to address any inadvertent discovery of a tribal cultural resource, which is assumed to be imposed as a condition on the Project

<sup>15</sup> The new peak hour transit trips are based on the AM and PM net trip generations (without Transit Credit) multiplied by 1.4 and then 0.25. For Alternative 2, the new peak hour transit trips is  $476 \times 1.4 \times 0.25 = 167$  for net new transit trips during the AM peak hour and  $485 \times 1.4 \times 0.25 = 170$  for net new transit trips during the PM peak hour.

as a part of its land use approvals. Should tribal cultural resources be inadvertently encountered during Project construction, this condition of approval requires the temporarily halting of construction activities near the encounter and notification of the City and any Native American tribes traditionally and culturally affiliated with the geographic area of the Project and, if it is identified as a tribal cultural resource (as defined by PRC Section 21074), the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Project Applicant would then be required to implement the tribe's recommendations if a qualified archaeologist concludes that the tribe's recommendations are reasonable and feasible. The recommendations would be incorporated into a tribal cultural resources monitoring plan, and once the plan is approved by the City, ground disturbance activities would be permitted to resume. In accordance with this condition of approval, which would also apply to Alternative 4, all related activities would be conducted in accordance with regulatory requirements, and impacts would be less than significant. Given that Alternative 4 would require less excavation, it is considered to have less impact than under the Project.

(n) *Utilities and Service Systems*

(i) *Water Supply*

(a) *Water Infrastructure*

(i) *Construction*

Alternative 4 would reduce the Project's total floor area by 383,041 square feet and reduce the scope and duration of the Project's construction activities. The Executive Building would not be demolished. As with the Project, Alternative 4 would require the installation of water distribution lines and laterals below the surface. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Like the Project, Alternative 3 would implement a Construction Traffic Management Plan to ensure that adequate and safe access remains available within and near the Project Site during construction activities, including construction of the water distribution lines and connections to the public main. Impacts related to water infrastructure during construction would be less than significant under both the Project and Alternative 4. Also, because construction activities for water lines would occur under both the Project and Alternative 4, impacts would be similar.

(ii) *Operation*

Alternative 4 would reduce the Project's total residential units by 40 percent and Podium restaurant units by 50 percent. With the inclusion of the Executive Building, Alternative 4 would result in a decrease of 383,041 square feet in floor area compared to the Project. The Project Site is served by an existing 18-inch main in

Broadway and a 12-inch main in Spring Street, which, based on flow testing would have sufficient capacity to meet the Project's operational domestic water needs of 256,069 gpd. As such, Project operation would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Project and Alternative 4 impacts with respect to water infrastructure during operation would be less than significant. However, because Alternative 4 would reduce total residential units compared to the Project, it would reduce demand on existing infrastructure compared to the Project, and impacts would be less than under the Project.

(b) Water Supply

(i) Construction

Alternative 4 would reduce the Project's total floor area by 383,041 square feet and reduce the scope and duration of the Project's construction activities. The Executive Building would not be demolished and would remain operational. Maximum water use during construction under the Project would be approximately 2,000 gpd, which is substantially less than the existing water consumption at the Project Site from uses to be removed of 20,137 gpd. Under both the Project and Alternative 4, water would be required for construction activities, such as soil watering, clean up, excavation/export, removal and re-compaction, and other related activities. Construction activities would occur intermittently, with demand for water consumption varied, and generally short-term and temporary in nature. Impacts to water supply under the Project and Alternative 4 during construction would be less than significant. Although the Executive Building would be in use under Alternative 4, because of the reduced scale and duration of construction activity under Alternative 4, water demand during construction would be less than under the Project.

(ii) Operation

Alternative 4 would reduce the Project's residential units by 40 percent as compared to the Project. In addition, Alternative 4 would reduce the floor area for the Podium restaurants by 50 percent and increase the office floor area by 59.8 percent. Estimated domestic water demand calculations for the Project would result in 250,061 gpd of water demand based on proposed uses, and a net increase in domestic water demand of an estimated 256,069 gpd or 286.85 afy. As shown in **Table V-14, Water Demand Under Alternative 4**, the proposed water demand associated with the uses under Alternative 4 would generate 221,474 gpd. Total demand would be reduced from approximately 250,061 gpd to approximately 221,474 gpd, a decrease of approximately 28,587 gpd.

**TABLE V-14  
WATER DEMAND UNDER ALTERNATIVE 4<sup>A</sup>**

Proposed Use	Quantity	Water Use Factor (gpd/unit)	Base Demand (gpd)	Required Ordinance Water Savings (gpd)	New Water Demand	
					(gpd)	(afy)
Residential: Studio	54 du	75/du	4,050			
Residential: 1 bd (+ Den)	424 du	110/du	46,640			
Residential: 2 bd	195 du	150/du	29,250			
Residential: 3 bd and Penthouse	4 du	190/du	760 du			
Base Demand Adjustment (Residential Units)			14,206			
<b>Residential Units Total</b>	<b>677 du</b>		<b>94,906</b>	<b>32,100</b>	<b>62,806</b>	<b>70.36</b>
Gym/Fitness Center	25,618 sf	650/1,000 sf	16,652			
Lobby	3,025 sf	50/1,000 sf	151			
Pool	2,250 sf		211			
<b>Residential Amenities Total<sup>j</sup></b>			<b>17,014</b>	<b>3,727</b>	<b>13,287</b>	<b>14.88</b>
Office	491,046 sf	150/1,000 sf	73,657			
Grocery Store	50,000 sf	50/1,000 sf	2,500			
Restaurant: Ground Floor	36,100 sf	30/seat	72,210			
<b>Commercial Total</b>	<b>577,146 sf</b>		<b>148,367</b>	<b>4,373</b>	<b>143,994</b>	<b>161.30</b>
Landscaping	16,242 sf		1,517	781	736	0.82
Parking Structure	988,000 sf		650	0	650	0.73
Cooling Tower Total	1,500 sf		17,820	17,820	0	0.00
<b>Proposed Subtotal</b>			<b>280,275</b>	<b>58,801</b>	<b>221,474</b>	<b>248.11</b>

Abbreviations: du = dwelling unit, sf = square feet; gpd – gallons per day; afy = acre feet per year.

<sup>a</sup> Elements of Alternative 4 that remain the same as the Project are considered to have the same base demand and required ordinance water savings as under the Project. Other features, including landscaping, parking structures, and cooling towers are also considered to be the same as under the Project.

SOURCE: ESA, 2019.

PDF WS-1 (the Project's water conservation features) would help to reduce the Project's impacts on available water supply. LADWP has determined in the Project's WSA that there are adequate water supplies available from existing LADWP entitlements and supplies to meet the water demand associated with the Project, together with existing and projected demand annually during normal,



single-dry, and multiple-dry water years over both the next 20 years, and no new or expanded water entitlements or resources would be required. Therefore, the operational water supply impacts of the Project and Alternative 4 would be less than significant. With the reduction in residential and restaurant uses as total floor area, Alternative 4 would reduce water demand compared to the Project, and impacts would be less under Alternative 4.

(ii) *Wastewater*

(a) *RWQCB Treatment Requirements*

Both Alternative 4 and the Project would increase wastewater generation, but would not generate pollutant constituents (such as those most often associated with industrial facilities, power plants, etc.) that could potentially interfere with the Hyperion Sanitary Sewer System meeting the water quality requirements of its discharge permit. Similar to existing conditions, effluent from the Project would be conveyed to the Hyperion Water Reclamation Plant and ultimately recycled or discharged after treatment to the Santa Monica Bay. As discussed above, the Hyperion Water Reclamation Plant continually monitors all effluent to ensure it meets applicable RWQCB water quality standards. These standards are more stringent than those required under the operable NPDES permit. As Project wastewater would be treated in compliance with these standards, it would not exceed the wastewater treatment requirements of the applicable RWQCB. Therefore, neither the Project nor Alternative 4 would exceed the wastewater treatment requirements of the applicable RWQCB, and impacts would be less than significant and similar under the Project and Alternative 4.

(b) *Wastewater Treatment Capacity*

(i) *Construction*

As with the Project, construction of Alternative 4 would generate a small amount of wastewater associated with Project construction workers. However, construction workers under either the Project or Alternative 4 would typically utilize portable restrooms, which would not contribute to wastewater flows to the local wastewater collection system. The resultant waste would be disposed of off-site by a licensed waste hauler, and it is expected that the wastewater generated during Project construction would be treated within the Hyperion Sanitary Sewer System. Because construction-generated wastewater generation would be minimal and construction activities would temporarily reduce the existing maximum output from on-site buildings, impacts to wastewater treatment capacity under either the Project or Alternative 4 during construction would be less than significant. However, because the Executive Building would be in use under Alternative 4, and construction activities generate minimal wastewater, impacts related to wastewater treatment capacity would be greater under Alternative 4 than under the Project.

## (ii) Operation

Alternative 4 would reduce the Project's total residential units by 40 percent and Podium restaurant units by 50 percent. With the inclusion of the Executive Building, Alternative 4 would result in a decrease of 383,041 square feet compared to the Project. As shown in **Table V-15, Wastewater Generated Under Alternative 4**, Alternative 4 would generate a net additional 286,392 gpd of wastewater.

**TABLE V-15**  
**WASTEWATER GENERATED UNDER ALTERNATIVE 4<sup>a</sup>**

Type of Use	Size	Generation Factor (gpd)	Average Daily Flow (gpd)
<b>Residential</b>			
Studio	54 du	75/du	4,050
1 Bedroom	328 du	110/du	36,080
1 Bedroom + Den	96 du	190/du	18,240
2 Bedroom	195 du	150/du	29,250
3 Bedroom	2 du	190/du	380
Penthouse	2 du	230/du	460
Amenities + Lounges + Loading	29,539 sf	350/1,000 sf	10,339
Open Space	129,477 sf	350/1,000 sf	45,317
Restaurant	36,100 sf	300/1,000 sf	10,830
Grocery	50,000 sf	50/1,000 sf	2,500
Office	491,046 sf	120/1,000 sf	58,926
Swimming Pool	9,000 cf	7.78/cf	70,020
<b>Proposed Subtotal</b>			<b>286,392</b>

du = dwelling units; sf = square feet; cf = cubic feet

a Elements of Alternative 4 that remain the same as the Project are considered to have the wastewater generation as under the Project.

SOURCE: ESA, 2019.

The Project would generate approximately 328,328 gpd (a net increase of approximately 289,330 gpd over existing conditions). The Project Site is approved to discharge up to 289,330 gpd. Alternative 4 would generate 286,392 gpd of wastewater, a decrease of 41,936 gpd as compared to the Project. In addition, in accordance with LAMC Sections 64.11 and 64.12, both the Project and Alternative 4 would pay the required sewer connection fees to help offset their increase in demand on the City's wastewater collection infrastructure system. Therefore, impacts would be less than significant. However, because Alternative 4 would

generate incrementally less wastewater, impacts with respect to wastewater generation would be less than under the Project.

(iii) *Solid Waste*

(a) *Landfill Capacity*

(i) *Construction*

Alternative 4 would reduce the scope and duration of the Project's construction activities. In addition, demolition of the Executive Building would not be required. As such, excavation/export would be reduced compared to the Project. In addition, because the scale of development would be reduced, respective construction waste would also be reduced. Construction waste under the Project and Alternative 4 would be disposed of at a State-permitted Inert Debris Engineered Fill Operations, such as the Azusa Land Reclamation Facility. Under the Project, the demolition of the Executive Building and parking structure, export of excavated soils, and construction of new buildings would result in approximately 481,175 tons of C&D waste. The Project's total solid waste disposal would represent approximately 0.85 percent and 0.21 percent of the estimated remaining capacity at the Azusa Facility before and after diversion, respectively, which indicates that the County's inert waste landfill would have adequate remaining capacity. As such, the Project would have a less-than-significant impact relative to landfill capacity. Because Alternative 4 would not require the demolition of the Executive Building, it would generate less construction waste than under the Project and, as such, impacts with respect to landfill capacity would be less than under the Project.

(ii) *Operation*

Alternative 4 would reduce the Project's total residential units by 40 percent, Podium restaurant units by 50 percent, and would increase office uses by 59.8 percent. With the inclusion of the Executive Building, Alternative 4 would result in a decrease of 383,041 square feet compared to the Project. The Project would generate a net increase of approximately 14,562 pounds per day (pre-diversion) and 5,097 pounds per day (post-diversion). With diversion, the Project's annual solid waste generation that requires landfill disposal would represent approximately 0.009 percent of the County's annual waste generation and approximately 0.002 percent of the remaining capacity in 2023. The Project's addition solid waste output would represent a negligible volume (approximately 0.19 percent) of residual daily capacity of the Sunshine Canyon Landfill, assuming no diversion. As such, the Project would have a less than significant impact on landfill capacity. Because Alternative 4 would generate less solid waste than the Project, its impacts related to landfill capacity would also be less than significant, and less than under the Project.

(b) Regulatory Compliance

As with the Project, Alternative 4 would be required to comply with SB 1374, AB 939, and AB 341 regarding solid waste diversion. Both the Project and Alternative 4 would achieve at least a 65 percent and 50 percent solid waste diversion rate, respectively, until year 2020, and at least a 75 percent solid waste diversion rate thereafter. Both the Project and Alternative 4 would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, General Plan Framework Element, RENEW LA Plan, and Green LA Plan. The Project and Alternative 4 would comply with applicable federal, state, and local statutes and regulations governing solid waste, and impacts with respect to regulatory compliance would be less than significant and similar for both the Project and Alternative 4.

(o) Energy

(i) *Energy Consumption*

Alternative 4 would reduce the Project's residential uses by 40 percent and Podium restaurant floor area by 50 percent. With the inclusion of the Executive Building, total floor area would be reduced by 383,041 square feet compared to the Project. The reduction in scale of construction and scope of development would reduce total vehicle trips and energy demand associated with building operation. As with the Project, Alternative 4 would increase demand for energy, including natural gas and electricity compared to existing conditions. Both the Project and Alternative 4 would comply with applicable provisions of Title 24 and the CALGreen Code, as well as achieve the equivalent of the LEED Silver Certification level for new buildings as well as waste reduction features that would enhance the Project's energy efficient design. Because both the Project and Alternative 4 would minimize energy demand, neither would result in the inefficient, wasteful or unnecessary use of energy and impacts would be less than significant. However, Alternative 4 would require less energy demand and as such, impacts would be less under Alternative 4 than under the Project.

(ii) *Energy Infrastructure*

Both the Project and Alternative 4 would generate an additional demand on existing energy infrastructure. The Project's electricity and natural gas usage is expected to represent a small fraction of LADWP's and SoCalGas' energy use. It is expected that existing infrastructure, planned capacity and electricity would be sufficient to support the Project's electricity and natural gas demand. Electricity and natural gas usage would not materially increase energy demands and, thus, impacts on energy supplies and infrastructure would be less than significant. However, because Alternative 4 would incrementally reduce energy demand because of a reduced scale of development, Alternative 4 would have less impact on energy infrastructure than under the Project.

### (3) Relationship of the Partial Preservation Alternative to Project Objectives

The Partial Preservation Alternative (Alternative 4) evaluated above would preserve the Executive Building, but require the demolition of the parking structure. As under the Project, Alternative 4 would result in significant and unavoidable historical resources impacts because the parking structure would not be able to contribute to the features that justified the Times-Mirror Square as a potential historic district that appears eligible for listing in the National and California Registers. However, the Executive Building, which appears eligible for listing in the California Register, would not be directly impacted. Further, the Executive Building would be able to contribute to the Times-Mirror Square Historic District.

Because of an incrementally shorter construction phase, Alternative 4 would reduce but not avoid the Project's significant and unavoidable impacts associated with the violation of an air quality standard during construction and significant and unavoidable cumulative considerable increase of a criteria pollutant (NOx) in a nonattainment area.

As with the Project, Alternative 4 would result in significant and unavoidable impacts related to construction noise, including exceedance of established noise standards, groundborne vibration and noise, and substantial increase in temporary or periodic ambient noise levels. However, because of the reduced scale of development, the duration of construction-related impacts would be less than under the Project.

Alternative 4 would reduce the Project's daily traffic; however, it would increase peak hour traffic. As with the Project, service level impacts would be significant and unavoidable. Operation Impacts would occur at the same intersections as under the Project (Intersection No. 11) under the Existing with Project scenario and intersections (Intersections No. 5, 10, 11, 12, and 17) under Future (2023) with Project scenario. Under the 2023 scenario, Alternative 4 would reduce the Project's significant impact at Intersection No. 5 to a less-than-significant level.

Because of the elimination of one tower and 40 percent reduction in residential uses, Alternative 4 would incrementally reduce or be similar to the Project's less than significant impacts related to views, scenic resources, visual character and quality, shade/shadow, archeological resources, paleontological resources, geology and soils, GHG's, hazards and hazardous materials, hydrology and water quality, land use and planning, population, housing and employment, public services, transportation/traffic, tribal cultural resources, public utilities, and energy.

Alternative 4 would meet the Project's underlying purpose and primary objective to develop the Project Site with a transit-oriented development that includes residential uses, Project- and community-serving commercial uses, and private open space and amenities. However, it would not fully meet the Objective's intent

to provide publicly accessible open space and amenities to the same extent as the Project due to the removal of the pedestrian paseo.

Alternative 4 would fully meet the Project Objective to rehabilitate and modernize the Times, Mirror, and Plant Buildings to distinguish the character of the Downtown and attract visitor interest and to reduce vacant office space.

Additionally, Alternative 4 would meet the Project Objectives to provide for a mix of commercial and residential uses to promote pedestrian activity, reduce vehicle trips and vehicle miles traveled, and enliven the Downtown area with 24/7 activity, and to provide a full-service grocery store to serve existing and new residents and visitors in the Downtown and further activate pedestrian activity in an area that is underserved by full-service grocery stores.

Alternative 4 would not meet the Project Objective to create publicly accessible pedestrian connections through the Project Site with views toward visual resources such as the proposed First and Broadway Civic Center Park to enhance circulation and promote walkability.

In addition, with the elimination of one tower and 40 percent reduction in residential uses, and reduction in ground-level restaurant and grocery store floor area and elimination of the Paseo, Alternative 4 would not meet the following Project Objectives to the same extent as the Project:

- Develop architecturally distinct new buildings that contribute to the visual character of Downtown's high-rise skyline.
- Maximize high-density residential uses in proximity to public transit, including Metro's Red Line and Purple Line Station in Grand Park, and Metro's Regional Connector Station at W. 2nd Street and Broadway.
- Maximize and increase high-density residential uses in Downtown Los Angeles within walking distance of jobs-rich centers, such as the Financial District and Civic Center, and a short transit ride to popular destinations such as Little Tokyo, the Arts District, Union Station, Olvera Street, Chinatown, the Downtown Markets, and the Los Angeles Convention Center, and Downtown amenities, such as Grand Park and the Los Angeles Music Center.
- Activate the Broadway Street frontage by providing active street-oriented uses, such as retail or restaurants, and a landscaping and streetscape program that further enhances the pedestrian experience.

## e) Alternative 5: Full Preservation Alternative

### (1) Description of the Alternative

The Full Preservation Alternative (Alternative 5) would retain and rehabilitate all the buildings on the Project Site to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The Times, Mirror, and Plant Buildings would be developed with office uses, a grocery store, and restaurant uses, similar to the Project, while the Executive Building would retain its office and bank uses. Alternative 5 is compared to the Project in **Table V-16, Comparison of Alternative 5 to the Project**, below. As shown in Table V-16, the office floor area would increase to 499,863 square feet, the proposed restaurant floor area would decrease to 10,000 square feet, and the proposed grocery store would remain the same as the proposed Project. With the exclusion of residential floor area, Alternative 5 would be reduced by 952,045 square feet of developed floor area. The North and South Towers and public Paseo would be removed under this alternative.

**TABLE V-16**  
**COMPARISON OF ALTERNATIVE 5 TO THE PROJECT**

Component	Project	Alternative 5	Change
North Tower	37 stories (495')	--	100 percent Reduction
South Tower	53 stories (665')	--	100 percent Reduction
Residential Units	1,127 units	--	100 percent Reduction
Podium Restaurant Floor Area	34,572 square feet	--	100 percent Reduction
Grocery Store	50,000 square feet	50,000 square feet	No Change
Times, Plant, Mirror and Executive Office Floor Area (Including Bank)	307,288 square feet	499,863 square feet	62.7 percent Increase
Times, Plant, and Mirror Restaurant Floor Area	18,817 square feet	10,000 square feet	47 percent Reduction
Paseo	15,708 square feet	--	100 percent Reduction
Total Parking Spaces	1,744 spaces	559 spaces	68 percent Reduction

SOURCE: ESA, 2019.

## (2) Environmental Impacts

### (a) *Aesthetics*

SB 743 and ZI No. 2452 provide that a mixed-use or employment center project in a designated TPA site is not required to evaluate aesthetic impacts in an EIR pursuant to CEQA. Although the Project meets this criterion, for disclosure purposes only, information based on City thresholds is provided relative to visual quality, views, light, glare, and shading.

#### (i) *Views*

Alternative 5 would retain and rehabilitate all the buildings on the Project Site to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, thus maintaining existing conditions and would have no impacts with respect to view resources. View resources in the Project area are primarily broad views of cityscape, with some views of clusters of high-rise buildings. The existing multi-story buildings on the Project Site do not allow for broad or panoramic views of scenic resources across the Project Site from the adjacent public streets; however, sky views above the Project Site are available from the sidewalk and other public areas. Views of other buildings forming the City's skyline across the Project Site's existing mid- and high-rise buildings are available from the 27-floor City Hall observation deck. Views of the Project Site are also available from the Disney Concert Hall Auditorium Plinth and Grand Park and other off-site locations.

The Project would not block any scenic vistas as viewed from the Disney Concert Hall Plinth and Grand Park. However, the Project's new high-rise buildings would be prominently visible from the City Hall observation deck and the area of City Hall, where most view blockage of the city's high-rise clusters would occur. As seen from the City Hall observation deck, the Project's residential towers would form a dominant skyline feature and would block views of three of the high-rise buildings, including the Gas Company Tower and the One and Two California Plaza buildings, which are part of Downtown's existing high-rise profile. However, the majority of the skyline view, including the Wells Fargo Center and the Bank of America Center and views along the southwest horizon and high-rise buildings near S. Figueroa Avenue would not be blocked. Because the Project would form a component of high-rise views and would not block the horizon views of the Downtown's high-rises, it would not have a substantial adverse effect on a scenic vista. Although the Project's view impacts would not be considered significant under SB 742 and ZI No. 2452, because no new buildings would be constructed under Alternative 5, it would be considered to have less impact than under the Project.



(ii) *Scenic Resources*

(a) Construction

Alternative 5 would retain and rehabilitate all the buildings on the Project Site to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, including rehabilitating the Times, Plant, and Mirror Buildings, which are, in themselves, deemed to be architectural and historical resources eligible for listing in the National Register, California Register, and as HCMs. There are no State Designated Scenic Highways located within the Central City Community Plan's Downtown and the Project Site is not visible from a State Designated Scenic Highway. As such, Project construction would not damage locally recognized resources, including those within a state scenic highway. The Project would result in the removal of the existing Executive Building and the parking structure, which may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to scenic resource, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project within a Transit Priority Area such as the Project. Similar to the Project, there would be no impact under Alternative 5. However, because no construction activities would occur under Alternative 5, impacts to scenic resources would be less than under the Project.

(b) Operation

Alternative 5 would not provide any new buildings that would change the area's scenic resources. As with the Project, Alternative 5 would not significantly affect off-site scenic resources, such as nearby City Hall and the historic Broadway Theater District. Under the Project, intervening features, including City Hall Park and the future First and Broadway Civic Center Park, between City Hall and the Project's towers would reduce the contrast between the Project's modern towers and the scenic, architectural character of City Hall. In addition, the Project's taller South Tower would be set back farther from W. 1st Street and would be more removed from the City Hall view field than the North Tower. However, under both the Project and Alternative 5, the architectural character of the Times Building, the nearest of the Project Site's buildings to the historic City Hall, would continue to complement the architectural integrity of City Hall. Under the Project, the proposed towers would not block views of City Hall through any street corridors, parks or off-site areas, such as the Disney Concert Hall plinth. With physical distances between the Project's towers and City Hall the Project would not adversely affect City Hall as a scenic resource. In addition, neither the development of the Project along Broadway between W. 1st Street and W. 2nd Street nor retaining existing uses along Broadway under Alternative 5 would adversely impact off-site Broadway Theater and Entertainment District's scenic resources. The Project Site is not

located within the view field of any scenic highway. As such, the operation of the Project or Alternative 5 would have a less than significant impact with respect to scenic resources. However, because no changes to or affects upon the area's scenic resources would occur under Alternative 5, impacts would be less than under the Project.

(iii) *Visual Character and Quality*

(a) Construction

Alternative 5 would rehabilitate all the buildings on the Project Site, but would reduce the duration and scope of construction activities at the Project Site since no new buildings would be constructed. By comparison, the Project is anticipated to require approximately four years of constructions between initiation in approximately 2019 and completion in 2023. Construction activities would include demolition, excavation and export of approximately 364,000 cy of soil, construction of new buildings, rehabilitation of the Times, Mirror, and Plant Buildings, sidewalk improvements, and installation of landscaping. Construction fencing, required under PDF AES-1, would be provided for safety and would screen views of excavation and grading activities, and other site disturbance from adjacent streets and sidewalks. PDF AES-1 would also provide for regular visual inspection of the fence, temporary barriers, and sidewalks and removal of any observed graffiti or unauthorized materials. The Project would result in the removal of the existing Executive Building and the parking structure, which may be considered to contribute to the aesthetic character under the *L.A. CEQA Thresholds Guide*. However, in accordance with SB 743, the impact from removal of these structures would not be considered significant, and no mitigation would be required. Per ZI No. 2452, aesthetic impacts, including impacts to visual character, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered a significant impact for a qualifying mixed-use project within a Transit Priority Area such as the Project. However, because no new development would occur under Alternative 5, impacts would be less than under the Project.

(b) Operation

Alternative 5 would not result in any changes that would affect the Project Site or the area's existing visual character. The Project would introduce new buildings that would contribute to the high-rise character of the Downtown, provide a landscaped Paseo, wider sidewalks, and additional street trees. The Project would provide for the rehabilitation and improvement in the visual character and quality of the Times, Mirror, and Plant Buildings. Therefore, the removal of the Executive Building and parking structure would create an aesthetic benefit to another scenic, historic resource, which would contribute to the aesthetic character of the area, and impacts would be less than significant. Alternative 5 would not change existing conditions or cause any impact and, as such, Alternative 5 is considered to have less impact than under the Project.

(c) Shade/Shadow

Alternative 5 would not involve the construction of any new buildings or cause any new shadows. The Project's new residential towers would shade the adjacent Federal Courthouse building. Because the Courthouse roof supports an energy-producing solar array, the building is considered to be shade sensitive. Under the Project, the shadow-sensitive use would be shaded for three hours or more between the hours of 9:00 a.m. and 1:00 p.m. PST during the Winter Solstice and, thus, would exceed the City's CEQA Threshold Guide's threshold standard. The Project shadow would also reach Grand Park, Civic Center Park, and City Hall Park, although shading would not exceed the City's threshold levels in these areas. Under SB 743 and ZI No. 2452, the Project's shade impacts would not be considered significant. However, because Alternative 5 would not create any new shadows, impacts related to shade/shadow would be considered less than under the Project.

(iv) *Light and Glare*

Alternative 5 would add some illuminated signage associated with ground level grocery and restaurant uses. The Project would also add more illuminated signage. The Project's residential condominium towers would introduce more visible light sources as viewed from a distance. As required by PDF AES-3, glass used in exterior façades would be low reflective in order to minimize daytime glare. Project lighting, including architectural lighting, light emanating from the building interiors, lighting of the proposed residential amenities on the Podium deck, security lights, and illuminated signage would not create a new source of light or glare that would substantially alter the character of off-site areas or that would result in substantial light spill/or glare onto adjacent light-sensitive receptors. The Project's light and glare impacts would not be considered significant under CEQA pursuant to SB 743 and ZI No. 2452. However, because Alternative 5 would introduce less new light or glare sources, impacts would also be less than significant and would be less under Alternative 5 than under the Project.

(b) *Air Quality*

(i) *Consistency with Air Quality Management Plan*

Alternative 5 would rehabilitate all the buildings on the Project Site and develop the Times, Mirror, and Plant Buildings with office uses, a grocery store, and restaurant uses, which would result in some increase air emissions over existing conditions. As with the Project, Alternative 5 would generate new emissions but would not cause the Air Basin's criteria pollutant emissions to worsen so as to impede the objectives of the AQMP. Both the Project and Alternative 5 would be consistent with the AQMP in its incorporation of appropriate control strategies for emissions reduction. However, unlike Alternative 5 would which would involve minimal restoration work during building rehabilitation and no use of heavy-duty construction equipment, the Project would involve a four-year construction period

which would result in a short-term and temporary significant impact with respect to regional NO<sub>x</sub> emissions, even after implementation of feasible mitigation measures. Both Project and Alternative 5 would be consistent with the applicable growth projections and control strategies used in the development of the AQMP and would not jeopardize attainment of the air quality levels identified in the Plan. During operation, both Alternative 5 and the Project would incorporate control strategies set forth in the AQMP such as location efficiency, increased density, transit accessibility, improved development design, and other measures. Both Alternative 5 and the Project would be consistent with the City's growth projections and policies of General Plan Air Quality Element for achieving emission reduction goals. As such, both Alternative 5 and Project impacts with respect to consistency with the AQMP and General Plan air quality policies would be less than significant. However, because Alternative 5 would generate less emissions, impacts related to consistency with applicable air quality management plans would be less under Alternative 5 than under the Project.

(ii) *Violation of Air Quality Standard*

(a) Construction

Alternative 5 would require limited construction activities associated with the rehabilitation of the existing buildings and, thus, would generate minimal criteria pollutants during rehabilitation activities. Conversely, the Project's construction phase has the potential to generate emissions through heavy-duty construction equipment, construction traffic, fugitive dust emissions, paving operations, and the application of architectural coatings and other building materials. Construction-related daily emissions would occur for the criteria and precursor pollutants (VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>). Construction-related daily emissions would potentially exceed the SCAQMD significance threshold on a short-term and temporary basis only for NO<sub>x</sub>. Even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2, the Project's NO<sub>x</sub> emissions (from the concrete trucks) would not be reduced to below the regional significance threshold. Therefore, the Project's impact with respect to the violation of an air quality standard would be significant and unavoidable. However, because the Full Preservation Alternative would not involve any new development and is considered to have no impact relative to threshold standards, the Full Preservation Alternative would have less impact than the Project, and would avoid the Project's significant and unavoidable impact with respect to NO<sub>x</sub> emissions.

(b) Operation

Alternative 5 would rehabilitate all the buildings on the Project Site and develop the Times, Mirror, and Plant Buildings with office uses, a grocery store, and restaurant uses, which would generate an increase in operational emissions. As discussed below in Transportation and Traffic, compared to the Project, which would generate approximately 6,994 daily vehicle trips during operation,

Alternative 5 would generate 3,291 daily vehicle trips during operation, which is a reduction of 3,703 daily vehicle trips (an approximately 53 percent reduction). While the Project, prior to mitigation, would result in potentially significant operational impacts due to regional emissions of NO<sub>x</sub> above the regional significance threshold, Alternative 5 would not exceed the regional significance threshold for NO<sub>x</sub> given the approximately 53 percent reduction in daily vehicle trips. In addition, the Project would result in potentially significant operational impacts due to localized emissions of PM<sub>10</sub> and PM<sub>2.5</sub> above the localized numeric indicators. With implementation of mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5, the Project's regional NO<sub>x</sub> and localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions from operations would be mitigated to below the regional numeric indicator for NO<sub>x</sub> and localized significance thresholds for PM<sub>10</sub> and PM<sub>2.5</sub>; thus Project impacts related to regional NO<sub>x</sub> and localized PM<sub>10</sub> and PM<sub>2.5</sub> operational emissions would be mitigated to less than significant levels. Alternative 5 would also generate stationary source emissions during operation. However, because Alternative 5 would generate less operational emissions than the Project and is considered to have less-than-significant impact relative to air quality standards, Alternative 5 would have less impact than under the Project.

(iii) *Cumulative Considerable Net Increase of  
Criteria Pollutant*

(a) Construction

Alternative 5 would rehabilitate all the buildings on the Project Site and develop the Times, Mirror, and Plant Buildings with office uses, a grocery store, and restaurant uses, which would generate minimal criteria pollutants during rehabilitation activities. The emissions from construction of the Project would exceed applicable SCAQMD's regional and impact numerical indicator of significance for NO<sub>x</sub> during the two-day duration of two continuous concrete pouring foundations phases of the Project, even with the implementation of mitigation measures MM-AQ-1 and MM-AQ-2. As such, the Project would have the potential to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard on a short-term and temporary basis and impacts would be significant and unavoidable. However, Alternative 5 would have limited rehabilitation activities, primarily limited to the interior of the buildings and, thus, is considered to have a less than significant impact relative to threshold numerical indicators. Alternative 5 would have less impact than under the Project and would avoid the Project's significant and unavoidable impact with respect to criteria pollutants.

(b) Operation

Alternative 5 would rehabilitate all the buildings on the Project Site and develop the Times, Mirror, and Plant Buildings with office uses, a grocery store, and

restaurant uses, which would generate an increase in criteria pollutants. However, as discussed above, Alternative 5 would generate 3,291 daily vehicle trips during operation, which is a reduction of 3,703 daily vehicle trips compared to the Project (an approximately 53 percent reduction). Under the Project, mitigation measures MM-AQ-3, MM-AQ-4 and MM-AQ-5, would reduce transportation- and energy-related emissions which would, therefore, not exceed the applicable significance threshold for criteria pollutants. Therefore, the Project's operational impacts would be mitigated to a less-than-significant level. However, while Alternative 5 would generate some new operation emissions, impacts would be less than under the Project and would be less than significant without the need for mitigation.

*(iv) Exposure of Sensitive Receptors to Pollutant Concentrations*

(a) Construction

Alternative 5 would rehabilitate all the buildings on the Project Site and develop the Times, Mirror, and Plant Buildings with office uses, a grocery store, and restaurant uses, which would generate minimal criteria pollutants during rehabilitation activities. Under the Project's anticipated phasing and equipment assumptions, compliance with SCAQMD Rule 403 and mitigation measures MM-AQ-1 and MM-AQ-2, would ensure that maximum localized construction emissions for sensitive receptors would not exceed the screening indicators for localized NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub> from construction at sensitive receptors and, as such, Project impacts on existing and future receptors would be less than significant. Project construction would implement the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation would further minimize emissions of TACs during construction, and impacts would be less than significant. However, because Alternative 5 would generate only minimal construction emissions during building rehabilitation, Alternative 5 would have less impact than under the Project.

(b) Operation

Alternative 5 would reduce the Project's total daily vehicle trips associated with residential uses, as well as reduce operational emissions associated with the reduction in floor area. Under the Project, operations would not be considered a substantial source of diesel particulate and operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as from the use of architectural coatings and other products. Other sources that would generate TAC emissions include charbroiling (restaurants) architectural coatings, consumer cleaning products. Compliance with SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations) and SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), would minimize emissions to the lowest level technically feasible.

Compliance with Rule 1470 would also ensure the TAC emissions from the emergency generator would not cause or contribute to adverse health impacts at nearby sensitive receptors. In addition, the cooling towers would generate small amounts of emissions at 0.3 pounds per day of particulate matter (entrained water droplets) conservatively assuming continuous operation. Therefore, Project operation emissions would not pose a health risk to off-site receptors. Potential long-term operational impacts associated with the release of TACs would be minimal, regulated, controlled, and would not be expected to exceed the SCAQMD numerical indicators and the impact of TACs on sensitive receptors would be less than significant. In addition, CO concentration or hotspots associated with the area's intersection congestion under future plus Project (2023) conditions, are expected to be approximately 6.1 ppm (one-hour average) and 4.0 ppm (eight-hour average), which would not exceed the numerical indicators of significance. As such, the Project would not contribute to the formation of CO hotspots and impacts would be less than significant. However, because Alternative 5 would eliminate residential uses and reduce vehicle trips, Alternative 5 would generate less operational emissions than the Project, and would have less impact related to exposure of existing and future sensitive receptors than under the Project.

(c) *Cultural Resources*

(i) *Historical Resources (Built Environment)*

Alternative 5 would not require the demolition of the Executive Building and parking structure and would provide for rehabilitation of all buildings on the Project Site. The Project would require the demolition of the Executive Building and parking structure and, as such, would materially impair the contribution of these structures to the Times Mirror Square historic district. The Times Mirror Square historic district would no longer be eligible for listing as an historic district in the National Register and California Register, or designated locally as a HPOZ. The Project would also directly impact the Executive Building, which is individually eligible for listing in the California Register of Historical Resources under California Register Criterion 2 and for designation as an HCM. For these reasons, the Project would result in a significant and unavoidable impact with respect to historical resources. While the Project would implement mitigation measure MM-CUL-1 to preserve a written and photographic record of the Executive Building and parking structure, it would not reduce the impact to a less-than-significant level. Because Alternative 5 would not cause any adverse changes in existing historic buildings, it is considered to have a less-than-significant impact and would avoid the Project's significant and unavoidable impact on historical resources. As such, impacts with respect to historical resources would be less under Alternative 5 than under the Project.

(ii) *Archaeological Resources*

Alternative 5 would not require any excavation activities that would potentially encounter previously undiscovered archaeological resources. Although the Project

Site is currently excavated for basement and foundation features, the Project would require additional excavation to accommodate nine levels of subterranean parking to 90 feet bgs. This depth of earthwork has the potential to uncover archaeological resources. With implementation of mitigation measures MM-CUL-5 through MM-CUL-7, the Project would provide for appropriate treatment and/or preservation of resources if encountered. Under the Project, potentially significant impacts to archaeological resources would be mitigated to a less-than-significant level. However, because Alternative 5 would not require any excavation, it is considered to have no impact. As such, impacts with respect to archaeological resources would be less under Alternative 5 than under the Project.

(iii) *Paleontological Resources*

Alternative 5 would not require any excavation activities that would potentially encounter paleontological resources. Although the Project Site is currently excavated for basement and foundation features, the Project would require additional excavation to accommodate nine levels of subterranean parking to a maximum depth of approximately 90 feet bgs. The depth of excavation has the potential to uncover paleontological resources. With implementation of mitigation measures MM-CUL-8 through MM-CUL-11, the Project would not cause a substantial adverse change in the significance of a paleontological resource or unique geologic features and impacts would be mitigated to less-than-significant levels. However, because Alternative 5 would not require any excavation, it is considered to have no impact. As such, impacts with respect to paleontological resources would be less under Alternative 5 than under the Project.

(iv) *Human Remains*

Alternative 5 would not require any excavation activities that would potentially encounter previously undiscovered human remains. The Project Site is currently excavated for basement and foundation features, and results of the record searches from the SCCIC and the NAHC indicate that no human remains have been recorded within the Project Site or within a half-mile radius. The negative results of the records search and the developed nature of the Project Site, however, do not preclude the potential that buried human remains may be encountered during construction. Although unlikely, in the event that previously unknown human remains are encountered during the Project's construction excavations, the treatment of human remains is governed by PRC Section 5097.98 and Health and Safety Code Section 7050.5. Accordingly, the Los Angeles County Coroner must be notified in the event human remains are encountered. If the County Coroner determines that the remains are Native American, the NAHC would be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC would designate an MLD for the remains per PRC Section 5097.98. Should human remains be encountered during Project construction, implementation of PRC Section 5097.98 and Health and Safety Code Section



7050.5 would reduce potential impact to less than significant. However, because Alternative 5 would not require any excavation, it is considered to have no impact. As such, impact with respect to human remains would be less under Alternative 5 than under the Project.

(d) *Geology and Soils*

(i) *Exacerbation of Existing Environmental Conditions*

Alternative 5 would rehabilitate all the buildings on the Project Site to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings and develop the Times, Mirror, and Plant Buildings with office uses, a grocery store, and restaurant uses, which is not expected to increase or change exposure to seismic risk. The Project Site is not located within a currently established state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area. The Project's proposed buildings and the existing buildings to remain would/derive support from the underlying bedrock, such that fault rupture and liquefaction would not be potential hazards. However, given the location of the Project Site within the seismically active Southern California Region and its proximity to known active and potentially active faults, the new building developed under the Project would be subject to strong seismic ground shaking. Under both the Project and Alternative 5, PDF GEO-1 would address the need for any seismic upgrades relative to the existing historic buildings. The Project's impacts with respect to exacerbation of existing environmental conditions would be less than significant. Although both Alternative 5 and the Project would address seismic upgrades and result in less-than-significant impacts, because Alternative 5 would not involve the development of any new buildings, it is considered to have less of an impact. As such, impact with respect to existing geological and seismic hazards would be less under Alternative 5 than under the Project.

(ii) *Soil Erosion or Loss of Topsoil*

Alternative 5 would not require any construction activities requiring grading or exposure of soil to rain or wind. Construction of the Project would increase soil exposure and risk of soil erosion. Compliance with existing SCAQMD, RWQCB, and Building Code regulations for dust and erosion control, however, would ensure that the Project would not result in substantial erosion or the loss of topsoil. As such, impacts with respect to soil erosion or loss of topsoil would be less than significant. However, because Alternative 5 would not involve any excavation, it is considered to have no impact. As such, impacts with respect to soil erosion would be less under Alternative 5 than under the Project.

(iii) *Unstable Geologic Units*

Alternative 5 would not include any new development that would have the potential to exacerbate existing unstable geologic units, such as liquefaction or lateral spreading. Development of the Project would expose the new buildings to these potential hazards. PDF GEO-2 would require foundations to extend to bedrock (below alluvial soils), to address any risk of lateral spreading. As with Alternative 5, Project impacts with respect to unstable geologic units, caused in whole or in part by the exacerbation of existing environmental conditions, would be less than significant. However, because Alternative 5 would not involve any new structures and would increase occupancy to a lesser extent than the Project, impacts with respect to unstable geologic units would be less under Alternative 5 than under the Project.

(iv) *Expansive Soils*

Alternative 5 would not include any new development that would have the potential to exacerbate existing geologic hazards, such as expansive soils. The Project Site is currently underlain by soils with the potential for expansion and corrosion. However, the Project would be required to comply with CBC Section 1803.5.3, which requires that in areas likely to have expansive soil, soils would be removed, compacted or overfilled, as set forth in the CBC. Existing corrosion potential at the Project Site would be reduced to a less-than-significant level through implementation of existing regulations. Both the Project and Alternative 5 would have less-than-significant impacts. However, because Alternative 5 would not involve any new structures and would increase occupancy of the Project Site less than the Project, impacts with respect to expansive soils would be less under Alternative 5 than under the Project.

(e) *Greenhouse Gas Emissions*

Alternative 5 would not include the construction of any new buildings. However, whereas the existing offices are only 60 percent occupied, the Alternative 5 assumes that existing buildings would be fully used and would be rehabilitated with a new grocery store, office, and restaurant uses. Therefore, the Alternative 5 would generate new GHG emissions from the fully occupied existing offices, albeit at lesser amount than the proposed Project because of the 53 percent reduction in daily vehicle trips. The construction and occupation of the Project Site under the Project would increase GHG emissions. The Project's annual net operational emissions of 14,922 MTCO<sub>2e</sub> (which include amortized construction emissions) would be approximately 28 percent below the emissions that would be generated by the Project without implementation of GHG reduction characteristics, features, and measures. The Project would implement PDF AQ-1, PDF AQ-2, PDF-TRAF-1, and PDF WS-1 and would be consistent with applicable GHG reduction strategies outlined in CARB's Climate Change Scoping Plan, SCAG's 2016 RTP/SCS, LA Green Plan, Sustainable City pLAn, and City of Los Angeles Green

Building Code. As such, the Project would have a less-than-significant impact with regard to GHG emissions, as would Alternative 5. At the same time, the Alternative 5 would not provide benefits of the Project that contribute to reducing GHG impacts on a per capita basis, in the regional context, such as locating residential uses in proximity to public transportation stations. Nonetheless, because Alternative 5 would not include any new development, and would increase occupancy of the Project Site less than the Project, impacts with respect to GHG emissions would be less under Alternative 5 than under the Project.

(f) *Hazards and Hazardous Materials*

(i) *Routine Transport, Use, or Disposal of Hazardous Materials*

Alternative 5 would not include the construction of any new buildings, and would involve minimal transport, use, or disposal of hazardous materials during the rehabilitation of all buildings on the Project Site and during operations of the office, grocery store, and restaurant uses. The Project would require the use of products for construction and operation that are typically used in performing everyday household and commercial activities, and would be used consistent with regulations. The Project would not require the use of hazardous materials beyond these typically used products, and would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts for the Project and Alternative 5 would be less than significant. However, because the transport, use, or disposal of hazardous materials that would occur under Alternative 5 would be minimal compared to the Project, impacts with respect to the use, transport, and disposal of hazardous materials would be less under Alternative 5 than under the Project.

(ii) *Upset and Accident Conditions*

Alternative 5 would require internal and some external rehabilitation of the Times, Mirror, Plant, and Executive Buildings. Construction activities could expose workers to airborne contaminants and low concentrations of VOCs. However, buildings would not be demolished and excavation would not expose workers to potential soils contaminants and gases. Under the Project, while the Phase I/II Environmental Site Assessment did not encounter any RECs or conditions that may warrant mitigation, in the event that unforeseen suspect impacted soils are encountered during mass excavation activities for the future subterranean parking garage, such soil will be properly profiled and managed under a conventional soil management plan to be implemented by the Project excavation contractor and environmental consultant. The Soil Management Plan would be implemented as PDF HAZ-1. Demolition contaminants may include ACMs, LBP and, possibly, PCBs. With implementation of existing regulations and recommendations, impacts with respect to risk of upset and accident conditions under the Project would be less than significant. Alternative 5 would not involve any demolition or excavation

and, as such, impacts with respect to upset and accident conditions would be less under Alternative 5 than under the Project.

*(iii) Use of Hazardous Materials within One-quarter Mile of an Existing School*

Alternative 5 would not include construction activities that could emit hazardous materials and, as such, would not expose any school within one-quarter mile to hazardous or health risk conditions. Construction of the Project would potentially emit VOCs, some of which are classified as TACs. Project construction activities would include the use of architectural coatings and the use of diesel-powered construction equipment, while Project operations would likely include deliveries by diesel-powered vehicles, all of which could generate VOCs. Project construction and operation would not generate TACs in excess of the applicable maximum incremental cancer risk standard. As such, Project impacts related to the use of hazardous materials, including TACs, within one-quarter mile of an existing school would be less than significant. However, because Alternative 5 would involve minimal construction activities from rehabilitation only, it is considered to have a less-than-significant impact. Given that Alternative 5 would require less construction activities than the Project, impacts with respect to exposure to hazardous conditions within one-quarter mile of a school would be less under Alternative 5 than under the Project.

*(iv) Hazardous Materials Database Listings*

Six database listings occur on the Project Site, but none represent a REC at the Project Site. Therefore, neither Alternative 5 nor the Project would create a significant hazard to the public or the environment related to exacerbating existing hazardous (listed) conditions. Impacts would be less than significant under both the Project and Alternative 5. However, because less construction and operational activity would occur at the Project Site under Alternative 5, impacts would be considered less than under the Project.

*(v) Emergency Response/Evacuation Plans*

Neither Alternative 5 nor the Project consist of a land use that would constitute a potential hazard to the community (such as an airport, oil refinery, or chemicals plant), nor require the closure of any existing streets. Neither would represent a significant impediment to emergency response and evacuation of the local area. Land uses under the Project would not require a new, or interfere with an existing, risk management, emergency response, or evacuation plan. Impacts related to emergency response plans would be less than significant. Because Alternative 5 would not involve any new construction and would change on-site uses to a lesser degree than the Project, impacts related to emergency response plans would be less under Alternative 5 than under the Project.

(g) *Hydrology and Water Quality*

(i) *Consistency with Water Quality Standards*

(a) Construction

Alternative 5 would primarily involve rehabilitation of building interiors and would, thus, avoid the Project's large-scale construction activity such as demolition, site preparation, excavation, grading, concrete pours, and tower construction. As such, Alternative 5 would reduce the overall scale of construction activity and construction-related VMT. Under the Project, construction activities, such as earth moving, maintenance/operation of construction equipment, potential dewatering, and handling/storage/disposal of materials, could contribute to pollutant loading in stormwater runoff from the construction site. Also, exposed and stockpiled soils could be subject to wind and conveyance into nearby storm drains during storm events, and on-site water activities for dust suppression purposes could contribute to pollutant loading in runoff from the construction site. Potential impacts under the Project would be reduced to less than significant levels through compliance with the requirements of the NPDES permit, including a construction SWPPP and BMPs, and Building Code grading procedures. These would ensure that the Project would not exceed water quality standards. As such, impacts with respect to the Project's construction phase water quality standards would be less than significant. However, because Alternative 5 would avoid construction activities such as demolition, excavation, grading, and hauling of debris and soils, impacts with respect to consistency with water quality standards during construction would be less under Alternative 5 than under the Project.

(b) Operation

Alternative 5 would retain and rehabilitate existing Times, Mirror, Plant, and Executive Buildings and the parking structure. BMPs for stormwater runoff from existing impervious surfaces are not currently implemented under existing conditions. During operation, the Project would comply with the City's LID Manual requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. The Project would include the installation of roof/surface drains and cisterns and/or biofiltration/bioretenion system sized to detain and treat for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. Therefore, with implementation of the structural BMPs proposed as part of the Project, and of the non-structural BMPs required as part of the SUSMP and by City LID requirements, the Project would result in an improvement in the water quality of stormwater runoff from the Project Site. With implementation of BMPs, the Project would improve water quality during operation compared to existing conditions. Alternative 5 would retain the existing buildings, would not increase site coverage, and would not increase runoff. Alternative 5 would not implement a similar LID program. Impacts with respect to surface runoff would be less than significant under both the Project and Alternative 5. However,

because Alternative 5 would not result in a water quality benefit as achieved under the Project's LID program, impacts with respect to water quality standards would be greater than under the Project.

*(ii) Alteration of Drainage Pattern Resulting in Erosion or Siltation*

Alternative 5 would rehabilitate the existing buildings on the Project Site and would not require excavation, grading, or foundation construction. Under the Project, construction activities under could contribute to erosion or siltation when soils are exposed during development of the Project Site. Construction activities for the Project would include excavation of approximately 364,000 cy of soil, all of which would be exported off-site, and maximum excavation depths of approximately 90 feet bgs. These construction activities would have the potential to temporarily alter existing drainage patterns and flows within the Project Site by exposing the underlying soils and making the Project Site temporarily more permeable. The Project, however, would be required to implement a SWPPP that specifies BMPs and erosion control measures to manage runoff flows and prevent pollution. With implementation of required BMPs, impacts with respect to drainage pattern changes resulting in erosion and siltation would be less than significant. Because Alternative 5 would avoid excavation and other earthwork, impacts related to drainage patterns resulting in erosion or siltation would be less than under the Project and would be less than significant.

*(iii) Alteration of Drainage Pattern Resulting in Flooding*

Neither the Project nor Alternative 5 would alter the drainage pattern in the post-project condition because drainage would continue to flow into the adjacent municipal storm drain system as under existing conditions. The rate of surface runoff under Alternative 5 would not be substantially altered because the pre- and post-project condition of the Project Site is primarily impervious. The Project would slightly decrease the rate of surface runoff under post-project conditions as some detention would be provided by the proposed biofiltration/bioretenion system. Alternative 5 would not change existing conditions, and the Project would reduce surface runoff during operation through biofiltration/bioretenion compared to existing conditions and, as such, impacts under either Alternative 5 or the Project would be less than significant. Although the Project would reduce surface runoff during operation through biofiltration/bioretenion compared to existing conditions, and these improvements would not occur under the Alternative 5, because no impacts with respect to drainage patterns would occur under Alternative 5, impacts relative to drainage patterns would be less than under the Project.

#### (iv) *Stormwater Drainage System Capacity*

##### (a) Construction

Alternative 5 would not change the foundations or locations of existing buildings that currently occupy the entire Project Site. In comparison, the Project would demolish the Executive Building and parking structure and excavate for new subterranean parking and building foundations. This would temporarily increase permeable surfaces during a portion of the construction. In accordance with the requirements of the construction SWPPP, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. BMPs specified under the SWPPP would be implemented during construction to manage runoff flows and avoid on- or off-site flooding. Alternative 5 would not cause any changes in existing surface runoff or drainage conditions. Impacts with respect to surface runoff under both Alternative 5 and the Project would be less than significant. However, because Alternative 5 would not cause any changes in existing surface runoff, impacts would be less than under the Project.

##### (b) Operation

As with the Project, Alternative 5 would maintain existing drainage patterns at the Project Site. Because the Project Site is currently impermeable, surface runoff under Alternative 5 would be the same as under existing conditions and no potential increase is anticipated. No new off-site storm drainage infrastructure would be required. The Project would be required to implement an LID system and the 50-year (Q50) peak flow rate of stormwater runoff from the Project would be expected to decrease slightly from an estimated 11.6848 cfs to an estimated 11.6468 cfs (a 0.64 cfs decrease) owing to the retention afforded by the proposed LID system. As such, under the Project, the quantity of stormwater runoff from the Project Site requiring conveyance by the existing off-site storm drain system would decrease. Impacts related to stormwater capacity would be less than significant under the Project. Because the Project would benefit stormwater drainage and would reduce stormwater runoff, and the same benefits would not happen under Alternative 5, impacts under the No Project/No Build Alternative would be less than significant but greater than under the Project.

#### (v) *Water Quality*

Construction associated with Alternative 5 would be primarily interior to the existing buildings and would not involve excavation, grading, demolition, or other activities that would degrade existing water quality. During construction, the Project, which would involve extensive exterior earthwork, demolition, and excavation for subterranean garages and building foundations, would be required to implement a site-specific SWPPP that adheres to the California Stormwater Quality Association BMP Handbook. The Project would include the installation of biofiltration/bioretenion system sized to detain and treat for at least the volume of water

produced by the greater of the 85th percentile storm or the 0.75-inch storm event during Project operation, and would implement other stormwater quality BMPs as required by the City's LID Ordinance and other requirements. Neither the Project nor Alternative 5 would propose any activities or land uses that would create water quality pollutants that are atypical of most urban existing uses and proposed developments. Therefore, neither the Project nor Alternative 5 would substantially degrade water quality. Impacts related to water quality under both the Project and Alternative 5 would be less than significant. Because the Project would implement a biofiltration/bioretenion system and, in the long term, reduce pollutants in surface water runoff, and Alternative 5 would not implement this benefit, impacts would be less than significant but greater than under the Project.

(h) *Land Use and Planning*

Alternative 5 would not include the Project's residential component, and would reduce the restaurant floor area by 8,817 square feet, although the Project's office floor area would increase with the retention of the Executive Building. With the removal of the residential component, Alternative 5 would not meet the goals of the General Plan Housing Element and Community Plan to provide an adequate supply of rental and ownership housing to meet current and projected needs for the City. Alternative 5 would also not increase density and provide housing in a transit priority area, and would not develop the landscaped Paseo as under the Project. However, both the Project and Alternative 5 would be substantially consistent with the land use policies of the General Plan Framework Element and the Community Plan. As such, impacts with respect to consistency with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect, would be less than significant under both the Project and Alternative 5 and, thus, impacts would be similar under Alternative 5 than under the Project.

(i) *Noise*

(i) *Noise Levels in Excess of Established Standards*

(a) *Construction*

Alternative 5 would rehabilitate all the buildings on the Project Site and develop the Times, Mirror, and Plant Buildings with office uses, a grocery store, and restaurant uses, which would not include any excavation, grading, or other larger construction activities. Only construction activities associated with rehabilitation of existing historic buildings would be required. Whereas, under the Project, construction activities would require the use of heavy-duty machinery which would increase noise levels at several sensitive receptor locations, represented as Locations R1 through R8. Prior to mitigation, construction noise would exceed applicable noise impact thresholds (established standards) at nearby noise sensitive uses (Locations R1, R3, R4, R5, and R6). Implementation of mitigation



measures MM-NOISE-1 through MM-NOISE-4 would reduce construction noise levels to less than significant levels at sensitive receptor Locations R3, R4, and R6. However, even with mitigation, noise levels (with and without the vibratory pile driver), would exceed noise thresholds at sensitive receptor locations R1 and R5. Location R1 is the northeast corner of S. Broadway and W. 2nd Street, which represents the noise environment at the west corner the Project Site and the Federal Courthouse and future mixed-use residential development at the corner of W. 2nd Street and S. Broadway. Location R5 is along south side of W. 2nd Street, midway between S. Main Street and S. Spring Street and represents the noise environment for the Higgins Building apartment complex at the corner of S. Main Street and W. 2nd Street and the one-acre LAPD park. Mitigation measures require a 10-foot-high construction fence; that all fixed or mobile construction equipment provide noise shielding and muffling devices; and specific restrictions on heavy-duty equipment within 100 feet and 150 feet, respectively of the Federal Courthouse. However, because noise levels during construction would exceed the applicable noise standards at Locations R1 and R5, the Project's impacts with respect to established standards would be significant and unavoidable. In addition, the Project's construction traffic would exceed the nighttime established standards on S. Broadway, Los Angeles Street, and W. 2nd Street and, as such, off-site construction truck traffic would also be significant and unavoidable. Alternative 5 would not require heavy-duty machinery, pile drivers and other high noise-generating equipment, or generate high levels of truck traffic compared to the Project, and is not anticipated to exceed off-site noises levels at sensitive receptor sites. As such, Alternative 5 would avoid the Project's significant noise impacts related to established standards. Impacts would be less than under the Project.

(b) Operation

Alternative 5 would incrementally increase traffic and occupancy of the Project Site compared to existing conditions due to the reoccupation of currently vacant office space. The grocery store and restaurant space would also increase visitor activity of the Project Site compared to existing conditions. Under the Project, traffic noise levels would increase by 0.6 dBA CNEL (below the level of significance of 3 dBA CNEL increase over ambient noise levels) at the roadway segments of W. 2nd Street, between S. Broadway and S. Spring Street adjacent to a school and commercial uses and S. Broadway between W. 1st Street and W. 2nd Street adjacent to the Federal Courthouse and commercial uses. The Project's noise levels related to human activity in on-site open space, fixed mechanical equipment, refuse collection, emergency generators, and loading docks, or composite levels of combined activities would not exceed established noise standards. Under Alternative 5, office floor area would increase to 499,863 square feet, the proposed restaurant floor area would decrease to 10,000 square feet, and the proposed grocery store would remain the same as the proposed Project. The reduced floor area and occupation of the Project Site under Alternative 5 would incrementally reduce the Project's vehicle and building activity/operation noise. Operation noise

impacts would be less than significant under both the Project and Alternative 5, although less under Alternative 5.

(ii) *Groundborne Vibration and Noise*

(a) Construction

Alternative 5 would rehabilitate the existing buildings on the Project Site and would not require excavation, grading, foundation construction, or other high noise generating construction activities. Construction activity would be largely internal and any trucks exiting or entering the Project Site with demolition debris or new materials would be minimal. No pile driving or other foundation work, as under the Project, is anticipated. Whereas, the Project's construction activities at the Project Site have the potential to generate low levels of groundborne vibration, as the operation of heavy equipment generates vibrations that propagate through the ground, although diminishing in intensity with distance from the source. Groundborne vibration can result in levels that (i) exceed the potential structural damage threshold of 0.5-in/sec PPV at the nearest off-site buildings or (ii) cause human annoyance by exceeding 72 VdB at nearby residential uses and 75 VdB for institutional land uses with primarily daytime use (e.g., the Federal Courthouse). Under the FTA's construction vibration damage criteria, the Project would not generate vibration levels at nearby offsite buildings that would exceed the significance criterion of 0.5 in/sec PPV. The Federal Courthouse (Location R1) is the nearest sensitive receptor to the Project Site. This building would be exposed to vibration levels up to 74 VdB, which would not exceed the FTA's 75 VdB human annoyance criterion. Loaded haul trucks would also generate off-site vibration. Haul trucks would exit the Project Site from Broadway, turn on Main Street to Aliso Street, then merge onto the SR-101 southbound ramp. On any rough or uneven roadway surfaces, haul trucks would generate groundborne noise levels of approximately 75 VdB, and as such, would exceed the significance threshold of 72 VdB at residential sensitive receptor sites. Even though haul trucks would pass vibration sensitive receptors along the haul routes for only a few seconds, groundborne noise impacts on sensitive receptors along the haul routes is conservatively considered to be significant.

The on-site Times, Plant, and Mirror Buildings are components of the Project that would be subject to vibration from construction activities. These buildings could be exposed to vibration velocities up to 3.07 in/sec PPV from the operation of a large dozer and 5.86 in/sec PPV from the operation of a vibratory pile driver assuming vibration-generating equipment are used as close as approximately one foot from the buildings. This value would exceed the 0.50 in/sec PPV significance threshold for potential building damage for on-site structures. Implementation of mitigation measures MM-NOISE-5 and MM-NOISE-6, would restrict the distances in which vibratory pile drivers could be used relative to the Times, Plant, and Mirror Buildings and Federal Courthouse, and require noise and vibration monitoring and documentation by a qualified preservation consultant. Implementation of these

mitigation measures would reduce vibration impacts on these buildings to less than significant levels. However, the Project would still generate significant and unavoidable vibration and human annoyance impacts with respect to haul truck traffic. As the Alternative 5 would not involve the use of heavy duty construction equipment and haul trucks, it would have a less than significant impact and, as such, would avoid the Project's significant noise and vibration impact.

(b) Operation

Alternative 5 would rehabilitate the existing buildings on the Project Site and would not require new construction. The office floor area would increase to 499,863 square feet. The proposed restaurant floor area would decrease to 10,000 square feet, and the proposed grocery store would remain the same as the proposed Project. The Project and Alternative 5 operation would not generate vibration in excess of vibration thresholds as such, impacts with respect to operation vibration under both the Project and Alternative 5 would be less than significant. However, Alternative 5 would result in incrementally less activity during operation, including vehicles leaving and arriving at the Project Site. As such, Alternative 5 is considered to have less impact with respect to operation phase vibration than under the Project.

(iii) *Substantial Permanent Increase in Ambient Noise Levels*

Alternative 5 would incrementally increase traffic and occupancy of the Project Site compared to existing conditions due to the reoccupation of currently vacant office space. The grocery store and restaurant space would also increase visitor activity of the Project Site compared to existing conditions. The Project's noise sources that would have potential noise impacts include off-site vehicle traffic, open recreational areas, public open space, mechanical (i.e., air-conditioning) equipment, loading areas; emergency generators; and parking structure. The existing noise environment in the Project area is dominated by traffic noise from nearby roadways, as well as nearby residential and commercial activities. However, motor vehicle travel on local roadways attributable to the proposed Project would not increase ambient noise levels above the threshold standards. Overall, relative to the existing noise environment, the Project would increase the ambient noise level less than the 5 dBA threshold increase. As such, the Project and Alternative 5 would have a less-than-significant impact related to a substantial permanent ambient noise increase. Alternative 5, however, would not include the Project's residential components, and activity and traffic associated with these uses. As such, ambient noise increases would be less than under the Project.

(iv) *Substantial Temporary or Periodic Increase in Ambient Noise Levels*

Alternative 5 would rehabilitate the existing buildings on the Project Site and would not require excavation, grading, foundation construction, or other high noise

generating construction activities. With respect to a substantial increase in temporary or periodic ambient noise levels, construction activities associated with the Project would reach a maximum of 90 dBA  $L_{eq}$  at the nearest sensitive receptor (Receptor R1). The sensitive receptor locations R3, R4, R5, and R6 would be exposed to construction noise levels which would exceed the significance thresholds of 77.8 dBA  $L_{eq}$  at R3, 73.5 dBA  $L_{eq}$  at R4, 70.0 dBA  $L_{eq}$  at R5, and 71.3 dBA  $L_{eq}$  at R6. As such, construction of the Project would cause a substantial temporary and periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Implementation of MM-NOISE-1, MM-NOISE-2, MM-NOISE-3, and MM-NOISE-4 would not reduce temporary or periodic increases in ambient noise levels in the Project vicinity above levels existing without the Project to below the standards and these temporary impacts would be significant and unavoidable. Alternative 5, however, would decrease scope and duration of the Project's construction activities and, thus, avoid the Project's significant and unavoidable impacts. Impacts under Alternative 5 would be less than significant and less than under the Project.

(j) *Population, Housing, and Employment*

(i) *Construction*

Construction of either the Project or Alternative 5 would create employment opportunities for construction workers, which could indirectly increase population in the Project area. However, employment would be short-term during the various construction phases, and construction jobs are anticipated to be filled by residents in the local area, or by commuters within the larger Los Angeles Metropolitan Area. There would be no direct or indirect substantial population growth due to Alternative 5 or the Project's construction. As such, impacts related to inducing substantial direct or indirect population growth would be less than significant. However, because Alternative 5 is limited to the rehabilitation of existing buildings and does not involve any new development, total construction activities and duration of construction would be comparatively reduced. As such, it would represent a reduction in temporary construction employees compared to the Project and impacts with respect to indirect population growth associated with construction employment would be less.

(ii) *Operation*

Alternative 5 would not include any residential units and, as such, would not generate any direct population and housing on the Project Site. Compared to the Project and based on generation factors listed in Table IV.J-2, *Project Increase in Population, Housing, and Employment*, of this EIR, Alternative 5 would generate a total of 2,317 employees. With the estimated 1,420 existing employees, this

represents an increase of 897 employees.<sup>16</sup> Alternative 5's employment growth would be within SCAG's projections for the City for both 2017 to 2023 (buildout year) and to 2040 (SCAG's 2016 RTP/SCS horizon year). As such, Alternative 5 would contribute to increasing employment near existing public transit, but would not provide housing. Nevertheless, Alternative 5's impacts with respect to population, housing, and employment would be less than significant. Alternative 5 would increase existing occupancy of the Project Site; however, this increase would be well below what would occur under the Project and, therefore, impacts are considered to be less than significant. Impacts with respect to population, housing, and employment would be less under Alternative 5 than under the Project.

(k) *Public Services*

(i) *Police Services*

(a) *Construction*

Alternative 5 would rehabilitate the existing buildings on the Project Site but would not require excavation, grading, foundation or new construction, and therefore would reduce the scope and duration of the Project's construction activities. As with the Project, Alternative 5's construction phase could increase potential demand for LAPD services related to theft or vandalism and increased worker activity, as well as construction traffic that could affect emergency response times. To reduce on-site construction LAPD demand, both the Project and Alternative 5 would implement a number of security measures under PDF POL-1 to limit access to construction areas, including private security, construction fencing, and locked entry. Construction activities may involve temporary lane closures or increased travel time due to flagging or stopping traffic to accommodate trucks entering and exiting the Project Site. Under PDF-TRAF-1, a Construction Traffic Management Plan would ensure that adequate and safe access remains available at the Project Site during construction activities. Most construction staging would occur on the Project Site and construction workers would generally start and end their work days in advance of peak traffic hours; thus, reducing their potential effect on traffic and emergency response times. Furthermore, construction-related traffic generated by the Project or Alternative 5 would not significantly impact LAPD response times within the Project vicinity as LAPD vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic during construction. As such, construction of the Project or Alternative 5 would not require LAPD to construct or expand existing facilities, the construction of which could result in environmental impacts, and, as such, impacts would be less than significant. However, because Alternative 5

<sup>16</sup> Alternative 5: Office floor area: 499,863 sf X 0.00431 = 2,154.4; Restaurant floor area: 10,000 sf X 0.00271 = 27.1; Grocery store floor area: 50,000 sf X 0.00271 = 135.5. Total: 2,317. Minus estimated existing of 1,420, net increase is 897 employees.

would reduce the scope and duration of construction, it would have less impact with respect to demand on LAPD services than under the Project.

(b) Operation

Alternative 5 would not include any residential units and, therefore, would not increase the population at the Project Site. Project operation would result in an increase in officer/population ratio from 1:108 to 1:105. Alternative 5, however, would not increase the need for additional sworn officers to maintain the existing service ratio. Under the Project, PDF POL-3 would enhance safety around the Project Site, including private onsite security, a closed-circuit television system, which would reduce demand for LAPD services during Project operation. Emergency access to the Project Site and surrounding uses would be maintained at all times and emergency vehicles would have priority and the ability to bypass signals and stopped traffic. Although LAPD has indicated an increased demand for police services for the Project, there are no current plans to expand the Central Community Police Station or increase the number of personnel assigned to the Central Community Police Station service area. Project operation would not result in the need for new or physically altered police facilities, the construction of which would cause significant environmental impacts, and both the Project and Alternative 5 would have a less-than-significant impact with respect to police services. However, because Alternative 5 would not have an associated residential population increase, Alternative 5 would have less impact than under the Project with respect to police services.

(ii) *Fire Services*

(a) Construction

Alternative 5 would rehabilitate the existing buildings on the Project Site but would not require excavation, grading, foundation or new construction, and therefore would reduce the scope and duration of the Project's construction activities. Construction activities would generally be interior to the existing buildings and increased demand on LAFD services would be minimal. To reduce on-site construction fire hazards, both the Project and Alternative 5 would implement and comply with applicable Fire Code regulations for the use of inflammable materials and chemicals, as well as OSHA requirements for employee safety. Regarding LAFD emergency access, PDF-TRAF-1, would provide a Construction Traffic Management Plan under the Project, which would ensure that adequate and safe access remains available at the Project Site during construction. In the absence of exterior construction, excavation, and extensive hauling activities, Alternative 5 would not necessarily provide a Construction Traffic Management Plan. Under both the Project and Alternative 5, construction activities would be temporary and intermittent. With compliance with existing regulations and PDF-TRAF-1 (under the Project only), construction of the Project or Alternative 5 would not increase demand on fire services to the extent that existing LAFD facilities would need to

be expanded or new facilities would need to be constructed. As such, impacts related to LAFD services under both the Project and Alternative 5 would be less than significant. However, because Alternative 5 would reduce construction activities compared to the Project, it would have less impact with respect to demand on LAFD services during construction than under the Project.

(b) Operation

Alternative 5 would not include a residential component and would therefore not increase the population on the Project Site. Therefore, Alternative 5 would not increase demand for fire services for residents and would only increase the number of employees on the Project Site. Both the Project and Alternative 5 would comply with Building and Fire Codes, including the provision of an Emergency Safety Plan, fire control and emergency elevators, automatic sprinkler systems, building emergency communication systems, and other safety measures. Project-related increase in traffic on surrounding roadways could potentially affect emergency response times in the area. A number of factors would serve to facilitate responses to emergency calls. Emergency response is routinely facilitated, particularly for high priority calls, through the use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternate routes, and multiple station response. The Project vicinity is also well served by the LAFD, including Fire Stations 4, 3, 9, 10, and 11. Also, because of the grid pattern of the local street system and the proximity to multiple freeways, each of these fire stations have multiple routes available to respond to emergency calls at the Project Site. With implementation of fire safety regulations in addition to the LAFD's priority use of roadways, the Project would not increase demand for fire services such that it would require the expansion of existing or construction of new fire facilities. Both the Project and Alternative 5 would have a less-than-significant impact on existing LAFD services. However, because Alternative 5 would not increase the Project Site's residential population, it would have less impact than under the Project with respect to demand for LAFD services and need for the expansion of existing or construction of new LAFD facilities.

(iii) Schools

(a) Construction

Alternative 5 would rehabilitate the existing buildings on the Project Site but would not require excavation, grading, foundation or new construction, and therefore would reduce the scope and duration of the Project's construction activities. Both Alternative 5 and the Project's construction phase would not generate new students needing to attend local schools. Given the mobility and temporary durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Project. There are no schools located in the immediate vicinity

that would be directly affected by construction activities, such as noise and traffic. Therefore, Alternative 5 and the Project's construction would not require the addition of a new school or the expansion, consolidation or relocation of an existing facility to maintain service levels, and construction activities would not adversely affect local schools. Therefore, construction impacts on schools would be less than significant and similar under both the Project and Alternative 5.

(b) Operation

Alternative 5 would not include a residential component and would therefore not result in an increase in residential population on the Project Site. Based on LAUSD generation factors, the Project's commercial office uses, restaurant uses, and grocery store are estimated to generate a net increase of approximately 187 elementary school students, 52 middle school students, and 108 high school students for a total of 347 school students. This increase could contribute to existing and projected shortages in classroom seats in the area. Nevertheless, pursuant to Section 65995 of the California Government Code, the Project Applicant would be required to pay fees in accordance with SB 50 under both the Project and Alternative 5. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, whether schools serving the Project in question are at capacity or not and, pursuant to Section 65995(h), payment of such fees is deemed full mitigation of a project's development impacts. As such, Project impacts to schools would be less than significant. Office uses under Alternative 5 would result in fewer new students than the Project's residential component. As such, student generation would be less than under the Project and, as with the Project, Alternative 5 would result in a less than significant impact on schools. Impacts to schools would be less than under the Project.

(iv) *Parks and Recreation*

(a) Construction

Alternative 5 would rehabilitate the existing buildings on the Project Site but would not require excavation, grading, foundation or new construction, and therefore would reduce the scope and duration of the Project's construction activities. The construction phases under either the Project or Alternative 5 would generate limited demand on park and recreational facilities by construction workers, who may use the area's parks during lunch breaks. Because use would be limited and the short-term increased employment of construction workers on the Project Site would not result in a notable increase in the residential population of the area surrounding the project site, there would not be a corresponding substantial demand or use of the existing parks and recreation facilities during this time. It is not anticipated that construction employees would use parks to the extent that the construction of new facilities would be required and as such, impacts to parks under both the Project and Alternative 5 would be less than significant. Alternative 5 would reduce on-site construction employees and duration of construction



compared to the Project and, as such, impacts to recreational facilities during construction would less than those of the Project.

(b) Operation

The Los Angeles Department of Parks and Recreation (LADRP) conducts its planning for parks, makes projections of park demand, and identifies park standards, based on the residential population (as opposed to the employee population), since area residents as opposed to employees of area businesses are the source of most park visits. Alternative 5 would not include a residential component and would therefore not result in an increase in residential population on the Project Site. As Alternative 5 would not generate a residential population, the Alternative would also not generate an estimated demand for parkland to meet the PRP's long-range and short- and intermediate-range standards. Alternative 5 would also not include the 15,708-square-foot Paseo as under the Project, that would have been available for on-site employees and visitors, nor would Alternative 5 provide a terrace above the Plant Building for on-site employees, as under the Project. Alternative 5 would increase the employee population by 897 and, respectively, increase demand for parks and recreational facilities that employees could access during their lunch times or before and after work. As such, it would incrementally increase demand for parks without providing compensatory on-site open space or fees, as under the Project. However, with the multiple parks and recreational facilities in the area, neither the Project and Alternative 5 would cause substantial degradation of existing facilities at any single park location to the extent that a new public park would be necessary. Neither the Project, which would comply with existing LAMC regulations that require the dedication of parkland, payment of in-lieu fees, and/or provision of comparable on-site recreational facilities, nor the use of park facilities under Alternative 5 is anticipated to significantly impact parks and require the construction of new facilities. As such, impacts under both the Project and Alternative 5 would be less than significant. However, because Alternative 5 would not involve any new residential uses that would increase demand for parks and recreational facilities, impacts would be less than significant, and Alternative 5 would have less impact on these facilities during operation than under the Project.

(v) *Libraries*

(a) Construction

Alternative 5 would rehabilitate the existing buildings on the Project Site but would not require excavation, grading, foundation or new construction, and therefore would reduce the scope and duration of the Project's construction activities. The Project and Alternative 5's construction workers would come from an existing labor pool whose workers move between construction projects on short-term basis without requiring relocation. Workers traveling to the Project Site may stop at a library that is outside of their residential neighborhood. Such library stops would

be incidental and typical of workers throughout the region. Such stops would increase library use at one location while reducing it at another. Such variations would occur on short-term basis. As such, there would be no notable increase in library usage at the libraries serving the Project Site. Because library use would be limited, there would be no need for the construction of library facilities to accommodate construction population, and impacts would be less than significant. However, because Alternative 5 would generate fewer total employees during construction and the duration of construction would be reduced, impacts to libraries during construction would be less than those of the Project.

(b) Operation

Alternative 5 would not include a residential component and would therefore not result in an increase in residential population on the Project Site. Although the LAPL identifies service standards based on residences, Alternative 5 would represent an increase of 897 employees and generate some additional demand on library services. As with the Project, however, impacts on library services are anticipated to be less than significant and, because demand would be less than under the Project, impacts on library services would be less than under the Project.

(l) *Transportation and Traffic*

(i) *Consistency with Traffic Circulation Performance Standards*

(a) Construction

Alternative 5 would not construct new structures, although it would upgrade existing building interiors, develop a grocery store, and restaurant uses. Conversely, the Project's peak construction activity period (Phase 5 with the Phase 2 renovation trips) would generate a total of up to 2,974 daily PCE, assumed to be two automobile trips, trips per day are estimated. If the renovation phase occurs concurrently with Phase 6, the highest level of activity during the peak construction activity period would generate up to 388 PCE trips occurring during each of the AM and PM peak hours. Traffic impacts during construction were found to be less than significant for all impact factors described in the *Thresholds Guide*. However, because Alternative 5 would generate less construction traffic due to decreased construction activities, impacts would be less than under the Project.

(b) Operation

Alternative 5 would eliminate the Project's new residential and restaurant uses, retain the Project's 50,000 square-foot grocery store, and increase the occupancy of office floor area in the Times, Plant, Mirror and Executive Buildings. Compared to the Project, which would generate approximately 6,994 daily vehicle trips, 300 AM peak hour trips, and 279 PM peak hour trips during operation, Alternative 5 would generate 3,291 daily vehicle trips, 150 AM peak hour trips, and 230 PM peak

hour trips. **Table V-17, Comparison of Existing with Project Intersection Impacts – Project and Alternative 5** and **Table V-18, Comparison of Future (2023) with Project Intersection Impacts – Project and Alternative 5**, below, compare the Project and Alternative 5 with respect to intersection service level impacts.

**TABLE V-17**  
**COMPARISON OF EXISTING WITH PROJECT INTERSECTION IMPACTS PROJECT AND ALTERNATIVE 5**

Intersection No.	Intersection	Project	Alternative 5
1	S. Figueroa Street & W. 2nd Street	No significant impact	No significant impact
5	Hill Street & W. 1st Street	No significant impact	No significant impact
10	Broadway & W. 1st Street	No significant impact	No significant impact
11	S. Broadway & W 2nd Street	Significant impact – Both Peak Hours	Significant impact – PM Peak Hour
12	S. Broadway & W. 3rd Street	No significant impact	No significant impact
17	S. Spring Street & W. 2nd Street	No significant impact	No significant impact

SOURCE: Fehr & Peers, 2018.

**TABLE V-18**  
**COMPARISON OF FUTURE (2023) WITH PROJECT INTERSECTION IMPACTS PROJECT AND ALTERNATIVE 5**

Intersection No.	Intersection	Project Impact	Alternative 5
1	S. Figueroa Street & W. 2nd Street	Significant impact - PM Peak Hour	No significant impact
5	Hill Street & W. 1st Street	Significant impact - AM Peak Hour	No significant impact
10	Broadway & W. 1st Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
11	S. Broadway & W 2nd Street	Significant impact - Both Peak Hours	Significant impact - Both Peak Hours
12	S. Broadway & W. 3rd Street	Significant impact - AM Peak Hour	No significant impact
17	S. Spring Street & W. 2nd Street	Significant impact - AM Peak Hour	No significant impact

SOURCE: Fehr & Peers, 2018.

As shown in Table V-17, under Existing with Project conditions, the Project would result in both AM and PM peak hour impacts at the intersection of S. Broadway and W. 2nd Street (Intersection No. 11); whereas, Alternative 5 would result in only a PM peak hour impact at the same intersection. As shown in Table V-18, under Future (2023) with Project conditions, Alternative 5 would avoid the Project's significant impacts at Intersections No. 1, 5, 12, and 17. However, as with the Project, Alternative 5 would significantly impact Intersections No. 10 and 11 during both the AM and PM peak hours. As with the Project, Alternative 5 would implement mitigation measure MM-TRAF-1 to incorporate a comprehensive TDM program to promote non-auto travel and reduce single-occupant vehicle trips. Even with implementation of this mitigation measure, intersection capacity impacts under both the Project and Alternative 5 would remain significant and unavoidable. However, because Alternative 5 would avoid the Project's significant impact during the AM peak hour at Intersection No. 11 under Existing with Project conditions and avoid the Project's significant impacts at Intersections No. 1, 5, 12, and 17 under Future (2023) with Project conditions, it would have less impact than the Project with respect to intersection service levels.

#### (ii) *Congestion Management Program*

With respect to the Los Angeles County CMP program, such as CMP arterial and freeway arterial stations, Alternative 5 would generate fewer peak hour trips than under the Project. There are no CMP arterial monitoring intersections within the Study Area. The Project is estimated to generate approximately 15 trips during the AM Peak Hour and 14 trips during the PM Peak Hour are expected at the US-101 freeway monitoring station at N. Alameda Street, the I-110 freeway monitoring station at Figueroa Street, and the I-110 freeway monitoring station at W. Temple Street. Since fewer than 150 trips would be added during the AM or PM peak hours under either the Project or Alternative 5, the Project's impact relative to CMP arterial or freeway monitoring stations would be less than significant. However, because Alternative 5 would generate fewer peak hour trips, impacts would be less than under the Project.

#### (iii) *Design Feature Hazards*

The Project Site is currently served by two driveways on S. Broadway and one on W. 2nd Street. Alternative 5 would increase daily trips by approximately 3,291, which represents approximately 53 percent fewer daily trips than under the Project. Under the Project, driveways would be redeveloped and include a full-access mid-block driveway on Broadway between W. 1st Street and W. 2nd Street with one ingress lane and two egress lanes (one left-turn and one right-turn), a full-access driveway on Broadway near W. 2nd Street with one ingress lane and one egress lane, and a full-access driveway on W. 2nd Street with one ingress lane and one egress lane. Driveways would be designed to comply with LADOT standards. The Project and Alternative 5's design features would not result in potentially hazardous conditions to motorists, bicyclists, or pedestrians. The driveways would

not require the removal or relocation of existing transit stops, and would be designed and configured to avoid potential conflicts with transit services and pedestrian traffic. Impacts relative to access and circulation design feature hazards under the Project would be less than significant. The driveways for Alternative 5 would be retained in their current locations. Although the amount of daily traffic would be less than under the Project, Alternative 5 would generate approximately 230 trips during the PM peak hour compared to 279 PM peak hour trips under the Project (a difference of only 17.5 percent). Because driveway capacity would not be enlarged as under the Project, and peak hour trips would be increased by 230 trips under Alternative 5 compared to existing conditions, while impacts with respect to design feature hazards would be less than significant under both the Project and Alternative 5, impacts would be potentially greater under Alternative 5 than under the Project.

(iv) *Public Transit, Bicycle, and Pedestrian Facilities Policies*

The Project Site is served by a wide variety of transit options, ranging from heavy rail, rapid bus, local bus, and express bus services. The Project would generate approximately 127 net new transit trips during the morning peak hour and 139 net new transit trips during the afternoon peak hour. Alternative 5 would generate approximately 36 morning peak hour and 88 afternoon peak hour transit trips.<sup>17</sup> Given the high capacity and frequency of transit service in close proximity to the Project Site, the incremental increase in transit riders resulting from the Project is not anticipated to result in a significant impact on the transit lines serving the area. Further, both the Project and Alternative 5 would be consistent with policies, plans, and programs that support alternative transportation, including the Mobility Plan 2035 and 2010 Bicycle Plan. As such, the Project and Alternative 5 would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and impacts would be less than significant. However, because Alternative 5 would incrementally reduce transit trips compared to the Project, impacts with respect to transit would be less than under the Project.

(m) *Tribal Cultural Resources*

Alternative 5 would not involve new development and therefore is not subject to the provisions of AB-52 regarding consultation with Native American individuals and organizations. Further, the Alternative 5 would not include excavation or soil disturbance on the Project Site or in the Project vicinity that might potentially encounter known or previously unknown Tribal cultural resources. Although the Project Site is currently excavated for basement and foundation features, the

<sup>17</sup> The new peak hour transit trips are based on the AM and PM net trip generations (without Transit Credit) multiplied by 1.4 and then 0.25. For Alternative 2, the new peak hour transit trips is  $102 \times 1.4 \times 0.25 = 36$  for net new transit trips during the AM peak hour and  $252 \times 1.4 \times 0.25 = 88$  for net new transit trips during the PM peak hour.

Project would require additional excavation to accommodate nine levels of subterranean parking to 90 feet bgs. This depth of earthwork has the potential to uncover tribal cultural resources. Project has included Tribal consultation pursuant to AB-52 as part of its EIR analyses. The Gabrieleno Band of Mission Indians – Kizh Nation expressed that the Project Site is sensitive for the presence of tribal cultural resources due to its proximity to the Los Angeles River and the ethnographic village of Yangna, as well as the presence of a historic travel route along what is present-day Spring Street. No substantial evidence was provided to support a claim of known tribal cultural resources, as defined in PRC 21074, located within the Project Site. Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074, and impacts would be less than significant. While no tribal cultural resources are anticipated to be affected by the Project, the City has established a standard condition of approval under its police power and land use authority to address any inadvertent discovery of a tribal cultural resource, which is assumed to be imposed as a condition on the Project as a part of its land use approvals. Should tribal cultural resources be inadvertently encountered during Project construction, this condition of approval requires the temporarily halting of construction activities near the encounter and notification of the City and any Native American tribes traditionally and culturally affiliated with the geographic area of the Project and, if it is identified as a tribal cultural resource (as defined by PRC Section 21074), the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Project Applicant would then be required to implement the tribe's recommendations if a qualified archaeologist concludes that the tribe's recommendations are reasonable and feasible. The recommendations would be incorporated into a tribal cultural resources monitoring plan, and once the plan is approved by the City, ground disturbance activities would be permitted to resume. In accordance with this condition of approval, all related activities would be conducted in accordance with regulatory requirements. As Alternative 5 would have no impact on potential tribal cultural resources, impacts to tribal cultural resources would be less than under the Project.

(n) *Utilities and Service Systems*

(i) *Water Supply*

(a) *Water Infrastructure*

(i) *Construction*

Alternative 5 would reduce the scope and duration of the Project's construction activities. The Executive Building and parking structure would not be demolished, and new buildings would not be constructed. New restaurant and grocery store uses under Alternative 5 would likely require the installation of new utility

distribution lines in the adjacent roadway. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Impacts related to water infrastructure during construction would be less than significant under both the Project and Alternative 5. However, it is expected that the need for any new utility lines would be reduced under Alternative 5 because of the reduced scale of development. Although impacts related to water infrastructure would be less than significant for both the Project and Alternative 5, impacts would be incrementally less under Alternative 5.

(ii) *Operation*

Alternative 5 would remove the residential component from the Project and would increase the office floor area from 307,288 square feet to 499,863 square feet and reduce the restaurant floor area from 18,817 square feet to 10,000 square feet. Alternative 5 would also provide a 50,000-square-foot grocery store in the first level of the Plant Building. The Project Site is served by an existing 18-inch main in Broadway and a 12-inch main in Spring Street, which, based on flow testing would have sufficient capacity to meet the Project's operational domestic water needs of 256,069 gpd. Although Project operation would not require or result in the construction of new water facilities or expansion of existing facilities, because Alternative 5 would result in less demand for water, impacts would be less than under the Project. Project and Alternative 5 impacts with respect to water infrastructure during operation would be less than significant. However, because Alternative 5 would reduce the amount of development on the Project Site, it would reduce demand on existing infrastructure as compared to the Project.

(b) *Water Supply*

(i) *Construction*

Alternative 5 would reduce the scope and duration of the Project's construction activities. The Executive Building would not be demolished. However, during construction, the Executive Building would remain operational and the Times, Mirror, and Plant Buildings would remain intermittently operational. Maximum water use during construction under the Project would be approximately 2,000 gpd, which is substantially less than the existing water consumption to be removed at the Project Site of 20,137 gpd. Water demand during Project construction would include soil watering, clean up, excavation/export, removal and re-compaction, and other related activities. Because construction activities would occur intermittently, with demand for water consumption varied, and generally short-term and temporary in nature, impacts to water supply under either the Project and Alternative 5 during construction would be less than significant. Because Executive, Times, Mirror, and Plant Building would be in full or partial use under Alternative 5, water demand during construction would be greater than under the Project.

(ii) *Operation*

Alternative 5 would remove the residential component from the Project and would increase the office floor area from 307,288 square feet to 499,863 square feet and reduce the restaurant floor area from 18,817 square feet to 10,000 square feet. The removal of the residential units, new cooling towers, additional parking podium, and the Paseo would substantially decrease the amount of water required for Alternative 5. The removal of the residential units alone would reduce Alternative 5's water supply demand by 130.45 afy. PDF WS-1 (the Project's water conservation features) would help to reduce the Project's impacts on available water supply. LADWP has determined in the Project's Water Supply Assessment (WSA) that there are adequate water supplies available from existing LADWP entitlements and supplies to meet the water demand associated with the Project, together with existing and projected demand annually during normal, single-dry, and multiple-dry water years over both the next 20 years, and no new or expanded water entitlements or resources would be required. Therefore, the operational water supply impacts of the Project and Alternative 5 would be less than significant. With the reduction in residential and restaurant uses under Alternative 5, Alternative 5 would reduce water demand compared to the Project.

(ii) *Wastewater*

(a) *RWQCB Treatment Requirements*

Both Alternative 5 and the Project would increase wastewater generation, but would not generate pollutant constituents (such as those most often associated with industrial facilities, power plants, etc.) that could potentially interfere with the Hyperion Sanitary Sewer System meeting the water quality requirements of its discharge permit. Similar to existing conditions, effluent from the Project would be conveyed to the Hyperion Water Reclamation Plant and ultimately recycled or discharged after treatment to the Santa Monica Bay. As discussed above, the Hyperion Water Reclamation Plant continually monitors all effluent to ensure it meets applicable RWQCB water quality standards. These standards are more stringent than those required under the operable NPDES permit. As Project wastewater would be treated in compliance with these standards, it would not exceed the wastewater treatment requirements of the applicable RWQCB. Therefore, neither the Project nor Alternative 5 would exceed the wastewater treatment requirements of the applicable RWQCB, and impacts would be less than significant and similar.

(b) *Wastewater Treatment Capacity*

(i) *Construction*

Under Alternative 5, the Times, Plant, Mirror, and Executive Buildings would remain operational and construction workers would use existing on-site facilities. Under the Project, the Executive Building would be removed and construction workers for the Project would typically utilize portable restrooms during exterior



construction activities. Existing on-site facilities would be utilized during inside construction activities. As such, under the Project, wastewater output would temporarily decrease during construction and prior to the completion of the new facilities. Because the Project's construction-generated wastewater generation would be temporarily reduced compared to existing conditions, impacts to wastewater treatment capacity under the Project during construction would be less than significant. The Executive Building would be in use under Alternative 5, and the Project Site would continue to generate wastewater with a small potential increase related to on-site construction workers. As with the Project, impacts related to wastewater generation during construction would be less than significant. However, because Alternative 5 would continue to generate approximately existing levels of wastewater throughout construction, impacts related to construction-period wastewater treatment capacity would be greater under Alternative 5 than under the Project.

(ii) *Operation*

Alternative 5 would remove the residential component from the Project and would increase the office floor area from 307,288 square feet to 499,863 square feet and reduce the restaurant floor area from 18,817 square feet to 10,000 square feet. Alternative 5 would also incorporate 50,000 square feet of grocery store floor area. Alternative 5's office uses would generate approximately 59,984 gpd<sup>18</sup>, restaurant uses would generate approximately 3,000 gpd<sup>19</sup>, and grocery store uses would generate approximately 2,500 gpd<sup>20</sup>, for a total of 65,484 gpd. The removal of the residential units, amenities, landscaping, and swimming pool would substantially decrease the amount of wastewater generated for Alternative 5. The Project would generate approximately 328,328 gpd, which is a net increase of approximately 289,330 gpd over existing conditions. The Project Site is approved to discharge up to 289,330 gpd. In addition, in accordance with LAMC Sections 64.11 and 64.12, both the Project and Alternative 5 would pay the required sewer connection fees to help offset their increase in demand on the City's wastewater collection infrastructure system. Therefore, impacts with respect to treatment capacity for both Alternative 5 and the Project would be less than significant. However, because Alternative 5 would generate less wastewater, impacts with respect to wastewater generation would be less than under the Project.

<sup>18</sup> Based on a generation factor of 120 gpd/1,000 sf, Alternative 5's 499,863 square feet of office uses would generate 59,984 gpd.

<sup>19</sup> Based on a generation factor of 300 gpd/1,000 square feet, Alternative 5's 10,000 square feet of restaurant floor area would generate 3,000 gpd.

<sup>20</sup> Based on a generation factor of 50 gpd/1,000 square feet, Alternative 5's 50,000 square feet of grocery store floor area would generate 2,500 gpd.

(iii) *Solid Waste*

(a) *Landfill Capacity*

(i) *Construction*

Alternative 5 would reduce the scope and duration of the Project's construction activities. In addition, demolition of the Executive Building and parking structure would not be required. As such, excavation/export would be eliminated compared to the Project. In addition, because the scale of development would be reduced and, respective construction waste would also be reduced. Construction waste under both the Project and Alternative 5 would be disposed of at City-certified C&D processing facilities that are monitored for compliance with recycling regulations, and inert solid waste would be required to be disposed of at a State-permitted Inert Debris Engineered Fill Operations, such as the Azusa Land Reclamation Facility. Under the Project, the demolition of the Executive Building, export of excavated soils, and construction of new buildings would result in approximately 481,175 tons of C&D waste. The Project's total solid waste disposal would represent 0.85 percent and 0.21 percent of the estimated remaining capacity at the Azusa Facility before and after diversion, respectively. The County's inert waste landfill would have adequate remaining capacity. As such, the Project and Alternative 5 would have a less-than-significant impact relative to landfill capacity. However, because Alternative 5 would generate less construction waste than under the Project, impacts with respect to landfill capacity would be less than under the Project.

(ii) *Operation*

Alternative 5 would not include the Project's residential component and would increase the office floor area from 307,288 square feet to 499,863 square feet, reduce the restaurant floor area from 18,817 square feet to 10,000 square feet, and provide 50,000 square feet of grocery store floor area. Alternative 5 would result in approximately 897 new employees who would generate approximately 9,445.41 pounds (4.72 tons) of solid waste per day.<sup>21</sup> By comparison, the Project would conservatively generate a net increase of approximately 14,562 pounds per day (pre-diversion) and 5,097 pounds per day (post-diversion). With diversion, the Project's annual solid waste generation that requires landfill disposal would represent approximately 0.009 percent of the County's annual waste generation and approximately 0.002 percent of the remaining capacity in 2023. The Project's addition solid waste output would represent a negligible volume (approximately 0.19 percent) of residual daily capacity of the Sunshine Canyon Landfill, assuming no diversion. As such, the Project would have a less than significant impact on landfill capacity. Alternative 5 would increase solid waste generation less than the

<sup>21</sup> Based on a solid waste generation factor of 10.53 pounds of solid waste / employee, Alternative 5's 897 new office employees would generate 9,445.41 pounds of solid waste per day.

Project, and, as with the Project impacts relative to solid waste disposal capacity would be less than significant and less than under the Project.

(b) Regulatory Compliance

As with the Project, Alternative 5 would be required to comply with SB 1374, AB 939, and AB 341 regarding solid waste diversion. Both the Project and Alternative 5 would achieve at least a 65 percent and 50 percent solid waste diversion rate, respectively, until year 2020, and at least a 75 percent solid waste diversion rate thereafter. Both the Project and Alternative 5 would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, General Plan Framework Element, RENEW LA Plan, and Green LA Plan. The Project and Alternative 5 would comply with applicable federal, state, and local statutes and regulations governing solid waste, and impacts would be less than significant and similar for both the Project and Alternative 5.

(o) Energy

(i) *Energy Consumption*

Alternative 5 would not provide new residential development and compared to the Project, would increase the office floor area from 307,288 square feet to 499,863 square feet and reduce the restaurant floor area from 18,817 square feet to 10,000 square feet. Alternative 5 would also include 50,000 square feet of grocery store floor area. In total, Alternative 5 would be reduced by 952,045 square feet of developed floor area. The reduction in scale of construction and scope of development would reduce total vehicle trips and energy demand associated with building operation. As with the Project, Alternative 5 would increase demand for energy, including natural gas and electricity compared to existing conditions; however, to a lesser degree. The Project would comply with applicable provisions of Title 24 and the CALGreen Code, as well as achieve the equivalent of the LEED Silver Certification level for new buildings as well as waste reduction features that would enhance the Project's energy efficient design. Similar to the Project, Alternative 5 would not result in the wasteful, inefficient, and unnecessary consumption of energy and, thus, impacts would be less than significant. However, because Alternative 5 is smaller and would require less energy demand than the Project, impacts with respect to energy consumption would be less under Alternative 5.

(ii) *Energy Infrastructure*

Both the Project and Alternative 5 would generate an additional demand on existing energy infrastructure. The Project's electricity and natural gas usage is expected to represent a small fraction of LADWP's and SoCalGas' energy use. It is expected that existing infrastructure, planned capacity and electricity would be sufficient to support the Project's electricity and natural gas demand. Electricity and natural gas usage would not materially increase energy demands and, thus,

impacts on energy supplies and infrastructure would be less than significant. Alternative 5 would result in less demand regarding energy infrastructure than the Project, and impacts associated with both the Alternative 5 and the Project would be less than significant. As Alternative 5 would not include any new building, Alternative 5 would have less impact on energy infrastructure than under the Project.

### (3) Relationship of the Full Preservation Alternative to Project Objectives

The Full Preservation Alternative (Alternative 5) would not require the demolition of the Executive Building and parking structure and, as such, it would avoid the Project's significant and unavoidable impacts to historical resources. Under Alternative 5, the preservation of the Executive Building and parking structure would allow for their contribution to the features that justified the Times-Mirror Square as a potential historic district that appears eligible for listing in the National and California Registers. It would also allow for the preservation of the Executive Building, which appears eligible for listing in the California Register.

Because of a reduced construction phase and scale of construction, Alternative 5 would avoid the Project's significant and unavoidable impacts associated with the violation of an air quality standard during construction and the Project's significant and unavoidable cumulative considerable increase of a criteria pollutant (NO<sub>x</sub>) in a nonattainment area.

Alternative 5 would also avoid the Project's significant and unavoidable impacts related to construction noise, including exceedance of established noise standards, groundborne vibration and noise, and substantial increase in temporary of periodic ambient noise levels. Although Alternative 5 would not avoid the Project's significant and unavoidable operation service level impacts at one area intersection (Intersection No. 11) under the Existing with Project scenario, it would reduce this impact from both peak periods to one peak period. In addition, Alternative 5 would reduce the Project's significant and unavoidable impacts from six area intersections (Intersections No. 1, 5, 10, 11, 12, and 17) under Future (2023) with Project scenario to two intersections (Intersections No. 10 and 11).

Alternative 5 would reduce or be similar to the Project's less than significant impacts related to building heights, views, scenic resources, visual character and quality, shade/shadow, archeological resources, paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population, housing and employment, public services, transportation/traffic, tribal cultural resources, public utilities, and energy impacts. Also, because of the increased office occupancy and reduced residential uses, Alternative 5 would reduce the Project's vehicle trips and, thus, incrementally reduce the Project's less than significant operation emissions, GHG's, and energy impacts.

Because it would not include any residential uses or the Paseo, Alternative 5 would not meet the Project's underlying purpose and primary objective to develop the Project Site with a transit-oriented development that includes residential uses, community-serving commercial uses, and publicly accessible and private open space and amenities.

Alternative 5 would be consistent with the Project Objective to rehabilitate and modernize the Times, Mirror, and Plant Buildings distinguish the character of the Downtown and attract visitor interest, and to reduce vacant office space through the rehabilitation of existing offices and creation of employee amenities to generate jobs. However, as it would not restore the west wall of the Times, Plant, and Mirror Buildings Alternative 5 would not meet this Objective to the same extent as under the Project.

In addition, Alternative 5 would be consistent with the Project Objective to provide a full-service grocery store to serve existing and new residents and visitors in the Downtown and further activate pedestrian activity in an area that is underserved by full-service grocery stores.

In the absence of the Paseo, retail, and restaurant uses, Alternative 5 would not meet the Project Objective to activate the Broadway Street frontage by providing active street-oriented uses, such as retail or restaurants, and a landscaping and streetscape program that further enhances the pedestrian experience to the same extent as under the Project.

Alternative 5 would not meet the following Objectives:

- Develop architecturally distinct new buildings that contribute to the visual character of Downtown's high-rise skyline.
- Create publicly accessible pedestrian connections through the Project Site with views toward visual resources such as the proposed First and Broadway Civic Center Park to enhance circulation and promote walkability.
- Provide for a mix of commercial and residential uses to promote pedestrian activity, reduce vehicle trips and vehicle miles traveled, and enliven the Downtown area with 24/7 activity.
- Maximize high-density residential uses in proximity to public transit, including Metro's Red Line and Purple Line Station in Grand Park, and Metro's Regional Connector Station at W. 2nd Street and Broadway.
- Maximize and increase high-density residential uses in Downtown Los Angeles within walking distance of jobs-rich centers, such as the Financial District and Civic Center, and a short transit ride to popular destinations such as Little Tokyo, the Arts District, Union Station, Olvera Street, Chinatown, the Downtown Markets, and the Los Angeles Convention

Center, and Downtown amenities, such as Grand Park and the Los Angeles Music Center.

- Activate the Broadway Street frontage by providing active street-oriented uses, such as retail or restaurants, and a landscaping and streetscape program that further enhances the pedestrian experience.

## f) Environmentally Superior Alternative

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the “no project” alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

Selection of an environmentally superior alternative is based on comparison of the alternatives that would reduce or eliminate the significant impacts associated with the Project, and on a comparison of the remaining environmental impacts of each alternative to the Project. The comparative impacts of the Project, the No Project/No Build Alternative (Alternative 1), the 20 Percent Reduced Intensity Alternative (Alternative 2), the All Office and Residential Alternative (Alternative 3), the Partial Preservation Alternative (Alternative 4) and the Full Preservation Alternative (Alternative 5) are summarized in **Table V-19, Comparison of Impacts Associated with the Alternatives and the Project**.

Of the alternatives analyzed in this Draft EIR, the No Project/No Build Alternative would be considered the environmentally superior because it would avoid the Project’s significant and unavoidable impacts to historical resources, construction noise and vibration, and construction emissions. The No Project/No Build Alternative would reduce but not avoid the Project’s significant intersection service level impact at two intersections (No. 10 and 11) under the Project with Future (2023) scenario. However, because no new development would occur and because the No Project/No Build Alternative would not meet any of the Project Objectives, the identification of another environmentally superior alternative is required.

Alternative 5, which consists of the re-use of the existing buildings on the Project Site, the development of more office floor area than under the Project, the provision of restaurant and grocery store floor space, and the elimination of all residential uses, would avoid the Project’s significant and unavoidable impacts related to historical resources, construction noise and vibration, and construction emissions. Alternative 5 would also reduce but not avoid the Project’s significant and unavoidable impacts at one intersection (No. 11) under the Project with Existing scenario and at two intersections (No. 10 and 11) under the Project with Future (2023) scenario. Compared to Alternatives 2 through 4, Alternative 5 would have the lowest volume of daily and peak hour vehicle trips during operation. Alternative

5 would generate the fewest operational air emissions and GHGs, and would reduce overall operation noise levels compared to the Project and Alternatives 2 through 4. In addition, because excavation and the use of heavy machinery would not be required, Alternative 5 would reduce the Project's construction-related air emissions and noise and vibration impacts to less than significant levels.

However, Alternative 5 would not meet the underlying purpose and primary objective of the Project to develop the Project Site with a transit-oriented development that includes residential uses, community-serving commercial uses, and publicly accessible and private open space and amenities, or the Project's Objectives that primarily concern high-density residential uses in proximity to transit and jobs-rich centers, or the creation of architecturally distinctive new buildings that contribute to the visual character of the Downtown. In addition, Alternative 5 would not support local and regional land use and housing policies to the same degree as the Project or Alternatives 2, 3, and 4, relative to the concentration of development in established urban areas served by transit.

Overall, Alternative 5, the Full Preservation Alternative, would reduce physical environmental impacts associated with the Project to a greater degree than Alternatives 2, 3, and 4. Therefore, Alternative 5 would be considered the Environmentally Superior Alternative. Alternative 5, however, would not meet the primary purpose and objective of the Project or the other Project Objectives to the same extent as the Project.

**TABLE V-19**  
**COMPARISON OF IMPACTS ASSOCIATED WITH THE ALTERNATIVES AND THE PROJECT**

	<b>Project Impact</b>	<b>Alternative 1: No Project/No Build</b>	<b>Alternative 2: 20 Percent Reduced Density Alternative</b>	<b>Alternative 3: All Office and Residential Alternative</b>	<b>Alternative 4: Partial Preservation Alternative</b>	<b>Alternative 5: Full Preservation Alternative</b>
<b>Aesthetics/Visual Resources</b>						
Views	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Scenic Resources						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (No Impact)
Operation	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Visual Character						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Shade/Shadow	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Light and Glare	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<b>Air Quality</b>						
Consistency with Air Quality Management Plan	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Violation of Air Quality Standards						
Construction	Significant and Unavoidable with Mitigation	Less (No Impact)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (No Impact)
Operation	Less than Significant with Mitigation	Less (Less than Significant)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (Less than Significant)
Cumulative Considerable Increase of Criteria Pollutant in Nonattainment Area						



	Project Impact	Alternative 1: No Project/No Build	Alternative 2: 20 Percent Reduced Density Alternative	Alternative 3: All Office and Residential Alternative	Alternative 4: Partial Preservation Alternative	Alternative 5: Full Preservation Alternative
Construction	Significant and Unavoidable with Mitigation	Less (No Impact)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Less than Significant)
Operation	Less than Significant with Mitigation	Less (Less than Significant)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (Less than Significant)
Sensitive Receptors Exposure to Pollutant Concentrations						
Construction	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (Less than Significant)
Operation	Less than Significant with Mitigation	Less (Less than Significant)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (Less than Significant)
Cultural Resources						
Historical Resources	Significant and Unavoidable with Mitigation	Less (No Impact)	Similar (Significant and Unavoidable with Mitigation)	Similar (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Less than Significant)
Archaeological Resources	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (No Impact)
Paleontological Resources	Less than Significant with Mitigation	Less (No Impact)	Less (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Less (Less than Significant with Mitigation)	Less (No Impact)
Human Remains	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (No Impact)
Geology and Soils						
Exacerbation of Existing Environmental Conditions	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Soil Erosion or Loss of Topsoil	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (No Impact)
Unstable Geologic Units	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)

	Project Impact	Alternative 1: No Project/No Build	Alternative 2: 20 Percent Reduced Density Alternative	Alternative 3: All Office and Residential Alternative	Alternative 4: Partial Preservation Alternative	Alternative 5: Full Preservation Alternative
Expansive Soils	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)
<b>Greenhouse Gas Emissions</b>	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<b>Hazards and Hazardous Materials</b>						
Routine Transport, Use, or Disposal of Hazardous Materials	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Upset and Accident Conditions	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
One-quarter Mile from an Existing School	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Hazardous Materials Database Listings	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)
Emergency Response/Evacuation Plans	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)
<b>Hydrology and Water Quality</b>						
Consistency with Water Quality Standards						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Greater (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Greater (Less than Significant)	Greater (Less than Significant)
Alteration of Drainage Pattern Resulting in Erosion or Siltation	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Alteration of Drainage Pattern Resulting in Flooding	Less than Significant	Less (No Impact )	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Greater (Less than Significant)
Stormwater Drainage System Capacity						
Construction	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)

				Alternative 3: All Office and Residential Alternative	Alternative 4: Partial Preservation Alternative	Alternative 5: Full Preservation Alternative
	Project Impact	Alternative 1: No Project/No Build	Alternative 2: 20 Percent Reduced Density Alternative			
Operation	Less than Significant	Greater (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Greater (Less than Significant)
Water Quality	Less than Significant	Greater (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)
<b>Land Use and Planning</b>						
Consistency with Adopted Plans and Policies	Less than Significant	Less (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
<b>Noise</b>						
Noise Levels in Excess of Established Standards						
Construction	Significant and Unavoidable with Mitigation	Less (No Impact)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Groundborne Vibration and Noise						
Construction	Significant and Unavoidable with Mitigation	Less (No Impact)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Less than Significant)
Operation	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Substantial Permanent Increase in Ambient Noise Levels	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Substantial Increase in Temporary or Periodic Ambient Noise Levels	Significant and Unavoidable with Mitigation	Less (No Impact)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Less than Significant)
<b>Population, Housing, and Employment</b>						
Construction	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<b>Police Services</b>						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)

	Project Impact	Alternative 1: No Project/No Build	Alternative 2: 20 Percent Reduced Density Alternative	Alternative 3: All Office and Residential Alternative	Alternative 4: Partial Preservation Alternative	Alternative 5: Full Preservation Alternative
<b>Fire Services</b>						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<b>School Services</b>						
Construction	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<b>Parks and Recreation</b>						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<b>Library Services</b>						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (Less than Significant )	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<b>Transportation/Traffic</b>						
Consistency with Traffic Circulation Performance Standards						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Operation	Significant and Unavoidable with Mitigation	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Greater (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)	Less (Significant and Unavoidable with Mitigation)
Congestion Management Program	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
Design Feature Hazards	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)
Public Transit, Bicycle, and Pedestrian Facilities Policies	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)
<b>Tribal Cultural Resources</b>						
Change in the Significance of a Tribal Cultural Resource	Less than Significant	Less (No Impact)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Less (No Impact)

	Project Impact	Alternative 1: No Project/No Build	Alternative 2: 20 Percent Reduced Density Alternative	Alternative 3: All Office and Residential Alternative	Alternative 4: Partial Preservation Alternative	Alternative 5: Full Preservation Alternative
<b>Utilities</b>						
<b>Water</b>						
<i>Water Infrastructure</i>						
Construction	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<i>Water Supply</i>						
Construction	Less than Significant	Greater (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<i>Wastewater</i>						
RWQCB Treatment Requirements	Less than Significant	Less (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Wastewater Treatment Capacity						
Construction	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Greater (Less than Significant)	Greater (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
<i>Solid Waste</i>						
Landfill Capacity						
Construction	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Operation	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Regulatory Compliance	Less than Significant	Less (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
<b>Energy</b>						
Energy Consumption	Less than Significant	Greater (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
Energy Infrastructure	Less than Significant	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)	Less (Less than Significant)
SOURCE: ESA, 2019.						

## VI. Other CEQA Considerations

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### 1. Significant Unavoidable Impacts

Section 15126.2(b) of the State California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less-than-significant level. The following is a summary of the impacts associated with the Project that were concluded to be significant and unavoidable. These impacts are also described in detail in Chapter IV, *Environmental Impact Analysis*, of this Draft EIR.

**Air Quality:** As stated in Section IV.B, *Air Quality*, of this Draft EIR, construction activities associated with the Project would result in regional emissions for NO<sub>x</sub> that exceeds the numeric indicator for NO<sub>x</sub> emissions. Mitigation measures MM-AQ-1 and MM-AQ-2 would be required; however, even with implementation of these mitigation measures impacts with regards to regional construction emissions would be significant and unavoidable for NO<sub>x</sub> emissions during the two continuous concrete pouring foundations phases, which are expected to last up to approximately two days each. Therefore, these impacts would be significant and unavoidable.

**Historical Resources:** As stated in Section IV.C, *Cultural Resources*, of this Draft EIR, the Project would result in the removal of the Executive Building, an individually eligible resource and a contributor to the potential Times Mirror Square historic district, and the parking structure, which is also a contributor to the district. The removal of the Executive Building and the parking structure would result in the demolition of two of the five contributors to the potential Times Mirror Square historic district, rendering it ineligible.<sup>1</sup> While Mitigation Measures MM-CUL-1 through MM-CUL-4 would be implemented, they would not reduce the impact to a

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<sup>1</sup> The entire block of Times Mirror Square was nominated as a Historic-Cultural Monument by interested parties. OHR's staff report to the Cultural Heritage Commission concluded that the Times, Plant, and Mirror Buildings were architecturally significant, but concluded that the Executive Building and the parking structure designed by William Pereira were not architecturally significant. On September 20, 2018, the Cultural Heritage Commission recommended the designation of the entire block and found that the Executive Building and parking structure were significant for the association with Pereira. After a full hearing on November 27, 2018 on the nomination, the City Council's Planning and Land Use Management Committee recommended that the designation exclude the Executive Building and parking structure. On December 5, 2018, the City Council concurred with this recommendation. As a result, only the Times, Plant, and Mirror Buildings are now designated as a Historic-Cultural Monument. Nonetheless, the entire Times Mirror Square is already considered a historic resource in this EIR. As a matter of conservative analysis, notwithstanding the City Council's action, the Executive Building and parking structure are considered to be historic resources for purposes of this Draft EIR.

level of less than significant. Therefore, demolition of these structures would result in a significant and unavoidable impact to historic architectural resources.

**Noise:** As stated in Section IV.I, *Noise*, of this Draft EIR, construction activities would require the use of heavy-duty machinery that would increase noise levels at several sensitive receptor locations, represented as Locations R1 through R8. Prior to mitigation, construction noise would exceed applicable noise impact thresholds (established standards) at nearby noise sensitive uses (Locations R1, R3, R4, R5, and R6). Implementation of mitigation measures MM-NOISE-1 through MM-NOISE-4 would reduce construction noise levels to less-than-significant levels at sensitive receptor Locations R3, R4, and R6. However, even with mitigation, noise levels (with and without the vibratory pile driver), would exceed noise thresholds at sensitive receptor locations R1 and R5. Location R1 is the northeast corner of S. Broadway and W. 2nd Street, which represents the noise environment at the west corner the Project Site and the Federal Courthouse and future mixed-use residential development at the corner of W. 2nd Street and S. Broadway. Location R5 is along south side of W. 2nd Street, midway between S. Main Street and S. Spring Street and represents the noise environment for the Higgins Building apartment complex at the corner of S. Main Street and W. 2nd Street and the one-acre LAPD park. Mitigation measures require a 10-foot-high construction fence; that all fixed or mobile construction equipment provide noise shielding and muffling devices; and specific time restrictions on heavy-duty equipment within 100 feet and 150 feet, respectively of the Federal Courthouse. However, because noise levels during construction would exceed the applicable noise standards at Locations R1 and R5, the Project's on-site noise impacts with respect to established standards would be significant and unavoidable.

Cumulatively, three related projects (Related Project No. 25, a Mixed-Use Residential Development; Related Project No. 110, a Mixed-Use Residential Development; and Related Project No. 168, the Metro Regional Connector project) are located closest to two noise-sensitive receptors (R5 residences and R6 hotels) as determined in the Draft EIR. If construction of these three related projects (related Project Nos. 25, 110, and 168) would overlap with construction of the Project, short-term cumulative construction impacts could be potentially significant at noise-sensitive receptors R1, and R3 through R6. As the City of Los Angeles does not have noise studies for all of these related projects available, it is conservatively assumed that cumulative construction noise impacts would be significant and unavoidable.

Additionally, although Related Project No. 130, the TV Studio and Auditorium project, is located 400 feet from the sensitive receptor R5, the combined construction noise levels from this project and the Project would exceed the significance threshold of 70 dBA  $L_{eq}$ , and would be a cumulative construction noise impacts even with implementation of MM-NOISE-1 and MM-NOISE-2. Cumulative

construction noise impacts from on-site construction activities are conservatively considered to be significant and unavoidable.

In addition, the Project's construction traffic noise levels generated by construction worker and truck trips would exceed the nighttime established standards on S. Broadway and Los Angeles Street and, as such, off-site construction truck traffic would also be significant and unavoidable. During the nighttime, the Project would potentially exceed the nighttime significance threshold along the truck route. The Project's maximum truck trips would occur for a short duration during the continuous concrete pour activity, which would last one nighttime and early morning period for each residential tower for a total of up to two nighttime and early morning periods.

For off-site haul truck vibration, during Project construction, haul trucks would generate groundborne noise levels when they travel on rough roads or uneven road surfaces, which would exceed the human annoyance significance thresholds for residential uses. Therefore, even though the haul trucks would pass vibration-sensitive receptors along the haul routes for only a few seconds, groundborne noise impacts on sensitive receptors for human annoyance along the haul routes are conservatively considered to be significant. As there are no feasible mitigation measures for groundborne noise impacts due to off-site truck trips along the truck routes when trucks travel rough roads or uneven road surfaces, impacts are conservatively considered to be significant and unavoidable.

Cumulatively, construction-related trips from the Project and related projects could combine to exceed ambient noise levels by 5 dBA at sensitive receptors adjacent to street segments along the Project truck route and, thus, exceed the significance criteria. Each project applicant would be required to prepare and submit to LADOT for approval a construction management plan that would be based on the nature and timing of the specific construction and other projects in the vicinity of the development site. Nonetheless, truck traffic related to construction of the Project could combine with the potentially concurrent construction of Related Project No. 110, located at 222 W. 2nd Street, immediately south of the Project Site. The Project is unique as it is one of two large projects in very close proximity that have the potential to be constructed concurrently. According to information on file with the Planning Department, heavy construction truck traffic from Related Project No. 110 would utilize segments of S. Los Angeles Street, same as the Project. In addition, construction traffic from other related projects could potentially use these street segments.<sup>2</sup> It is not certain whether Project construction would occur

<sup>2</sup> Related projects located along or near Spring Street, 3rd Street, or 4th Street that could potentially use those roadways to access the nearest freeway on- or off-ramp include Related Project Nos. 14, 38, 39, 49, 61, 77, 111, and 130. Related projects located along or near Los Angeles Street that could potentially use that roadway to access the nearest freeway on- or off-ramp include Related Project Nos. 16, 53, 61, 89, 97, 109, and 130. While some of these related projects may already be underway, may be operational prior to the start of Project construction,



concurrently with that of Related Project No. 110. However, given the possible unique circumstance of concurrent construction activities (including the possible overlapping renovation work for the Project) of these two large scale projects located across the street from one another and utilizing overlapping haul routes, it is conservatively assumed herein that these projects, combined with other related projects in the area noted in this section, could cumulatively generate sufficient truck trips to trigger a significant noise impact along segments of S. Los Angeles Street. It is noted, however, that should the Project's construction activities involving peak construction truck traffic be completed prior to commencement of construction of Related Project No. 110, this cumulative construction noise impact may not occur. Thus, it is conservatively assumed that truck traffic related to construction of the Project, combined with Related Project No. 110 and other nearby related projects noted in this section, would occur throughout the day and could overlap, and, thus, could cumulatively exceed ambient noise levels by 5 dBA at sensitive receptors adjacent to S. Los Angeles Street. There are no feasible mitigation measures to reduce noise impacts due to off-site truck trips during the daytime along the truck routes, thus, temporary off-site construction noise impacts during the daytime would be significant and unavoidable.

During the nighttime, the Project would exceed the nighttime significance threshold along the truck route. The Project's maximum truck trips would occur for a short duration during the continuous concrete pour activity, which would last one nighttime and early morning period for each residential tower for a total of up to two nighttime and early morning periods. Thus, while it would not be expected that related projects would contribute a maximum number truck trips during the same nighttime periods as the proposed Project, it is possible that related projects could require some nighttime construction work and generate some level of construction truck or worker trips along the same truck route at the Project. As there are no feasible mitigation measures to reduce noise impacts due to off-site truck trips during the nighttime along the truck routes, temporary off-site construction noise impacts during the nighttime would be significant and unavoidable.

Due to the rapid attenuation characteristics of groundborne vibration and distance from each of the related projects to the Project Site, there is no potential for cumulative construction- or operational-period impacts with respect to groundborne vibration. However, as the related projects would be anticipated to use similar trucks as the Project, it is expected that construction trucks from the related projects would generate similar vibration levels along the anticipated haul routes. If the Project and related projects would have the same haul routes and at least two trucks would pass together a sensitive receptor, cumulative groundborne noise impacts would occur. As there are no feasible mitigation measures for groundborne impacts due to off-site truck trips along the truck routes when trucks

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and/or may only involve interior renovations and therefore not require a haul route, other development projects in the surrounding area also could contribute to truck trips along the identified routes.

travel rough roads or uneven road surfaces, temporary potential cumulative groundborne noise level impacts for human annoyance would be cumulatively significant.

**Traffic:** As stated in Section IV.P, *Transportation and Traffic*, of this Draft EIR, the Project would add traffic to the local street system which would exceed LADOT's significance criteria. The Project would result in significant and unavoidable impacts at one intersection under Existing with Project scenario (Intersection No. 11) and six intersections under Future with Project scenario:

1. S. Figueroa Street & W. 2nd Street (PM peak hour)
5. Hill Street & W. 1st Street (AM peak hour)
10. Broadway & W. 1st Street (both peak hours)
11. S. Broadway & W 2nd Street (both peak hours)
12. S. Broadway & W. 3rd Street (AM peak hour)
17. S. Spring Street & W. 2nd Street (AM peak hour)

Even with implementation of Mitigation Measures MM-TRAF-1, a Transportation Demand Management (TDM) Program, which would reduce Project-generated vehicle trips, impacts would not be fully mitigated. Physical mitigation measures were considered but could not be implemented due to roadway width and on-street facility constraints. Therefore, significant and unavoidable impacts would remain at Intersection No. 11 under the Existing with Project scenario and six study area intersections (Intersection Nos. 1, 5, 10, 11, 12, and 17) under the Future with Project scenario.

## **2. Reasons the Project is Being Proposed, Notwithstanding Significant Unavoidable Impacts**

In addition to identification of the Project's significant unavoidable impacts, Section 15126.2(b) of the State *CEQA Guidelines* also requires a description of the reasons why a project is being proposed, notwithstanding significant unavoidable impacts associated with the project.

As described further below, this Project is being proposed, notwithstanding its significant unavoidable impacts, in order to develop mixed-use towers containing residential and commercial uses, which would locate high-density residential uses and a mix of commercial uses within walking distance to mass transit, jobs-rich centers, and destinations in Downtown Los Angeles. The Project would rehabilitate the Times, Mirror, and Plant Buildings to their original historical condition and

would also reduce the Project Site's current 40 percent vacancy rate within the office spaces. The Project would also provide a public, open-to-the-sky Paseo to allow mid-block street-to-street access and views between W. 2nd Street and Grant Park, as well as towards the proposed First and Broadway Civic Center Park. The Project would introduce an architecturally distinctive development that contributes to the City's evolving skyline and activates the pedestrian realm along adjacent street frontages. The Project would improve pedestrian connectivity, safety, and security in the area and enhance and enliven the Downtown area with 24/7 activity. The Project would develop the Project Site with residential and commercial uses that would promote pedestrian activity, and residential and employee amenities, all of which would be compatible with the City's long-term planning goals for development in Downtown.

The Project is being proposed notwithstanding significant unavoidable air quality, historical resources, noise, and traffic impacts. The Project would create new jobs for both construction and long-term operations, and it would bring residents and employees to the area to support area businesses and increase revenue for the City. The Project is also being proposed because it is consistent with the Southern California Association of Government's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (SCAG's 2016 RTP/SCS), the City's Central City Community Plan, and the City's long-range planning direction for properties located near major transit stops in Downtown that can focus density and reduce related traffic impacts considering the Project Site's location near mass transit and job centers within the Downtown Los Angeles area.

### 3. Significant Irreversible Environmental Changes

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

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

The Project would consume a limited amount of slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the Project and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include: (1) building materials, (2) water, and (3) energy resources, including those associated with the transportation of goods and people to and from the Project Site. Project construction would require the consumption of resources that are non-replenishable or may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Furthermore, nonrenewable fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment, as well as the transportation of goods and people to and from the Project Site.

Project operation would continue to expend nonrenewable resources that are currently consumed within the City. These include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced.

At the same time, the Project would contribute to a land use pattern that would reduce reliance on private automobiles and vehicle miles traveled (VMT), and, therefore reduce the consumption of non-renewable resources when considered in a larger context. Most notably, the Project would represent an urban infill development that would provide residential and commercial uses in the Downtown Los Angeles area in close proximity to existing off-site commercial, residential, and retail destinations and existing public transit stops. The Project Site is located within a Transportation Priority Area, which is identified as an area within one-half mile of a major transit stop. The Project Site is also located within a High Quality Transit Area (HQT), an area identified as preferred for high-density development to reduce VMT and related consumption of renewable resources, among other goals. Given its location, the Project would support pedestrian access to a considerable range of entertainment, employment, and commercial activities. The Project also provides nearby access to the regional transportation system as the Project Site is located within 750 feet of Metro's Los Angeles Civic Center/Grand Park Station and directly across W. 2nd Street from Metro's 2nd Street and Broadway Station (currently under construction). These factors would contribute to a land use pattern that is considered to reduce the consumption of non-renewable resources.

Furthermore, the Project would comply with the 2016 Los Angeles Green Building Code, which would reduce GHG emissions through compliance with energy-

efficiency requirements, such as reducing indoor and outdoor water demand, installing energy-efficient appliances and equipment, and complying with 2016 California Title 24 Building Energy Efficiency Standards, as amended by the City. The Project would also meet the mandatory measures of the CALGreen Code as amended by the City by incorporating strategies such as high efficiency toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The heating, ventilation, and air conditioning (HVAC) system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency. The Project would achieve several objectives of the City of Los Angeles General Plan Framework Element, SCAG's 2016 RTP/SCS, and South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) for establishing a regional land use pattern that promotes sustainability.

The Project's continued use of non-renewable resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area, as well as State and local goals for reductions in the consumption of such resources. The Project Site contains no energy resources that would be precluded from future use through Project implementation. Thus, the Project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant, and the limited use of nonrenewable resources is justified.

## 4. Growth-Inducing Impacts

Section 15126.2(d) of the State *CEQA Guidelines* requires an EIR to discuss the ways a proposed project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth-inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, pursuant to CEQA, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

### a) Direct Growth (Housing and Economic Growth)

The Project would replace the existing Executive Building and parking structure with the North and South Towers, which would include up to 1,127 residential units, 34,572 square feet of ground-level restaurant uses, and would increase residential population in the area. Under the Project, the Times, Plant, and Mirror Buildings would be adaptively reused and would include up to 307,288 square feet of commercial office uses,<sup>3</sup> up to 18,817 square feet of commercial restaurant uses, and a 50,000 square-foot grocery store, all of which would also generate new

<sup>3</sup> This office square footage accounts for the existing office uses (213,856 sf) that would continue to exist after the rehabilitation of the Times, Plant, and Mirror Buildings. The Project also proposes 93,432 sf of new office development for the Project Site. After implementation of the Project, a total of 307,288 square feet of office space would be available on the Project Site.

employment in the area. The Project Site is currently developed with office uses, a bank, and a cafeteria. Development of the Project would add residents and would create new employment at the Project Site.

The mixed-use Project would provide new housing and employment within the Central City Community Plan Area and within a HQTa. The Project would provide housing for 2,739 new residents and would generate approximately 186 net new employees on the Project Site. The Project itself would contribute to bringing the jobs/housing ratio closer to the balance by providing more housing units than employees onto the Project Site, which would support the attainment of SCAG policies by providing increased population density within a HQTa. A maximum of 792 construction workers would be on-site at one time during the most intensive overlapped construction phases. Construction jobs are anticipated to be filled by residents in the local area, or by commuters within the larger Los Angeles Metropolitan Area. The Project would include a mix of uses that would be compatible with adjacent uses and representative of the type of high-density and mixed-use development anticipated in the City of Los Angeles. As discussed in detail and concluded in Section IV.J, *Population and Housing*, of the Draft EIR, the Project's new development is consistent with the established SCAG regional forecast for the City of Los Angeles, and contributes to an infill growth pattern that is encouraged locally in the City by the General Plan Framework and the Central City Community Plan. Accordingly, the Project would not induce unanticipated direct growth.

### **b) Indirect Growth (Utility and Infrastructure Growth)**

The Project Site is located in an urbanized area that is served by current infrastructure (e.g., roads and utilities), and community service facilities. The Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, since the infill Project would link with and tie into existing infrastructure in the Project area. New infrastructure that would be required, such as service connections to local water and sewer network and electricity and natural gas utilities for the North and South Towers, would be sized to serve only the Project's needs. Thus, other than connections between the Project Site and existing nearby infrastructure, no new infrastructure would be added in the area. No new roadways would be created as part of the Project. The Project would not open any new areas not already served by infrastructure.

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

## 5. Potential Secondary Effects of Mitigation Measures

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

### a) Air Quality

Mitigation measure MM-AQ-1 requires the Applicant to implement construction equipment features for equipment operating at the Project Site. Such equipment includes electric or alternative fueled (i.e., non-diesel) tower cranes and signal boards, pole power for electric tools, alternative-fueled generators, etc. Mitigation measure MM-AQ-2 requires the Applicant to reduce the emissions of air pollutants generated by heavy-duty diesel-powered equipment by enforcing engines to be turned off after five minutes when not in use, properly tuning and maintaining equipment, and discontinuing construction activities during second-stage smog alerts. Mitigation measure MM-AQ-3 would require that landscaping equipment used on the Project Site be electric- or battery-powered. Mitigation measure MM-AQ-4 requires that the Project limit the number of restaurants permitted to utilize under-fired charbroiling equipment to two restaurants or less. Mitigation measures MM-AQ-5 requires that the Applicant schedule routine maintenance and testing of emergency generators on different days. These mitigation measures for air quality would implement emissions control strategies that would reduce impacts to less than significant levels. As these mitigation measures are control strategies for different equipment for construction and operation that the Applicant would use or install, no further impacts would occur from these implementations. Therefore, these mitigation measures for air quality would not result in secondary impacts on the environment.

### b) Cultural Resources

For historical resources, Mitigation measure MM-CUL-1 requires that the Applicant prepare a Historic American Building Survey (HABS) Level II documentation for the Executive Building and parking structure according to the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation. Mitigation measure MM-CUL-2 requires that the Times, Plant, and Mirror Buildings be rehabilitated in accordance with the Historic Structure Report

and Secretary of the Interior's Standards for Rehabilitation. Mitigation measure MM-CUL-3 requires construction monitoring during demolition of the Executive Building and parking structure and for construction of the North and South Towers to minimize damage to the Times, Plant, and Mirror Buildings. Mitigation measure MM-CUL-4 requires historic architectural construction monitoring for the rehabilitation of the Times, Plant, and Mirror Buildings.

For archaeological resources, Mitigation measure MM-CUL-5 requires the retention of a qualified archaeologist prior to ground-disturbing activities. Mitigation measure MM-CUL-6 requires the qualified archaeologist to conduct cultural resources sensitivity training for all construction personnel prior to earth moving activities. Mitigation measure MM-CUL-7 requires the contractor to immediately cease all work activities in the area in the event of an unanticipated discovery of archaeological materials until it can be evaluated by the qualified archaeologist.

For paleontological resources, Mitigation measure MM-CUL-8 requires the retention of a qualified paleontologist. Mitigation measure MM-CUL-9 requires the qualified paleontologist to conduct construction worker paleontological resources sensitivity training prior to the start of ground disturbing activities. Mitigation measure MM-CUL-10 requires that full-time paleontological resources monitoring be conducted for all ground disturbing activities occurring in previously undisturbed sediments of older alluvium, the Fernando Formation, and the Puente Formation. Mitigation measure MM-CUL-11 requires that work at a discovery location of potential fossils cease in a 50-foot radius of the discovery until the qualified paleontologist assessed the discovery, conferred with the City, and made recommendations as to the appropriate treatment.

As mitigation measures MM-CUL-1 through MM-CUL-4 are in place to ensure that the existing buildings are well documented and rehabilitated to proper standards, no further impacts would occur from the documentation and monitoring. As mitigation measures Mm-CUL-5 through MM-CUL-11 are in place to ensure that qualified experts are available for sensitivity training and construction monitoring to prevent potential impacts, no further impacts would occur. These mitigation measures for historical resources, archaeological resources, and paleontological resources would reduce impacts and would not result in secondary impacts on the environment.

### **c) Noise**

Mitigation measure MM-NOISE-1 requires a temporary 10-foot-tall construction fence equipped with noise blankets rated to reduce sound by at least 5 dBA be placed between the Project Site and the sensitive receptor locations R1 and R3 through R6. Temporary noise barriers shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptor during early Project construction phases (up to the start of framing) when the use of heavy



equipment is prevalent. Mitigation measure MM-NOISE-2 would ensure that all construction equipment is equipped with properly operating and maintained noise shielding and muffling devices, consistent with manufacturers' standards. Mitigation measure MM-NOISE-3 would schedule construction activities to avoid operating several pieces of Heavy-Duty Equipment simultaneously in order to reduce high noise levels at the Federal Courthouse located across S. Broadway from the Project Site. Mitigation measure MM-NOISE-4 requires the Project to provide a temporary pile driver enclosure equipped with noise blankets rated to achieve sound level reductions of at least 10 dBA between the Project Site and the Federal Courthouse. Mitigation measure MM-NOISE-5 requires that the vibratory pile driver shall be prohibited from operating within 60 feet of the Times, Plant, and Mirror Buildings and within 160 feet of the Federal Courthouse. In those areas, a drill rig shall be used instead. Mitigation measure MM-NOISE-6 would require the condition of structures and finish materials for the Times, Plant, and Mirror Buildings to be documented by a qualified preservation consultant prior to initiation of construction. Prior to construction, the Applicant shall retain the services of a qualified acoustical engineer to review the proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Times, Plant, and Mirror Buildings. During construction, the contractor shall install and maintain at least one continuously operational automated vibrational monitors on the Times Building, the Plant Building, and the Mirror Building.

As the mitigation measures are implemented to ensure that construction noise and vibration impacts would not impact the Project Site's existing buildings and sensitive receptors, no further impacts would result. These mitigation measures for noise and vibration would reduce impacts and would not result in secondary impacts on the environment.

#### **d) Transportation and Traffic**

Mitigation measure MM-TRAF-1 would implement a comprehensive Transportation Demand Management Program to promote non-auto travel and reduce single-occupant vehicle trips. The TDM program would include providing unbundled parking, discounted transit passes, allowing car share services within the Project's parking facilities, and more. As this mitigation measure would not result in physical improvements and would reduce impacts to operational traffic, this mitigation measure would not result in secondary impacts on the environment.

## **6. Effects Found Not to be Significant**

Section 15128 of the State *CEQA Guidelines* states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the Draft EIR. Pursuant to Section 15128, such a statement may be contained in an attached copy of an Initial Study. An Initial Study was prepared for the Project and is included in Appendix A-2 of this Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impact areas and the reasons that each topical area is or is not analyzed further in the Draft EIR. The City of Los Angeles determined that the Project would result in less than significant or no impacts related to aesthetics (scenic vista, light or glare, and shading), agriculture and forestry resources, odors, biological resources, human remains, landslides, septic tanks or alternative waste water disposal systems, airports and airstrips, wildland fires, depletion of groundwater supplies or recharge, flooding, inundation, physically dividing an established community, habitat conservation plans or natural community conservation plans, mineral resources, and displacement of existing housing and substantial numbers of people. For further discussion of these issues and more detailed evaluation of potential impacts, refer to the Project's Initial Study, provided in Appendix A-2 of this Draft EIR.

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- Jessie Fan, Deputy Project Manager
- Lorena Christman, Senior Technical Associate
- Robert Hillman, Senior Associate
- Alan Sako, Senior Managing Associate (Air Quality, Greenhouse Gas, Energy, Noise)

- Elbert Hsiung, Senior Associate (Air Quality, Greenhouse Gas)
- Tim Witwer, Associate (Greenhouse Gas, Energy)
- Jeff Goodson, Managing Associate (Noise)
- Kyle Kim, Senior Associate (Noise)
- Monica Strauss, Director (Cultural Resources)
- Margarita Jerabek, Director (Cultural Resources - Historic)
- Michael Vader, Senior Associate (Cultural Resources)
- Shadde Rosenblum, Senior Managing Associate (Traffic)
- Ian Hillway, Publications Manager
- Denise Kaneshiro, Senior Graphic Designer
- Gary Gick, Production Coordinator

### **b) Architect**

AC Martin  
444 South Flower Street, Suite 1200  
Los Angeles, CA 90071

- Jesús Bañuelos, Designer
- David Saviola, AIA NCARB, Senior Associate

### **c) Landscape Architect**

Carter, Romanek  
Landscape Architects, Inc.  
11110 Ohio Avenue, Suite 204  
Los Angeles, CA 90025

- Wayne Romanek

### **d) Traffic Engineer**

Fehr & Peers Transportation Consultants  
Landscape Architects, Inc.  
11110 Ohio Avenue, Suite 204  
Los Angeles, CA 90025

- Tom Gaul, Principal
- Amanda Heinke, Senior Transportation Engineer
- Emily Finkel, Transportation Planner

**e) Civil Engineer**

KPFF Consulting Engineers  
700 South Flower Street, Suite 2100  
Los Angeles, CA 90017

- Carlo Banzil
- Giselle Harkous, EIT

**f) Geotechnical Engineer**

Geocon West, Inc.  
3303 N. San Fernando Boulevard, Suite 100  
Burbank, CA 91504

- Jelisa Thomas Adams
- Neal D. Berliner
- Susan F. Kirkgard

**g) Environmental Site Assessment**

Advantage Environmental Consultants, LLC  
145 Vallecitos De Oro, Suite 201  
San Marcos, CA 92069

- Todd Jacquay, Project Manager
- Daniel Weis, R.E.H.S., Branch Manager

**4. AGENCIES CONSULTED**

**a) City of Los Angeles Bureau of Engineering**

1149 S. Broadway, Suite 700  
Los Angeles, California 90015-2213

- Adrian Sanchez, Central District

**b) City of Los Angeles Bureau of Sanitation (LA Sanitation)**

Wastewater Engineering Services Division  
4590 W Colorado Boulevard  
Los Angeles, California 90039

- Ali Poosti, Division Manager

**c) Los Angeles Department of Recreation and Parks**

Planning, Maintenance, and Construction Branch  
221 N. Figueroa Street, Suite 350  
Los Angeles, CA 90012

- Darryl Ford, Senior Management Analyst I
- Melinda Gejer, City Planning Associate
- Michael A. Shull, General Manager

**d) Los Angeles Department of Water and Power  
(Water Supply Assessment)**

Resources Development and Supply Assessment Group  
Water System Executive Office - Water Resources Section  
111 N. Hope Street, Room 1450  
Los Angeles, California 90012

- Ryan Aghakhani
- Earl Moosbrugger, P.E.

**e) Los Angeles Department of Water and Power  
(Fire Flow Availability)**

Water Distribution Services Section  
111 N. Hope Street, Room 1425  
Los Angeles, California 90051-5700

**f) Los Angeles Department of Water and Power  
(Electric Service Availability)**

111 N. Hope Street, Room 1425  
Los Angeles, California 90051-5700

- Vincent G. Zabukovec, Engineer of Customer Station Design



### **g) Los Angeles Department of Transportation**

Development Services Division  
100 South Main Street, 9<sup>th</sup> Floor  
Los Angeles, California 90012

- Wes Pringle, Transportation Engineer

### **h) Los Angeles Fire Department**

Bureau of Fire Prevention and Public Safety  
201 N. Figueroa Street, Suite 300  
Los Angeles California 90012

- Hilda Reyes, Student Professional Worker, Fire Development Services Unit
- Robert E. Duff, Fire Inspector II, Fire Development Services / Hydrants & Access Unit

### **i) Los Angeles Police Department**

Office of Chief of Police  
100 W. First Street  
Los Angeles, California 90012

- Al Neal, Captain, Commanding Officer, Community Relationship Division
- Christopher Gibson, Officer, Community Relationship Division

### **j) Los Angeles Unified School District**

Facilities Services Division: School Management Services, Master Planning and Demographics  
333 S. Beaudry Avenue, 23<sup>rd</sup> Floor  
Los Angeles, CA 90017

- Gwenn Godek, CEQA Advisor
- Rena Perez, Director

### **k) Southern California Gas Company**

Compton Headquarters  
700 North Long Beach Boulevard,  
Compton, CA 90221

- Zakee Singleton, Planning Associate