

# **APPENDIX K AND APPENDIX L**

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CEQA Findings of Facts and  
Statement of Overriding Considerations

# **WEST ADAMS-BALDWIN HILLS-LEIMERT NEW COMMUNITY PLAN**

## **Final Environmental Impact Report CEQA Findings of Facts and Statement of Overriding Considerations**

SCH No. 2008021013

LA CITY EIR No. ENV-2008-478-EIR

CPC No. CPC-2006-5567-CPU

**APPENDIX K - CEQA Findings of Facts and  
APPENDIX L - Statement of Overriding Considerations**

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## **SECTION 1 – INTRODUCTION**

**California Environmental Quality Act (CEQA)** – Having received, reviewed, and considered the following information as well as the other information in the record of proceedings on this matter. The City Council of the City of Los Angeles finds, determines, and declares as follows:

### **CERTIFICATION OF THE FINAL EIR**

The Environmental Impact Report (EIR), consisting of the Draft EIR published on September 13, 2012 and the Final EIR published in May 2016 for the West Adams-Baldwin Hills-Leimert Recommended Plan (“Project”), identified significant environmental impacts that will result from the adoption of the Recommended Plan. The Los Angeles City Council (City) finds that the implementation of certain mitigation measures as a requirement of project approval will reduce most, but not all, of the potential significant effects to less-than-significant levels. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific economic, legal, social, technological, or other feasibility considerations.

As required by the California Environmental Quality Act (CEQA), the City, in adopting these Findings of Fact and Statement of Overriding Considerations, also adopts the Mitigation Monitoring Program (MMP) for the Recommended Plan included in the Final EIR. The City finds that the MMP meets the requirements of California Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate the potentially significant effects of the Recommended Plan.

In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings as part of the certification of the EIR for the Project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090(a)(3), the City also finds that the EIR reflects the City’s independent judgment as the lead agency for the Project.

### **PROJECT DESCRIPTION**

CEQA requires that the description of the project include “the whole of an action” and must contain specific information about the Plan to allow the public and reviewing agencies to evaluate and review its environmental impacts, and that this description must include all integral components of the Plan. A proper project description is important to ensure that “environmental considerations do not become submerged by chopping a large project into many little ones – each with minimal impact on the environment – which cumulatively may have disastrous consequences.” (Bozung v. Local Agency Formation Commission (1975) 13 Cal.3d 263, 283-284.)

The Recommended Plan “Project” is described in the City Planning Commission Staff Recommendation Report (Proposed Plan Summary), the Draft EIR, and the Final EIR includes all of the actions described therein. Corrections or minor modifications (as described in the Proposed Plan Summary and Determination Letter) to the project description have been analyzed in the Draft EIR and Final EIR and have been recorded in the EIR (Final EIR Section 3.4). These changes include modifications made as a result of comments received on the DEIR and the public hearing process. The changes do not constitute significant new information. The whole of the action includes the updated Community Plan Policy Document and General Plan Land Use diagram, Zone and Height District Changes, adoption of the Community Plan Implementation Overlay (CPIO) District, amendments to the existing Crenshaw Corridor Specific Plan, street redesignations and corresponding updates to related General Plan Elements (see

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the Letter of Determination, dated May 23, 2016 for the full list of Actions) (all of which are collectively referred to herein as “Project” or “Recommended Plan”).

Project goals and objectives were summarized and restated in the Final EIR (Chapter 1.0) to assist reviewers of the EIR; these goals and objectives can be found and are more fully discussed in the Community Plan Text Policy Document (Chapters 1-5) and the Proposed Plan Summary. An overview of the Project is provided below.

### **SUMMARY OF THE PROJECT**

The West Adams-Baldwin Hills-Leimert Community Plan update directs future anticipated growth to already developed areas in proximity to light rail transit stations and major bus centers, redirecting growth away from historic residential neighborhoods and hillside areas thereby preserving open space and conserving established neighborhood character. By lowering density in residential neighborhoods nearest these sensitive resource areas and encouraging growth in transit-oriented development (TOD) areas where adequate services and transportation infrastructure exist, the Project fosters sustainable planning principles such as those included in the General Plan Framework and the Southern California Association of Governments (SCAG) Sustainable Communities Strategy. The Project accommodates anticipated growth described by SCAG in its regional growth projections (RTP 2008, RTP/SCS 2012).

The majority of the land use changes proposed by the West Adams-Baldwin Hills-Leimert Community Plan consist of General Plan amendment and Zone/Height District changes which: 1) create consistency with Framework Land Use designations, 2) create consistency between existing land uses and zoning, 3) restrict incompatible uses, and 4) correct minor errors. The land use and zone changes concentrate development at the intersections of major arterial streets such as Florence Avenue, La Brea Avenue and Washington Boulevard, and at TOD areas along the Expo Line and Crenshaw/LAX light rail transit lines in a manner that conserves single- and multi-family residential neighborhoods throughout the Community Plan Area, but especially in the neighborhoods of West Adams with its abundant stock of historic homes and the Baldwin Hills with its low density hillside residential properties. Several planning change areas in the West Adams CPA, such as the Jefferson Park neighborhood would also be zoned to reduce the allowed density and height in order to address massing, height and neighborhood character. An amendment to the existing Crenshaw Corridor Specific Plan and the adoption of a community-wide “CPIO” overlay district that includes reduced or greater building heights, building intensities (floor area ratio [FAR]), and building frontage design standards, all based on existing and desired context form the Project. Beyond these changes, the West Adams-Baldwin Hills-Leimert Community Plan update does not introduce major changes to land use in the CPA.

The Draft EIR analyzes all reasonably anticipated development in the Community Plan Area and analyses community-wide impacts anticipated to result from this total anticipated increase in development.

### **SHORT TERM VERSUS LONG TERM IMPACTS**

The Recommended Plan updates the Existing 1998 Community Plan, which anticipated a mix of general urban and suburban uses. The Existing 1998 Community Plan anticipated and accommodated a reasonable expected population of 200,981 persons during its plan horizon. The Recommended Plan is intended to resolve existing land use conflicts and increase overall development potential in the Community Plan Area. The Community Plan allows for better

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preservation and conservation of single- and multi-family residential neighborhoods (through changes to land use designations, zoning and height district changes and the adoption of a “Character Residential” subarea into the West Adams CPIO District), more effectively conserving potential and designated historic resource areas, open space and hillside areas. By redirecting anticipated growth from less developed portions of the community, open space areas particularly in the Baldwin Hills, would be preserved thereby preserving open space in perpetuity (a long term benefit). As recognized in the No Project Alternative, the Project does not cause new development to occur, as development in the area is currently allowed under the Existing 1998 Community Plan, rather it accommodates new development in a more sustainable manner shifting growth to areas where it complements existing development patterns while incentivizing emerging opportunity areas and protecting sensitive areas from impacts of new development. With that said, the EIR analyzed impacts from all development allowed under the updated plan consistent with the requirements of CEQA, recognizing the baseline as the existing physical conditions and not the current plan.

### **GROWTH INDUCING IMPACTS OF THE RECOMMENDED PLAN**

Section 15126.2(d) of the CEQA Guidelines requires a Final EIR to discuss the ways the Recommended Plan 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, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

The Recommended Plan as analyzed in the Final EIR allows for a reasonable expected development to accommodate an estimated 214,012 persons during the plan horizon (2030). This estimate reflects a reduction to the reasonable expected 218,741 persons analyzed as the “Proposed Project” in the Draft EIR. For comparison, the Existing 1998 Community Plan allows for a reasonable expected development level of 200,981 persons. The adoption and implementation of the Recommended Plan would be an increase in the level of reasonable expected development compared to the existing conditions plan, and the Recommended Plan represents a more aggressive land use plan for West Adams-Baldwin Hills-Leimert Community Plan Area than the Existing 1998 Community Plan, in that it increases the amount of overall acreage that is planned/zoned to accommodate residential dwelling units and/or non-residential floor area, as compared to the Existing 1998 Community Plan.

For CEQA purposes, the Recommended Plan must be evaluated as compared to Existing Conditions. As such, the Recommended Plan as presented in the Final EIR accommodates 31,412 or 38,955 more persons depending on the year population is measured from – the 2008 population of 182,600 persons or 2010 census population of 175,057, respectively. The Draft EIR analyzed the potential impacts associated with the 2008 Existing Conditions and a Proposed Project population of 218,741 accommodating 36,141 persons; a more conservative analysis of those impacts.

The Recommended Plan’s reasonable expected level of development of 214,012 persons is higher than the SCAG “2004 RTP” projection of 201,220 persons by 2030. The Recommended Plan is designed to satisfy the projected population growth forecast by SCAG and further address new policies included in SCAG’s adopted Sustainable Communities Strategy (SCS),

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prepared to address regional land use and transportation obligations needed to meet SB 375 and AB 32. Since SCAG, which is the regional agency responsible for projecting growth, anticipates growth in the area, land use capacity changes and adjustments to accommodate anticipated growth would not be considered growth inducing; rather they are generally considered growth accommodating. While the Recommended Plan allows more population growth than identified by SCAG, such additional growth would be consistent with state and regional policies (including those in the SCS, and more recently SB 743) directing growth to areas adjacent to transit. The Recommended Plan would accommodate greater population growth than forecast by SCAG, a difference of approximately six percent. The Recommended Plan largely redirects anticipated growth to existing developed commercial areas and industrial areas, preserves and conserves single- and multi-family residential neighborhoods as well as open space and foothill areas. Therefore, it would not continue to place pressure on low density and undeveloped areas to accommodate new development. In any case, any impacts from the Recommended Plan were analyzed in the Impact Analysis for the Draft EIR and Final EIR. The Recommended Plan is not expected to induce growth beyond that analyzed in the Impact Analysis chapters of the EIR.

The Recommended Plan would not cause the city to extend infrastructure beyond that required to meet the anticipated needs of future development in the West Adams-Baldwin Hills-Leimert CPA. The Recommended Plan is anticipated to be served with upgrades and maintenance of existing infrastructure (two light rail transit lines) within the area and would not be expected to stimulate additional population growth than already expected by SCAG for the City and the region and thus would not result in growth inducing effects.

### **SIGNIFICANT IRREVERSIBLE IMPACTS**

CEQA Guidelines Section 15126.2(c) states that: “[u]ses 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 unlikely. 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. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.”

Development of the anticipated level and type within the West Adams-Baldwin Hills-Leimert CPA would cause the irreversible commitment of limited resources including energy and water for project development and operation. The construction phases and subsequent occupancy of new development would require the use of non-renewable resources (notably sand and gravel) for construction as well as a commitment of energy resources for building materials, fuel, operation, and the transportation of goods and people to and from the project sites. Commitment of resources during construction of future projects within the CPA would include: construction labor, materials used in construction, and fossil fuels consumed by project-generated traffic and construction equipment. Commitment of resources following project construction would be similar to existing conditions, including electricity and gas to operate the projects and fossil fuels used by project-related traffic.

The assumed level of development within the CPA would incrementally reduce existing supplies of fuels including fuel oil, natural gas, and gasoline, since fossil fuels are currently the principal energy source. These changes are not considered significant when compared to existing energy consumption; however, this still represents a long-term commitment of non-renewable

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resources. Increasing commitment to renewable technologies will help offset demand. The construction of future projects within the Community Plan Area would also require the commitment or destruction of other non-renewable and slowly renewable resources. These resources include lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and other metals, and water.

Commitment to the scale and type of future development allowed under the Recommended Plan would restrict future generations from other uses of development properties and supplies of resources for the life of the projects, approximately 50-100 years or more.

The commitment of resources required for the type and level of recommended development would limit the availability of these resources for future generations for other uses during the life of the Plan. However, this resource consumption would be consistent with growth and anticipated change in the City of Los Angeles, the County of Los Angeles, and the Southern California region as a whole. Further, use of such resources would be of a relatively small scale in relation to the Recommended Plan's fulfillment of regional and local urban design and development goals for the area. These goals are intended to promote smart growth that would reduce resource consumption by preserving open space and sensitive environmental areas and redirecting growth within the CPA to areas along major commercial corridors. The strategy would help reduce vehicle trips and would incorporate sustainable design features, utilizing renewable resources and reducing energy and water consumption. Therefore, the use of such resources for future projects in the CPA would be reduced as compared to development in other locations that would not fulfill such goals as fully.

### **ALTERNATIVES**

CEQA requires that an EIR include an analysis of a reasonable range of feasible alternatives to a proposed project capable of avoiding or substantially lessening any significant adverse environmental impact associated with the project. (CEQA Guidelines Section 15126.6.) Feasible, for purposes of CEQA, means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

The significant environmental impacts of the Project and the alternatives were identified and evaluated in the Draft EIR (Chapter 5.0) and further described in Section 3.4 of the Final EIR.

### **RESPONSES TO COMMENTS**

The City evaluated comments on the environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The City Council has based its actions on a full evaluation of all comments in the Record of Proceedings, concerning the environmental impacts identified and analyzed in the Final EIR.

During the comment period, comments regarding the use of 2008 data were made. Specifically, commenters argued that the data from the 2010 Census required the City to adjust the baseline and assumptions used in the Draft EIR. These comments were addressed in the Final EIR,



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which includes an evaluation of potential impacts utilizing 2010 Census data. Based on this analysis, the City finds substantial evidence supports the analysis and conclusions in the Draft EIR.

### **MITIGATION MONITORING PROGRAM**

CEQA requires the Lead Agency approving a Project to adopt a MMP for the changes to the Project which it has adopted or made a condition of Project approval in order to ensure compliance with the mitigation measures during Project implementation. The mitigation measures included in the Final EIR as certified by the City Council and included in the MMP as adopted by the City Council serves that function. The MMP includes all of the mitigation measures and project design features that reduce potential impacts which were identified in the Final EIR.

In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. The final mitigation measures are described in the MMP. Each of the mitigation measures identified in the MMP, and contained in the Final EIR, is incorporated into the Project. In accordance with the requirements of PRC Section 21081.6, the City Council hereby adopts the MMP included in the FEIR in Chapter 4.0 and incorporated by reference into these findings. The City Council finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMP, and contained in the Final EIR. In accordance with the requirements of PRC Section 21081.6, the City Council hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

### **OTHER AGENCY ACTIONS**

The City Council is approving and adopting findings for the entirety of the actions described in these Findings and in the Final EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as “responsible agencies” under CEQA). Because the City is the Lead Agency for the Project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

### **SUBSTANTIAL EVIDENCE**

The City Council finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR and Final EIR, and other materials found in the Record of Proceedings. Moreover, the City Council finds that where more than one reason exists for any finding, the City Council finds that each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

The City Council finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

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### **RECORD OF PROCEEDINGS**

For Purposes of CEQA and these findings the Record of Proceedings for the West Adams-Baldwin Hills-Leimert Community Plan consists of the following documents, which includes, but is not limited to the following:

- (1) The Notice of Preparation for the Project (the “NOP”), and all other public notices issued by the City in connection with the Project;
- (2) The Final EIR, its corrections to the Draft EIR, and all technical appendices, dated May 2016;
- (3) The Draft EIR, and all technical appendices, dated September 2012;
- (4) All written comments submitted by agencies or members of the public during any public review comment period on the Draft EIR;
- (5) All written and verbal public testimony presented during noticed public hearings for the Project (consistent with City Council policy) at which such testimony was taken, including without limitation, the Report to City Planning Commission, Report to Council, including all attachment, any all presentations by City staff, the City’s consultants, the public, and any other interested party; and
- (6) The Mitigation Monitoring Program for the Project (the “MMP”);
- (7) The reports, studies and technical memoranda included and/or referenced in the Draft EIR and the Final EIR and or their appendices;
- (8) All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and the Final EIR;
- (9) The Department of City Planning Recommendation Report and Determination Letter to City Council;
- (10) All Ordinances and Resolutions presented to and/or adopted by the City in connection with the Project; and all documents incorporated by reference therein, specifically including, but not limited to, this resolution and all of its exhibits, the plan amendment resolution, and the zone change ordinances;
- (11) Matters of common knowledge to the City, including but not limited, to federal, State, and local laws and regulations, adopted City plans, policies (including but not limited to the City of Los Angeles General Plan, General Plan Framework and West Adams-Baldwin Hills-Leimert Community Plan, and the professional qualifications of its staff members and consultants;
- (12) Any documents expressly cited in this Resolution and its exhibits, the Report to City Planning Commission, Report to Council, the Final EIR or the Draft EIR; and
- (13) Any other relevant materials required to be in the record of proceedings under PRC Section 21167.6(e).

### **CUSTODIAN OF DOCUMENTS**

The custodian of the documents or other material which constitutes the record of proceedings upon which the City Planning Commission and City Council’s decision is based is the City of Los Angeles, City Clerk, City Hall located at 200 North Spring Street, Los Angeles, California

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90012; all other record of proceedings shall be kept with the Department of City Planning, and the Director of Planning shall be the custodian of the documents.

### **INDEPENDENT JUDGMENT**

CEQA requires that the lead agency exercise its independent judgment in reviewing the adequacy of a Final EIR and that the decision of a lead agency in certifying a Final EIR and approving a Project not be predetermined. The City Council finds that the Final EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City has conducted its own review and considered the Draft EIR, Final EIR, Appendices and all other related materials reflect the independent judgment and analysis of the Lead Agency and is exercising its independent judgment when acting as herein provided.

### **RELATIONSHIP OF FINDINGS TO EIR**

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

### **FINDINGS OF FACTS REGARDING ENVIRONMENTAL IMPACTS**

The Los Angeles Department of City Planning, acting as the lead agency, makes the following findings in response to the potentially significant effects on the environment identified and analyzed in the Final EIR for the Recommended Project.

PRC Section 21081 and Section 15091 of the State CEQA Guidelines require a public agency, prior to approving a proposed project, to identify significant impacts of the proposed project and make one or more of the three possible findings for each of the significant impacts. These findings are provided below and will be used hereinafter and referenced as identified below:

1. **CEQA FINDING 1.** Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. (CEQA Guidelines Section 15091 (a)(1)); and
2. **CEQA FINDING 2.** Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. (CEQA Guidelines Section 15091 (a)(2)); and
3. **CEQA FINDING 3.** Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or project alternatives identified in the Final EIR. (CEQA Guidelines Section 15091 (a)(3)).

These Findings herein incorporate the facts and discussions of the significant environmental impacts that may occur as a result of the Project, and in accordance with the provisions of CEQA and CEQA Guidelines, the City of Los Angeles hereby adopts these Findings. For each of the significant environmental effects (including “potentially significant”) identified in Section 2, as set forth in greater detail in these Findings herein, the City of Los Angeles makes the finding under PRC Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3). For each of the significant environmental effects identified in Section 3, as set forth in greater detail in these

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Findings herein, the City of Los Angeles makes the finding under PRC Section 21081(a)(1) and CEQA Guideline Section 15091(a)(1).

Section 15091 of the State CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having “no impact” or a “less than significant” impact. Nevertheless, Section 4 in the Findings fully account for all resources areas, including those identified in the EIR as less than significant.

In accordance with the provisions of CEQA and CEQA Guidelines, the City Council of the City of Los Angeles has independently reviewed the Record of Proceedings (see list of contents in this Section) and based on the evidence in the Record of Proceedings adopts these Findings of Fact.

## SECTION 2 – ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The Final EIR indicates that potentially significant and unavoidable impacts attributable to the Recommended Plan are limited to Aesthetics, Air Quality, Greenhouse Gas Emissions, Noise, Public Services and Transportation & Traffic. As described below in the findings for these impacts, there are either no feasible mitigation measures or the feasible mitigation measure(s) would only partially mitigate this significant impact and the residual effect would remain significant.

The City of Los Angeles finds, based on the facts set forth in the record, which include but are not limited to the facts as set forth below, those facts contained in the Draft EIR and the Response to Comments, and any other facts set forth in materials prepared by the City and/or City consultants, that there are no feasible mitigation measures, changes, or alterations available to reduce the significant and unavoidable impacts attributable to the Recommended Plan to Aesthetics, Air Quality, Greenhouse Gas Emissions, Noise, Public Services and Transportation & Traffic.

### AESTHETICS

#### Shade and Shadows (Draft EIR p. 4.1-30)

##### Description of Significant Effects

Shade and shadow impacts may be considered significant when they cover shadow-sensitive uses for a substantial amount of time (three to four hours depending on the time of the year). Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors/panels. Due to the relatively dense arrangement of the existing commercial, industrial, and residential buildings within the West Adams CPA, as well as the often shallow depth of parcels along many of the commercial corridors, shadow effects on shadow-sensitive uses already exist throughout the project area. The proposed zoning designations of the CPIO District subareas would serve to regulate development standards such as heights and setbacks, which would minimize impacts to areas outside of the CPIO District subareas. However, future development in the CPIO District subareas could still cause shadow impacts. To help minimize these impacts, the CPIO District subareas propose additional development regulations. These include required height limits and setback transitions to residential neighborhoods. However, shade and shadow impacts could still occur in and around the CPIO District subareas where shadow-sensitive uses are adjacent to the north. Potential impacts could be significant (three hours or longer during the winter months) within and around the TOD CPIO subareas, the Hyde Park Industrial Corridor Subarea, and the Commercial Corridors and Major Intersection Nodes subareas. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to shade and shadows throughout portions of the West Adams CPA without mitigation.

##### Mitigation Measures

Refer to Mitigation Measure AE1.

**Finding: The City adopts CEQA Findings 1 and 3.**

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### Facts in Support of Finding

Mitigation Measure **AE1** would reduce shade and shadow impacts from the CPIO District subareas and Crenshaw Corridor Specific Plan amendment areas. However, shade and shadow effects during the months of December and January could still result in a significant impact. Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts related to shade and shadows. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to further reducing the shade and shadow impacts identified in the EIR.

## AIR QUALITY

### Construction Regional and Localized Emissions (Draft EIR p. 4.3-14 and 4.3-15)

#### Description of Significant Effects

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from demolition and site preparation (e.g., grading) activities. NO<sub>x</sub> emissions would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOC. It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. CalEEMod was used to calculate daily construction emissions. Construction scenarios were developed based on land use estimated prepared in coordination with the City of Los Angeles. Development was evenly distributed over 25 years to determine annual emissions and daily emissions were obtained assuming 260 work days per year. Average daily construction emissions would exceed the SCAQMD regional thresholds for VOC and NO<sub>x</sub>.

The specific location of construction activity was not known when the air quality analysis was completed. A localized construction analysis would be entirely speculative given the lack of a construction location and construction activities. It is reasonable to assume that construction activity would occur adjacent to air quality sensitive receptors (e.g., residences and schools). Based on the SCAQMD localized significance thresholds (LSTs) for a one-acre project site and a 25-meter receptor distance, equipment emissions combined with fugitive dust emissions would likely exceed the LSTs for NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to regional and localized construction emissions without mitigation.

#### Mitigation Measures

**AQ1** Any approval of a Discretionary project or “Active Change Area Project” shall ensure all contractors to include the following best management practices in contract specifications:

- Use properly tuned and maintained equipment.

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- Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.
- Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.
- Use heavy duty diesel-fueled equipment that uses low NO<sub>x</sub> diesel fuel to the extent it is readily available and feasible.
- Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.
- Maintain construction equipment in good operating condition to minimize air pollutants.
- All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with Best Available Control Technologies devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.
- Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.
- Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (VOC standard of less than ten grams per liter).
- Construction contractors shall utilize materials that do not require painting, as feasible.
- Construction contractors shall use pre-painted construction materials, as feasible.
- Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.
- Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> generation.

## APPENDIX K - CEQA Findings of Facts and APPENDIX L - Statement of Overriding Considerations

**Finding: The City adopts CEQA Findings 1 and 3.**

### Facts in Support of Finding

Mitigation Measure **AQ1** would reduce construction emissions within the West Adams CPA. Regional and localized concentrations would still exceed the SCAQMD significance thresholds. Therefore, the Project would result in a significant and unavoidable impact related to regional and localized construction air emissions. Based on the foregoing, the City finds that the Project would have **significant and unavoidable impacts** related to construction emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to regional and localized construction impacts identified in the EIR.

## GREENHOUSE GAS EMISSIONS

### Greenhouse Gas Emissions (Draft EIR p. 4.7-12)

#### Description of Significant Effects

Long-term project emissions would be generated by on-road vehicles, general electricity use, water-related electricity use, wastewater management, solid waste decomposition, and natural gas use. Under the Recommended Plan, daily vehicle miles traveled (VMT) could increase from approximately 3,559,800 in 2008 to 4,111,500 in 2030 as a result of the population growth analyzed in the Draft EIR.<sup>1</sup> Daily operational emissions from increased VMT were calculated using CARB's EMFAC2007 emission factor model. Area source emissions were estimated based on emission factors and pollutant emission formulas built into the California Emissions Estimator Model (CalEEMod). CalEEMod 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 associated with both construction and operational from a variety of land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The Proposed Project analyzed an increase of approximately 205,417 metric tons of CO<sub>2</sub>e per year from existing conditions. Approximately 108,750 metric tons of this increase can be attributed to growth in VMT. Therefore, even if emissions from electricity, area sources, and landfills would not increase due to measures discussed previously, VMT increases would still result in increased GHG emissions. Although the Recommended Plan reduces the Proposed Project population and housing and provides 443 additional jobs, adoption of the Recommended Plan would continue to result in a significant impact related to operational GHG emissions without mitigation since GHG emissions as a result of VMT would not be expected to change considerably.

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<sup>1</sup>Daily VMT was estimated using the assumption that AM and PM peak hour VMT combine to represent 14 percent of daily VMT.



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### Mitigation Measures

**GHG1** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that the following greenhouse gas reduction measures are incorporated into the project design:

- Install energy efficient lighting (e.g., light emitting diodes), heating and cooling systems, appliances, equipment, and control systems).
- Install light colored “cool” roofs and cool pavements.
- Create water-efficient landscapes.
- Install water-efficient fixtures and appliances.

**Finding: The City adopts CEQA Findings 1 and 3.**

### Facts in Support of Finding

Mitigation Measure **GHG1** would not reduce emissions to less than existing levels. Therefore, the Project would result in a **significant and unavoidable impact** related to GHG emissions. Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts related to GHG emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to greenhouse gas emissions construction and operations impacts identified in the EIR.

### **Applicable Plans, Policies or Regulations (Draft EIR p. 4.7-14)**

#### Description of Significant Effects

ClimateLA includes enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow the plan to be revised in order to meet targets for the City of Los Angeles. The City has developed strategies that focus on transportation, energy, water use, land use, waste, open space and greening, and economic factors to achieve emissions reductions.

With regard to transportation, ClimateLA primarily focuses on reducing emissions from City owned vehicles. However, it does also include measures to help reduce GHG emissions from private vehicle use. The Project would help achieve these goals by promoting land use policies to reduce auto dependence and promoting transit-oriented development policies to reduce vehicle trips. Additionally, the Project would encourage health and social services to pursue transit-oriented goals, thereby reducing GHG emissions. Land use policies such as promoting high density near transportation, promoting transit-oriented development, and making underutilized land available for housing and mixed-use development, especially when near transit, are included in the ClimateLA plan.

To reduce emissions from energy usage, ClimateLA proposes the following goals: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power; present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy. The Project would help the City achieve these goals by promoting the use of clean, renewable energy that is diverse in technology and location to decrease dependence on fossil fuels, reduce emissions of GHGs, and increase the reliability of the power supply. Similarly, the Project would support the use of wind energy, hydropower, geothermal energy, biomass energy, and both passive and active solar energy systems. The Project would promote energy efficiency in the production and delivery of

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electricity and would encourage local generation of clean, renewable power at or near the point of use to improve reliability of service, reduce energy costs, and protect the environment. To help increase solar panel usage, the Project would encourage flexibility in building design to accommodate such panels. Additionally, the Project would support facilities that convert wastewater into electricity such as the Hyperion Treatment Plant.

With regard to water, ClimateLA sets the following goals: meet all additional demand for water resulting from growth through water conservation and recycling; reduce per capita water consumption by 20 percent; and implement the City's water and wastewater integrated resources plan that will increase conservation, and maximize the capture and reuse of storm water. The Project would be consistent with these goals by promoting policies which conserve water, recharge local groundwater aquifers and reduce the pollution of water resources to help meet increases in demand for water. The Project would maximize the use of recycled water, including capture and reuse of stormwater and help improve storm water infiltration by promoting use of permeable surfaces and by encouraging "day lighting" of streams buried under public right-of-way. The Project would also help improve the quality of stormwater runoff and groundwater by promoting watershed management policies. These policies would be consistent with goals set forth in the ClimateLA plan.

With regard to waste, ClimateLA sets the goal of reducing or recycling 70 percent of trash by 2015. The Project would help promote this goal through policies which would promote recycling and waste reduction by supporting appropriately located recycling centers which transform waste disposal into resource recovery and economic development opportunities.

With regard to open space and greening, ClimateLA includes the following goals: create 35 new parks; revitalize the Los Angeles River to create open space opportunities; plant one million trees throughout the City; identify opportunities to "daylight" streams; identify promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborate with schools to create more parks in neighborhoods. The Project would help promote such measures through policies which recognize the importance of street trees; require the inclusion of on-site trees in new development projects whenever possible; encourage community and private partnership involvement in urban forestry issues; and facilitate the planting and maintenance of street trees.

While the Project would be consistent with many policies designed to reduce GHG emissions, the substantial overall growth in population and development would result in higher total emissions that would interfere with GHG reduction plans. Therefore, adoption of the Recommended Plan would result in a **significant operational impact** related to GHG plans, policies, and regulations without mitigation.

### Mitigation Measures

Refer to Mitigation Measure **GHG1**.

### **Finding: The City adopts CEQA Findings 1 and 3.**

### Facts in Support of Finding

Mitigation Measure **GHG1** would not reduce emissions to less than existing levels. Therefore, the Project would result in a significant and unavoidable impact related to applicable plans, policies, and regulations. Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts related to applicable plans, policies or regulations related to GHG emissions. Specific economic, legal, social, technological, or other considerations,

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including considerations identified the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives regarding the operational impact to GHG plans, policies and regulations identified in the EIR.

### NOISE

#### Construction Noise (Draft EIR p. 4.12-11)

##### Description of Significant Effects

Construction activity occurring within the West Adams CPA would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Land uses sensitive to increased noise levels (e.g., residences) are located throughout the West Adams CPA and could be 50 feet or closer to construction activity. At this distance, construction noise during grading/excavation and finishing activity would be approximately 89 dBA  $L_{eq}$ . Noise monitoring indicated that existing ambient sound levels range between 51.2 and 75.5 dBA  $L_{eq}$ . For residential areas where noise monitoring was not completed, the LAMC indicates that the presumed ambient noise level is 50 dBA. According to this noise data, construction activity would increase ambient noise levels between 13.5 and 39 dBA  $L_{eq}$ . Non-emergency construction activity would be prohibited between 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 anytime on Sunday unless consideration is given to a noise variance. However, under both monitored and presumed noise levels, construction noise would increase ambient noise levels by more than 10 dBA and would exceed the significance thresholds for construction activities lasting more than one day and construction activities lasting more than ten days in a three month period. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to construction noise without mitigation.

##### Mitigation Measures

**N1** Any approval of a Discretionary project or "Active Change Area Project" shall ensure that all contractors include the following best management practices in contract specifications:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.

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- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

**N3** Any approval of a Discretionary project or "Active Change Area Project" that includes industrial uses located within 1,000 feet of a residential land use shall ensure that a noise study is completed that uses the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide (including as it may be amended in the future). Identified impacts shall be mitigated per the City's Noise Ordinance or through any measures identified in the noise study.

**Finding: The City adopts CEQA Finding 1 and 3.**

### Facts in Support of Finding

Mitigation Measures **N1** and **N3** would control construction noise levels at sensitive land uses. In the absence of detailed noise analyses associated with specific projects, it is anticipated that construction noise levels at various sensitive land uses would still exceed the City's thresholds of significance. Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts related to construction noise. Specific economic, legal, social, technological, or other considerations, including considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to construction noise impacts identified in the EIR.

### **Ground Vibration (Draft EIR p. 4.12-11)**

#### Description of Significant Effects

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels. The majority of construction equipment would not exceed any of the standards. However, vibration generated by pile drivers, clam shovels, and vibratory rollers would exceed the building damage standards depending on the distance from the source to the receptor. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to construction vibration without mitigation.

#### Mitigation Measures

**N2** Prior to any approval of a Discretionary project or "Active Change Area Project" that is adjacent to buildings listed or determined eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, designated as a Historic-Cultural Monument by the City of Los Angeles, or within a Historic Preservation Overlay Zone ("historic buildings"), the City shall ensure all of the following requirements are or will be met:

- Historic buildings adjacent to the project's construction zones are identified.

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- A Vibration Control Plan is prepared and approved by the City.
- The Vibration Control Plan shall be completed by a qualified structural engineer.
- The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey letter shall provide a shoring design to protect the identified land uses from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels such as sonic pile driving or caisson drilling instead of impact pile driving.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

### **Finding: The City adopts CEQA Findings 1 and 3.**

#### **Facts in Support of Finding**

Impacts related to construction ground vibration were determined to be significant without mitigation. Mitigation Measures **N1** through **N3** would reduce vibration associated with pile driving and protect historic buildings that are easily damaged by vibration. In the absence of detailed vibration analyses associated with specific projects, it is anticipated that construction vibration levels at various sensitive land uses would still exceed the thresholds of significance. Construction vibration impacts would need to be evaluated further under subsequent CEQA documentation for individual projects proposed in the West Adams CPA. Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts related to ground vibration. Specific economic, legal, social, technological, or other considerations, including considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to construction ground vibration impacts identified in the EIR.

## **PUBLIC SERVICES**

### **Public Parks (Draft EIR p. 4.14-29)**

#### **Description of Significant Effects**

Based on the criteria of two acres per 1,000 persons for neighborhood and community parks/recreation facilities and six acres per 1,000 persons for regional parks/recreation facilities, an additional 393 acres of neighborhood, 353 acres of community parks, and 1,026 acres of regional parks, respectively, would be required to meet the needs of the projected build-out population in the West Adams CPA. The existing open space and public facilities land uses and zoning designations would remain unchanged under the Project. Similarly, the overall acreage of open space land uses would remain unchanged and the overall acreage of public facilities land uses (which includes: agricultural uses, parking under freeways, fire and police stations, government buildings, public libraries, post offices, public health facilities, public elementary and secondary schools) would decrease slightly by seven acres, or two percent. Consequently, the

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acreage of open space and public facilities within the West Adams CPA would remain insufficient.

The Project would comply with Sections 12.33 and 17.12 of the LAMC, which are part of the City's implementation of the Quimby Act. These ordinances require developers of residential subdivision (condominium) projects and multi-unit residential projects requesting a zone change to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a permit. In addition, the City could require a project applicant to establish joint-use agreements through programs, such as the Los Angeles Unified School District's Joint Use/Innovation Fund and other public and private entities which would contribute to the availability of recreational opportunities in the West Adams CPA. Nonetheless, while the City will continue to monitor appropriate recreation and park statistics and prioritize the implementation of recreation and park projects in parts of the West Adams CPA with the greatest deficiencies, the population increase, due to implementation of the Project, would cause significant impacts to public parks and recreational facilities. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to public parks without mitigation.

### Mitigation Measures

- PS2** Subject to available resources and funding, the City shall prioritize the implementation of recreation and park projects in parts of the West Adams Community Plan Area with the greatest existing deficiencies.
- PS3** Subject to available resources and funding, the City shall establish joint-use agreements with the Los Angeles Unified School District and other public and private entities which could contribute to the availability of recreational opportunities in the West Adams Community Plan Area.
- PS4** Subject to available resources and funding, the City shall monitor appropriate recreation and park statistics and compare with population projections and demand to identify the existing and future recreation and park needs of the West Adams Community Plan Area.

### **Finding:** The City adopts CEQA Findings 1 and 3.

### Facts in Support of Finding

Mitigation Measures **PS2** through **PS4** would not reduce impacts to public parks to less-than-significant levels because implementation is subject to available resources and funding. Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts related to parks. Specific economic, legal, social, technological, or other considerations, including the future consideration of funding appropriations as a policy matter, and considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to public parks impacts identified in the EIR.

### **Public Libraries (Draft EIR p. 4.14-30)**

#### Description of Significant Effects

The Project would increase the population within the West Adams CPA by approximately 31,412 persons (note: as discussed in the FEIR and in these findings, the population numbers are different for the Recommended Plan from the Proposed Project analyzed in DEIR, but they do not change impact conclusions or findings). The increased population is anticipated to increase the demand for library services and resources of the Los Angeles Public Library

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(LAPL) System. The LAPL Branch Facilities Plan establishes criteria for the size and features of libraries in order to accommodate their corresponding populations served. For example, branch libraries that serve a population above 45,000 persons must have a facility of at least 14,500 square feet on a 40,000-square-foot property. The Angeles Mesa Branch Library, located within the West Adams CPA, has a current square footage of just 5,243 square feet. In accordance with the LAPL Branch Facilities Plan, this library is scheduled to be rebuilt to 12,500 square feet with additional parking on-site. It is expected that the LAPL Branch Facilities Plan will continue to forecast future demand for library facilities and ensure that adequate facilities and related improvements are available to serve the new developments within the West Adams CPA. However, the majority of the projected increase in population would likely use the Washington Irving and Baldwin Hills Libraries and require the expansion of the existing libraries or the development of a new library. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to public libraries without mitigation.

### Mitigation Measures

No feasible mitigation measures were identified to reduce the significant impact related to public libraries to less than significant.

### **Finding: The City adopts CEQA Finding 3.**

### Facts in Support of Finding

Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts related to libraries. Specific economic, legal, social, technological, or other considerations, including considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives related to public library impacts identified in the EIR.

## **TRANSPORTATION & TRAFFIC**

### **Circulation Systems (Draft EIR p. 4.15-14)**

### Description of Significant Effects

The West Adams Transportation Improvement and Mitigation Program (TIMP) identifies specific transportation programs needed to accommodate land use patterns/densities and population and employment growth anticipated under the West Adams New Community Plan (NCP), and the resultant increase in vehicle trips projected by the Year 2030. Transportation programs considered include plans and strategies for public transit improvements, bicycle improvements, transportation demand management (TDM), residential neighborhood traffic management, transportation systems management (TSM), highway and street infrastructure improvements, and street system classification changes.

A travel demand forecasting model was used to evaluate future travel patterns that may result from future changes to the transportation system and potential land use alternatives. The base year travel demand model was initially calibrated and validated to 2005 traffic conditions and re-validated to 2008 traffic conditions in accordance with the date of the NOP. Based on traffic count data from 2008 which indicated very modest decreases in traffic throughout the CPA, the 2005 model was re-validated to 2008. Further model validation in acknowledgement of Census 2010 was not performed as any change in traffic counts would presumably lessen traffic impacts as a result of an estimated 4 percent (7,543 people) decrease in population and a marginal 153

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dwelling unit increase, as reflected between Years 2008 and 2010. The calibrated highway network was then used to produce the 2030 base highway network. To estimate the effectiveness of the proposed West Adams TIMP, the 2030 highway network was modified to incorporate the physical improvement elements of the TIMP. In addition, it was determined that the implementation of bicycle facilities would require the limited reclassification of roadways, removal of on-street parking, or removal of travel lanes.

Roadway segment level of service (LOS) under Year 2030 NCP conditions are compared to the existing (Year 2008) conditions to determine cumulative impacts of traffic (including that generated by regional growth) during the study period. The roadway system is considered to be significantly impacted if the weighted average V/C ratio under projected Year 2030 NCP conditions for all of the analyzed roadway segments is greater than that projected under existing (Year 2008) conditions or the number of roadway segments projected to operate at unsatisfactory levels of service (i.e., LOS E or F) under Year 2030 NCP conditions is greater than the number projected under existing (Year 2008) conditions.

Based on the analysis results, none of the three proposed TIMP scenarios would be effective in improving overall operating conditions over existing (Year 2008) conditions as measured by average V/C ratio. The TIMP scenarios are also projected not to maintain the same number (or fewer) of segments at LOS E or F when compared to existing (Year 2008) conditions. Therefore, the significant impacts of the Project would not be mitigated per these vehicle-oriented criteria. The TIMP includes many beneficial elements aimed to encourage alternative modes of travel, such as the creation of more pedestrian-friendly environments around transit stations and the provision of bicycle facilities along major corridors. Nonetheless, adoption of the Recommended Plan would result in **a significant impact** related to the circulation system without mitigation.

### Mitigation Measures

No feasible mitigation measures were identified to reduce the significant impact related to the circulation system to less than significant.

### **Finding: The City adopts CEQA Finding 3.**

#### Facts in Support of Finding

Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts related to the circulation system and any additional change in traffic conditions as a result of re-validating the 2008 traffic model to acknowledge 2010 conditions would not change the significance of traffic impacts nor would this presumably marginal change further exacerbate the impact analysis. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives relative to transportation and traffic identified in the EIR.

### **Congestion Management Program (Draft EIR p. 4.15-26)**

#### Description of Significant Effects

A regional analysis was conducted utilizing guidelines and data from the *2010 Congestion Management Program for Los Angeles County* to quantify potential impacts of the three proposed TIMP scenarios on the regional freeway system serving the West Adams CPA. One



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freeway mainline location and no arterial monitoring locations were identified within the CPA. The freeway mainline location is located just east of La Brea Avenue on I-10 Freeway. Existing freeway mainline traffic volumes were obtained from the 2010 CMP for the selected freeway mainline location. Traffic forecasts for each Year 2030 scenario were developed by adding the difference between the forecasted traffic volume and the validated base year traffic volume to the 2008 traffic volume. The demand-to-capacity (D/C) ratios were calculated for each freeway segment using a capacity of 2,000 vehicles per hour per lane (vphpl) for travel lanes, and 1,250 vphpl for auxiliary lanes. The significant impact criteria established by the CMP states that a project would generate significant regional freeway impacts if the project increases traffic demand on a CMP facility by two percent of capacity ( $V/C \geq 0.02$ ), causing or worsening LOS F ( $V/C \geq 1.00$ ). The Project would generate significant regional freeway impacts at the freeway monitoring station due to an increase of traffic demand greater than two percent that would worsen an existing LOS F. Implementation of the proposed goals and policies of the West Adams NCP regarding walking, bicycling, transit use, transit-oriented development, and TDM would serve to reduce vehicle trips and improve mobility within the West Adams CPA. However, since there is no feasible mitigation within the existing right-of-way, and taking additional right-of-way for vehicular traffic may conflict with a number of other pedestrian and transit-oriented policies. Therefore adoption of the Recommended Plan would result in a ***significant impact*** related to the CMP without mitigation.

### Mitigation Measures

No feasible mitigation measures were identified to reduce the significant impact related to the CMP to less than significant.

### **Finding: The City adopts CEQA Finding 3.**

### Facts in Support of Finding

Based on the foregoing, the City finds that the Project would have significant and unavoidable impacts at related to the CMP. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives relative to congestion management program impacts identified in the EIR.

## SECTION 3 – ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT AFTER MITIGATION

The Final EIR identifies significant impacts, which are reduced to a “less-than-significant” level by the inclusion of mitigation measures identified in the Final EIR. It is hereby determined that the significant environmental impacts that these mitigations address will be avoided or substantially lessened by their inclusion in the project.

### AESTHETICS

#### Visual Character (Draft EIR p. 4.1-17)

##### Description of Significant Effects

The Project would not change land use patterns nor result in a drastic change in the existing visual character. However, the Project would encourage transit-oriented development (TOD) in specific areas of the West Adams CPA. In addition to these TOD areas, a Commercial Corridors and Major Intersection Nodes CPIO District subarea is proposed. This CPIO District subarea includes land use limitations and development standards for new construction along most corridors and at several transportation nodes. In general, the overall intent of the proposed CPIO subareas is to foster commercial revitalization, provide land use incentives, ensure that new development complements the existing character and scale of neighborhoods through contextual infill development, conserve neighborhood character, and improve pedestrian orientation in the West Adams CPA. In addition, CPIO subareas would ensure that new infill development responds to desirable prevailing neighborhood character and is not dominated by excessive automobile orientation. This would be done by requiring minimum lot coverage and specific building orientation criteria so as to mitigate the potential negative impact of new height located directly adjacent to residential properties. While there are also several proposed HPOZs within the West Adams CPA (Leimert Park, Jefferson Park, Victoria Park, Arlington Heights, and Wellington Square) no height and FAR changes would take place within the HPOZs, and therefore, would not alter the character of the proposed HPOZs.

The proposed West Adams NCP would not substantially damage existing visual character, value, or quality of the community; however, in order to ensure that these aspects of neighborhood character are maintained, mitigation measures such as the transitional building height policies of the CPIO District subareas should be met in those areas. Therefore, adoption of the Recommended Plan would result in a **significant impact** related to visual character without mitigation.

##### Mitigation Measures

**AE1** Any approval of a Discretionary project or “Active Change Area Project”, with new construction located on commercial or industrially planned land in CPIO subareas or the Crenshaw Corridor Specific Plan that directly abuts or is across an alley from residentially planned land must transition in the following manner:

- Where the rear or side property line is contiguous with that of a residential lot or separated by an alley property, the building shall be set back or “stepped back” one foot for every one foot in height as measured fifteen feet above grade at the shared/residential property line, or as specified through the individual CPIO or Specific Plan ordinances when more restrictive.

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- New construction located opposite the front yard setback of residentially planned land along local streets shall not exceed 30 feet in height for the first 50 feet of lot depth as measured from the commercial or industrial property line opposite the residential lot.
- Adjustments and Exceptions (permitted): The fifteen foot “step back” height limitation at the residential property line may be increased by not more than 20 percent or as specified through the CPIO or Specific Plan procedures when more restrictive through adjustment, otherwise, through the exception procedures pursuant to the Los Angeles Municipal Code.

### **Finding: The City adopts CEQA Finding 1.**

#### **Facts in Support of Finding**

Implementation of Mitigation Measure **AE1** would reduce impacts related to visual character to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to visual character would be mitigated to a less-than-significant level.

### **Light and Glare (Draft EIR p. 4.1-29)**

#### **Description of Significant Effects**

The proposed West Adams NCP does not include large-scale land use changes or developments that would substantially increase lighting in any part of the West Adams CPA. However, implementation of the Project would result in an increase in population and buildings in the West Adams CPA. As a result, new lighting sources associated with additional dwelling units, businesses, street lighting, and vehicle headlights would be anticipated. While the CPIO does not contain ordinance standards regarding light and glare, they link back to the Project which includes goals, policies, programs and guidelines that are geared toward implementing streetscape improvements, urban design and building design provisions that would regulate the amount of nighttime illumination. In addition, the LAMC contains specific regulations with respect to light and glare. LAMC Section 12.21 A.5(k) (Amended by Ordinance No. 171,858) states that all lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any street and any adjacent premises. Additionally, any new lighting would be designed to conform to applicable standards including LAMC Sections 93.0117 and 12.21 A.5(k), which pertains to outdoor lighting affecting residential property. All new development would be required to be consistent with the LAMC, which would ensure that such amenities as the community’s low ambient lighting would be protected and that light sensitive areas adjacent to new developments would be protected from spillover lighting. Therefore, the adoption and implementation of the proposed West Adams NCP would not significantly change ambient illumination levels. However, the West Adams CPIO District subareas and Amended Crenshaw Corridor Specific Plan could potentially increase the amount of glare in the CPA due to the intensification of residential and commercial development. Therefore, adoption of the Recommended Plan would result in a significant impact related to light and glare without mitigation.

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### Mitigation Measures

**AE2** Any approval for any Discretionary project or “*Active Change Area Project*”, shall ensure that all lighting be directed and/or shielded to minimize lighting spillover effects onto adjacent and nearby properties.

**AE3** Any approval of a Discretionary or “*Active Change Area Project*”, shall ensure that glare effects be limited by using non-reflective building and construction materials, such as concrete, wood, and stucco. This shall include, but not be limited to, art installations, fencing material, and recreational equipment.

### **Finding: The City adopts CEQA Finding 1.**

### Facts in Support of Finding

Implementation of Mitigation Measures **AE2** and **AE3** would reduce impacts related to light and glare to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to light and glare would be mitigated to a less-than-significant level.

## **BIOLOGICAL RESOURCES**

### **Migratory Birds (Draft EIR p. 4.4-17)**

### Description of Significant Effects

While the majority of the West Adams CPA currently encompasses residential, commercial, and industrial development, migratory bird species still exist, and trees within the West Adams CPA could potentially support migratory birds. Construction activities could impact non-status nesting birds, which are protected by the MBTA and California Department of Fish and Wildlife Code, by removal or destruction of an active nest (defined as a nest with eggs or young being attended by one or more adults) or direct mortality or injury of individual birds. In order to mitigate this impact, all projects would be subject to the regulatory permitting process as required under the federal and State regulations related to the protection of migratory birds, as well as General Plan policies that protect wildlife habitat linkages and corridors. Therefore, adoption of the Recommended Plan would result in a significant impact related to migratory birds without mitigation.

### Mitigation Measures

**BR1** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that in order to prevent the disturbance of nesting native and/or migratory bird species, all clearing of a project site should take place between September 1 and February 14. If construction is scheduled or ongoing during bird nesting season (February 15 to August 31), qualified biologists shall survey the area within 200 feet (or up to 300 feet, depending on topography or other factors, and 500 feet for raptors) of the construction activity to determine if construction would disturb nesting birds. If nesting activity is being compromised, construction shall be suspended in the vicinity of the nest until fledging is complete. This mitigation measure shall be implemented by a qualified biologist under contract with the project applicant(s). The project biologist should prepare a report detailing the results of the construction monitoring efforts. The report should be submitted to the California Department of Fish and Wildlife (CDFW) within two months of the completion of the monitoring activities.

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### **Finding: The City adopts CEQA Finding 1.**

#### **Facts in Support of Finding**

Implementation of Mitigation Measure **BR1** would reduce the impacts related to migratory birds to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to migratory birds would be mitigated to a less-than-significant level.

### **Tree Preservation (Draft EIR p. 4.4-18)**

#### **Description of Significant Effects**

Many areas within the West Adams CPA are known to have protected tree species. Many of the land use changes under the Project consist of General Plan amendments to create consistency with Framework Land Use designations. However, implementation of the Project could result in development projects on parcels that contain or are adjacent to protected tree species. Specific development and infrastructure projects have the potential to result in the loss of protected trees within the West Adams CPA. Therefore, adoption of the Recommended Plan would result in a significant impact related to tree preservation without mitigation.

#### **Mitigation Measures**

**BR2** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that during the final design phase of the proposed project, and prior to the start of the demolition/construction phase, the project applicant shall submit a final landscape plan to the City of Los Angeles for approval by the City’s Chief Forester and the Director of the Bureau of Street Services. The final landscape plan shall include provisions to either protect in place the existing protected trees in or adjacent to the project site, per the requirements of the City of Los Angeles Tree Preservation Ordinance.

### **Finding: The City adopts CEQA Finding 1.**

#### **Facts in Support of Finding**

Implementation of Mitigation Measure **BR2** would reduce the impacts related to nesting birds to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to migratory birds would be mitigated to a less-than-significant level.

## **CULTURAL RESOURCES**

### **Historical Resources (Draft EIR p. 4.5-18)**

#### **Description of Significant Effects**

There are various City, State, and federally-designated historical resources in the West Adams CPA, including Historic-Cultural Monuments (HCMs) and Historic Preservation Overlay Zones (HPOZs). The West Adams NCP contains numerous policies and programs to protect significant historic resources, and the Project does not include modifications to historical resources or historic districts in the West Adams CPA. Additionally, with implementation of the West Adams NCP, projects involving eligible, non-designated, historical resources that seek an adjustment or exception from the CPIO District subareas or Specific Plan Amendments standards will require additional CEQA review. Nonetheless, development that would occur under the Project has the potential to occur near or adjacent to designated historical resources,

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as well as on parcels that are eligible for designation as historical resources, which could impact historical resources either through direct effects to historical resources (such as making incompatible façade changes such that the significance of the historical resource is impaired), or through indirect affects to the area surrounding a resource (such as by creating a visually incompatible structure adjacent to a historical structure). Therefore, adoption of the Recommended Plan would result in a significant impact related to historical resources without mitigation.

### Mitigation Measures

- CR1** Before approval of a Discretionary project or “*Active Change Area Project*” involving properties designated as Historic-Cultural Monuments or listed in or determined eligible for the National Register or California Register, the project shall be reviewed by the Department of City Planning Office of Historic Resources.
- CR2** Before approval of any building permits for a Discretionary project or “*Active Change Area Project*”, developed in a Historic Preservation Overlay Zone, the City shall require written approval from the Department of City Planning Office of Historic Resources.
- CR3** Before approval of a Discretionary project or “*Active Change Area Project*”, involving properties identified in the SurveyLA Historic Resources Survey Report: “*West Adams – Baldwin Hills - Leimert Community Plan Area*” as eligible for listing, the City of Los Angeles Office of Historic Resources (OHR) shall find that the project is consistent with the U.S. Secretary of the Interior’s Standards for Rehabilitation or that upon further review or study, the property is not eligible for designation as a historic resource.

### **Finding: The City adopts CEQA Finding 1.**

#### Facts in Support of Finding

Implementation of Mitigation Measures **CR1** through **CR3** would reduce the impacts related to historical resources to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to historical resources would be mitigated to a less-than-significant level.

### **Archaeological Resources (Draft EIR p. 4.5-20)**

#### Description of Significant Effects

The West Adams CPA is highly disturbed and any archeological resources that may have existed at the surface have likely been disturbed by past development. However, given the well-documented occupation of the Los Angeles Basin by indigenous tribes both prehistorically and historically, there is a reasonable potential that the development that would occur under the Project would be located on a site with previously unknown archaeological resources. Therefore, adoption of the Recommended Plan and development that would substantially disturb the soil would result in a significant impact related to archaeological resources without mitigation.

#### Mitigation Measures

- CR4** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that prior to excavation and construction on a proposed project site, the project applicant shall perform a cultural resources literature and records search by an institution recognized and approved by the City of Los Angeles Planning Department to assess the potential for the proposed project site to contain sensitive protected cultural resources.

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- CR5** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that prior to excavation and construction on a proposed project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the proposed project site.
- CR6** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that if during any phase of project construction any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately, and the project applicant shall notify the City. A qualified prehistoric archaeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site.
- CR7** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that if any find were determined to be significant by the archaeologist, the City and the archaeologist would meet to determine the appropriate course of action.
- CR8** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that all cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

### **Finding: The City adopts CEQA Finding 1.**

#### **Facts in Support of Finding**

Implementation of Mitigation Measures **CR5** through **CR8** would reduce the impacts related to archaeological resources to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to archaeological resources would be mitigated to a less-than-significant level.

### **Paleontological Resources (Draft EIR p. 4.5-20)**

#### **Description of Significant Effects**

The West Adams CPA is highly disturbed and any paleontological resources that may have existed at the surface have likely been disturbed by past development. However, given the well-documented fossil richness of the Los Angeles Basin, there is a reasonable potential that the development that would occur under the Project would be located on a site with previously unknown paleontological resources. Therefore, adoption of the Recommended Plan and future development that would substantially disturb the soil would result in a significant impact related to paleontological resources without mitigation.

#### **Mitigation Measures**

- CR9** Any approval of a Discretionary project or “*Active Change Area Project*” shall ensure that during excavation and grading, if paleontological resources are uncovered, all work in that area shall cease and be diverted so as to allow for a determination of the value of the resource. Construction activities in that area may commence once the uncovered resources are collected by a paleontologist and properly processed. Any paleontological

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remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.

### **Finding: The City adopts CEQA Finding 1.**

#### **Facts in Support of Finding**

Implementation of Mitigation Measure **CR10** would reduce the impacts related to paleontological resources to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to paleontological resources would be mitigated to a less-than-significant level.

### **Human Remains (Draft EIR p. 4.5-21)**

#### **Description of Significant Effect**

There are no known formal cemeteries within the West Adams CPA, and no historical or prehistoric human remains are known to occur. Furthermore, the West Adams CPA is highly disturbed and unmarked cemeteries or graves that may have existed at the surface have likely been disturbed by past development. Although the potential to disturb any human remains interred outside of formal cemeteries within the West Adams CPA is considered low, given the level of past human activity, it is possible that unknown human remains could be located on sites that would be developed under the Project. Therefore, adoption of the Recommended Plan would result in a significant impact related to human remains without mitigation.

#### **Mitigation Measures**

**CR10** Any approval of a Discretionary project or “Active Change Area Project” shall ensure that if human remains are unearthed at a project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. No further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to origin and disposition in accordance with California Health and Safety Code Section 7050.5. If the remains are determined to be those of a Native American, the Native American Heritage Commission (NAHC) in Sacramento shall be contacted before the remains are removed in accordance with Section 21083.2 of the California Public Resources Code.

### **Finding: The City adopts CEQA Finding 1.**

#### **Facts in Support of Finding**

Implementation of Mitigation Measure **CR10** would reduce the impacts related to human remains to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to human remains would be mitigated to a less-than-significant level.

## **HAZARDS AND HAZARDOUS MATERIALS**

### **Hazardous Material Sites (Draft EIR p. 4.8-28)**

#### **Description of Significant Effects**

There are 174 Leaking Underground Storage Tank (LUST) cleanup sites, other clean-up sites, and permitted underground storage tank (UST) facilities within the West Adams CPA. Although



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the majority of these sites either have been cleaned up or are in the process of being cleaned up, the potential remains for USTs or contaminated soils to be uncovered or encountered during construction activities. Future development on a site previously occupied by a hazardous materials generating facility would have the potential to create a significant hazard to the public or the environment unless an environmental site assessment is conducted to determine potential risks and appropriate mitigation. Therefore, adoption of the Recommended Plan and future development that involves new construction that will involve soil disturbance would result in a significant impact related to hazardous materials sites without mitigation.

### Mitigation Measures

**HM1** Any approval of a Discretionary project or “Active Change Area Project” that involves new construction that will involve soil disturbance shall ensure that a Phase I Environmental Site Assessment (ESA) is prepared. The assessment shall be prepared by a Registered Environmental Assessor (REA) in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, State, and federal regulations and policies. Any further study found necessary by an REA or relevant federal, state or local agency shall be performed prior to project approval and any remediation found necessary by the REA or any relevant federal, state or local agency shall be performed prior to project approval or made a condition on the project if that is found to be adequate for remediation by an REA or the relevant federal, state or local agency.

### **Finding: The City adopts CEQA Finding 1.**

#### Facts in Support of Finding

Implementation of Mitigation Measure **HM1** would ensure that impacts related to hazardous material site would be less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to hazardous material sites would be mitigated to a less-than-significant level.

## **NOISE**

### **Operational Noise (Draft EIR p. 4.12-13)**

#### Description of Significant Effects

An objective of the West Adams NCP is to revitalize underutilized industrial areas through the strategic location of potential future new development along major east/west corridors and at specific activity centers and nodes. The primary stationary source of noise related to areas of mixed-use development is mechanical equipment. It is assumed that the majority of stationary noise associated with the Project would be generated by heating, ventilation, and air conditioning (HVAC) systems. The precise location of HVAC systems is unknown at this time as specific projects have not been planned. Possible HVAC system locations include building basements, street level, and rooftops. Mechanical equipment such as HVAC systems typically generate noise levels of approximately 60 dBA  $L_{eq}$  at 50 feet. While the development would occur in designated commercial and industrial areas, it may border residential areas leading to noise incompatibility between land uses. The planning policies of the Project would encourage new industrial development designs to be compatible with adjacent land uses. This would be

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achieved by encouraging buffers between residential and industrial land uses and promoting a transition between industrial uses from intensive uses to less intensive uses in those areas in close proximity to residential neighborhoods. However, without specific details on projects, the potential exists for residential land uses to be exposed to incompatible noise levels associated with industrial facilities.

An analysis was completed to determine if the Proposed Project would significantly increase mobile noise levels in the West Adams Community Plan Area at a representative sample of intersections with high traffic volumes and/or located near noise-sensitive land uses. As described through the analysis of the Draft EIR, the greatest project-related noise increase from Existing (2008) to Future (2030) conditions would be 2.6 dBA  $L_{eq}$  during the PM peak hour and would occur along Stocker Street between La Brea Ave. and Santa Rosalia Drive; a segment outside of any *Active Change Areas*. Mobile noise generated by the Proposed Project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” category or any 5 dBA or more increase in noise level.

The Draft EIR also found that the Project would encourage transit-oriented development (TOD) along the Expo Line. Light rail movements typically generate a noise level of approximately 82 dBA  $L_{eq}$  at 50 feet. Based on guidance provided by the FTA, LRT can generate impacts at land uses within 350 feet and with an unobstructed view of the rail line. Land uses within 175 feet and with an obstructed view of the rail line may also be impacted. TOD subareas would potentially be located within 350 feet of the Expo Line. However, based on *CBIA v. BAAQMD*, this would not be an impact under CEQA because it is an impact of the existing environment on the Project.

Based on the above, adoption of the Recommended Plan would result in a significant impact related to new industrial uses near residential without mitigation.

### Mitigation Measures

**N3** Any approval of a Discretionary project or “Active Change Area Project” that includes industrial uses located within 1,000 feet of a residential land use shall ensure that a noise study is completed that uses the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide (including as it may be amended in the future). Identified impacts shall be mitigated per the City’s Noise Ordinance or through any measures identified in the noise study.

### **Finding: The City adopts CEQA Finding 1.**

### Facts in Support of Finding

Implementation of Mitigation Measures **N3** would ensure that impacts related to operational noise would be less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to operational noise would be mitigated to a less-than-significant level.

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### PUBLIC SERVICES

#### Police Protection Services (Draft EIR p. 4.14-13)

##### Description of Significant Effects

The Project would guide development through the year 2030, and analyzed capacity for a population increase of 19.7 percent, or 24.9 percent considering Census 2010 data. Using the National Association of City Managers and Police Department standard of 4 police officers per 1,000 residents to determine the adequate level of deployment of police officers by 2030, the project's increased 2030 capacity for population growth of 31,412 (note: as discussed in the FEIR and in these findings, although the population numbers are different for the Recommended Plan from the Proposed Project analyzed in DEIR, they do not change impact conclusions or findings). As analyzed in the Draft EIR the population increase would require an increase of approximately 145 officers, or 184 officers considering Census 2010 data. Although an increase in population would result in an increase in demand for police protection services within the West Adams CPA, this change would be incremental and occur over an extended period of approximately 20 years. In accordance with the City of Los Angeles General Plan, the LAPD would be expected to monitor and forecast demand for existing and projected police services and maintain acceptable response times through the addition of new officers as projects are built. Nonetheless, new developments associated with the Project could result in the need for increased police protection services. Therefore, adoption of the Recommended Plan would result in a significant impact related to police protection services without mitigation.

##### Mitigation Measures

**PS1** Discretionary projects in the CPIO or the Crenshaw Corridor Specific Plan shall be reviewed at the discretion of the Los Angeles Police Department (LAPD). Per department standards, the LAPD will determine if any additional crime prevention and security features would be available that are consistent with the development standards as applied to the design of the project. Any additional design features identified by the LAPD shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.

##### **Finding: The City adopts CEQA Finding 1.**

##### Facts in Support of Finding

Implementation of Mitigation Measure **PS1** would reduce impacts related to police protection services to less than significant. This mitigation measure will be enforced by the City as described in the MMP. Based on the foregoing, the City finds that impacts related to police protection services would be mitigated to a less-than-significant level.

## SECTION 4 – ENVIRONMENTAL IMPACTS FOUND TO BE LESS-THAN-SIGNIFICANT

The EIR found the following environmental impacts to be less than significant. In making each of the findings below, the City has considered the project features, programs, and policies discussed in the Final EIR. The project features discussed in the Final EIR are part of the Recommended Plan. During the 30-day public review period for the Notice of Preparation (NOP), the City received comments from public agencies and individuals on the scope and content of the Draft EIR analyses. This process helped identify issues related to the project description, as well as helped identify feasible alternatives or mitigation measures to avoid potentially significant environmental effects. The following environmental impacts of the Recommended Plan will be less-than-significant. No mitigations are required.

### AESTHETICS

#### Views and Vistas (Draft EIR p. 4.1-26)

The City finds that the Project would result in *less-than-significant impacts* related to views and vistas. Proposed land use changes within certain active change areas would allow for increased development heights and densities, potentially reducing the visibility of scenic resources such as the Baldwin Hills, the Santa Monica Mountains, the Hollywood Sign, Downtown or the Century City high-rise towers, from certain vantage points. However, views of these resources would continue to be available throughout the CPA. Additionally, future development within active change areas would be subject to CPIO District subarea standards and guidelines which would serve to limit the obstruction of views. The City's Conservation Element also provides scenic views and vistas protection from future development through permit processing, enforcement, and environmental review of project designs. Therefore, adoption of the Recommended Plan would not lead to adverse effects on views or vistas.

#### Scenic Resources (Draft EIR p. 4.1-28)

The City finds that the Project would result in *less-than-significant impacts* related to scenic resources. Adoption of the Recommended Plan would not result in the damage of a scenic resource. Proposed land use changes would be implemented on certain properties containing scenic resources; however, these changes seek to conserve scenic resources. In particular, policies, design guidelines, and development standards of the Recommended Plan, and the City's Framework and Conservation Elements would provide scenic resources protection as development occurs. Therefore, adoption of the Recommended Plan would not result in damage to scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or other locally recognized desirable aesthetic natural features.

### AIR QUALITY

#### Operational Localized Emissions (Draft EIR p. 4.3-17)

The City finds that the Project would result in *less-than-significant impacts* related to operational localized emissions associated with mobile source CO concentrations. Assuming reasonably expected build out of the Project, the State's one- and eight-hour CO standards of 20 and 9.0 ppm, respectively, would not be exceeded. Therefore, adoption of the

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Recommended Plan would not violate an air quality standard resulting from operational localized emissions.

### **Odors (Draft EIR p. 4.3-15 and 4.3-18)**

The City finds that the Project would result in *less-than-significant impacts* related to odors. Construction activities associated with future development and land uses permitted by proposed land use changes are not anticipated to generate adverse odors. Therefore, adoption of the Recommended Plan would not create objectionable odors.

### **Consistency with the Air Quality Management Plan (Draft EIR p. 4.3-16 and 4.3-18)**

The City finds that the Project would result in *less-than-significant impacts* related to consistency with the Air Quality Management Plan (AQMP). The AQMP focuses on long-term sources of emissions. Compliance with the United States Environmental Protection Agency (USEPA) exhaust standards and California Air Resources Board (CARB) emission reduction strategies would ensure that construction of future development permitted under the Project would not interfere with implementation of AQMP. At reasonably expected build-out of the Project, air emissions associated with the assessed pollutants would be reduced when compared to existing conditions (VOC emissions would increase, but would be less than the SCAQMD significance threshold). Therefore, adoption of the Recommended Plan would be consistent with the AQMP goals to reduce pollution levels.

## **BIOLOGICAL RESOURCES**

### **Candidate, Sensitive or Special Status Species (Draft EIR p. 4.4-17)**

The City finds that the Project would result in *less-than-significant impacts* related to candidate, sensitive or special status species. As the majority of the West Adams CPA is built out and urbanized, future development occurring under the Project would consist of infill of undeveloped or vacant properties, or the redevelopment of properties that do not likely contain habitat that supports candidate, sensitive or special-status plant and animal species. No land use changes are proposed within the Kenneth Hahn State Recreation Area where suitable habitat for candidate, sensitive, or special-status species exist. Therefore, adoption of the Recommended Plan would not result in adverse effects related to candidate, sensitive, or special status species.

### **Riparian Habitat (Draft EIR p. 4.4-17)**

The City finds that the Project would result in *less-than-significant impacts* related to riparian habitat. Riparian habitat within the West Adams CPA is limited to small areas in the Kenneth Hahn State Recreation Area. No land use changes are proposed within the Kenneth Hahn State Recreation Area. Therefore, adoption of the Recommended Plan would not result in adverse effects on any riparian habitat.

### **Wetlands (Draft EIR p. 4.4-17)**

The City finds that the Project would result in *less-than-significant impacts* related to wetlands. Ballona Creek and the Adams Channel, are the only significant water courses in the

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West Adams CPA. However, Ballona Creek and the Adams Channel, in the West Adams CPA, are concrete-lined channels that do not support wetland flora or fauna. While wetland flora and fauna could potentially be re-established along these waterways through implementation of the proposed Ballona Creek greenway project, currently portions of the Kenneth Hahn State Recreation Area within the West Adams CPA are the only wetland areas where potential impacts could occur; however, the land use designation for these recreation areas is to remain Open Space. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wetlands.

### **Habitat Conservation Plans (Draft EIR p. 4.4-18)**

The City finds that the Project would result in *less-than-significant impacts* related to habitat conservation plans. Currently, there are no species identified within the West Adams CPA that are protected by the Endangered Species Act, and thus, no applicable habitat conservation plans. Therefore, adoption of the Recommended Plan would not result in conflict with the provisions of adopted habitat conservation plan, natural community conservation plan, or other approved plan.

### **GEOLOGY & SOILS (Draft EIR p. 4.6-10)**

The City finds that the Project would result in *less-than-significant impacts* related to geology and soils. All future development would be required to comply with the City of Los Angeles Building Code and California Building Code (CBC) which would ensure that risks associated with geology and soils are minimized. Therefore, adoption of the Recommended Plan would not result in adverse effects related to geology and soils.

## **GREENHOUSE GAS EMISSIONS**

### **Construction Greenhouse Gas Emissions (Draft EIR p. 4.7-12)**

The City finds that the Project would result in *less-than-significant impacts* related to greenhouse gas emissions during construction. Construction-related GHG emissions cannot be avoided during construction of any project. However, the Project would not increase construction GHG emissions beyond what is anticipated for construction GHG emissions under the existing Community Plan. Therefore, adoption of the Recommended Plan would not generate GHG emissions that would have a significant impact on the environment during construction.

### **Construction Applicable Plans, Policies or Regulations (Draft EIR p.4.7-12)**

The City finds that the Project would result in *less-than-significant impacts* related to applicable plans, policies or regulations during construction. The City is committed to reducing GHG emissions, including those from construction activities and has set the goal of reducing or recycling 70 percent of trash (including construction waste) by 2015. The Recommended Plan would help promote this goal through policies which would reduce waste by encouraging recycling of construction materials and encouraging reuse of materials rather than demolition and dumping. Therefore, adoption of Recommended Plan would not conflict with applicable plans, policies or regulations related to GHG emissions during construction.

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### **HAZARDS AND HAZARDOUS MATERIALS**

#### **Transport, Use, and Disposal (Draft EIR p. 4.8-26)**

The City finds that the Project would result in *less-than-significant impacts* related to the transport, use, and disposal of hazardous materials. Industrial facilities tend to store, use, and generate larger quantities of hazardous materials and wastes than other types of land uses. Under the Project, industrial land use acreage would decrease from approximately 322 acres to 221 acres. While the reduction in overall acreage would decrease the risk of hazardous material accidents during use, transport, and disposal, industrial uses would still be allowed within the West Adams CPA. Industrial facilities, or any facilities that use or store large quantities of hazardous materials on-site, are required to comply with all federal, State, and local regulations that deal with hazardous materials use and transport. Therefore, adoption of the Recommended Plan would not result in adverse effects related to the transport, use, and disposal of hazardous materials.

#### **Upset and Accident Conditions (Draft EIR p. 4.8-27)**

The City finds that the Project would result in *less-than-significant impacts* related to the upset and accident conditions. The Project would result in the demolition and construction of new buildings that may release hazardous materials into the environment. However, any new construction would be required to comply with all local, State, and federal regulations. Concentrations of methane are also located in the northeast and central western portion of the West Adams CPA, with some small areas located near Exposition Boulevard and the I-10 Freeway. Any new construction would be required to comply with the California Department of Conservation, Division of Oil and Gas requirements, and the SCAQMD regulations regarding methane gas. Businesses are also required to comply with health and safety, and environmental protection laws and regulations, which require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan. Future projects within the West Adams CPA would be required to conform with environmental regulations to minimize the potential for exposure to adverse health or safety effects. Therefore, adoption of the Recommended Plan would not result in adverse effects related to the upset and accident conditions.

#### **Schools (Draft EIR p. 4.8-28)**

The City finds that the Project would result in *less-than-significant impacts* related to schools. LAUSD currently operates 23 schools in the West Adams CPA. It is likely that new development would occur in the vicinity of one or more of these schools. Individual projects developed as part of the proposed West Adams NCP would be required to comply with federal, State, and local hazardous materials regulations. Construction activities would involve the utilization of diesel powered trucks and equipment, which result in diesel emissions that have been determined to be a health hazard. These impacts are discussed comprehensively in Section 4.2 Air Quality of the Draft EIR. Compliance with all applicable local, State, and federal laws and regulations, as described in the regulatory framework, would regulate, control, or respond to hazardous waste, transport, store, disposal, and clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby receptors. Therefore, adoption of the Recommended Plan would not result in adverse effects related to hazardous material and schools.

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### **Emergency Response Plans (Draft EIR p. 4.8-28)**

The City finds that the Project would result in ***less-than-significant impacts*** related to emergency response plans. The Project would not impair implementation of, or physically interfere with, the Los Angeles County Operational Area Emergency Response Plan, as the Project would not introduce new streets or otherwise change the overall land use pattern in the West Adams CPA. Although the Project would result in an increase in population which could delay police or emergency response times, compliance with Safety Element Policies would help minimize the potential impact of interference with the County emergency response plan. Therefore, adoption of the Recommended Plan would not result in adverse effects related to emergency response plans.

### **Wildland Fire (Draft EIR p. 4.8-29)**

The City finds that the Project would result in ***less-than-significant impacts*** related to wildland fire. The hilly central western portion of the West Adams CPA includes areas designated as a Very High Fire Hazard Severity Zone. Much of this area is designated as Low Density Residential and would not change substantially, as the Project does not include land use changes that would encourage increased density or intensity in these areas. New construction in these zones must comply with a variety of requirements from the LAMC (Chapter V, Article 7, *Fire Code*), including provisions for emergency vehicle access, use of approved building materials, design, and brush clearance. Implementation of existing local regulations would help minimize wildland fire hazards. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wildland fire.

## **HYDROLOGY & WATER QUALITY**

### **Surface Water Quality (Draft EIR p. 4.9-21 and 4.9-23)**

The City finds that the Project would result in ***less-than-significant impacts*** related to surface water quality. Surface Water Quality within the West Adams CPA is highly influenced by the Ballona Creek. Ballona Creek flows through the West Adams CPA, ultimately conveying runoff and flood flows from the West Adams CPA to Santa Monica Bay. Grading, excavation, and other construction activities associated with the implementation of the Project could impact water quality due to erosion resulting from exposed soils that may be transported from the project area in stormwater runoff. However, the City has a wide variety of prevailing requirements for new developments to ensure that violations of water quality standards do not occur. Compliance with these regulations is required and must be demonstrated by the project proponent to have been incorporated into a project's design before permits for construction would be issued. Therefore, adoption of the Recommended Plan would not result in adverse effects related to surface water quality.

### **Groundwater (Draft EIR p. 4.9-21 and 4.9-24)**

The City finds that the Project would result in ***less-than-significant impacts*** related to groundwater. All new development within the West Adams CPA would be required to occur in compliance with the City's SUSMP requirements, applicable LAMC water quality standards, and the General Plan Framework, which would prevent significant groundwater quality impacts. In



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addition, the proposed West Adams NCP does not propose any drilling that would create a net deficit in aquifer volume, yields, or change the rate or direction of groundwater. Therefore, adoption of the Recommended Plan would not result in adverse effects related to groundwater.

### **Stormwater Drainage (Draft EIR p. 4.9-22 and 4.9-24)**

The City finds that the Project would result in *less-than-significant impacts* related to stormwater drainage. Any new individual project that could have a stormwater drainage impact would be required to conform to the requirements of the SUSMP, as enforced through the City's plan approval and permit process. Additionally, all applicable projects must comply with Article 4.4 of the LAMC, Section 64.72, which governs project operation pollutant control requirements. Compliance with the LAMC would ensure that the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality through erosion or siltation. Therefore, adoption of the Recommended Plan would not result in adverse effects related to stormwater drainage.

## **LAND USE AND PLANNING**

### **Land Use Compatibility (Draft EIR p. 4.10-27)**

The City finds that the Project would result in *less-than-significant impacts* related to land use compatibility. The West Adams CPA is a developed area, and the Project does not propose any land use changes that would substantially change land use patterns in the West Adams CPA. Development that would occur under the Project would occur mostly in the CPIO District subareas along major boulevards in the West Adams CPA. Other changes that would be implemented throughout the West Adams CPA include zone changes and plan amendments to retain existing single- and multi-family residential uses, and refine existing industrial and commercial land uses. These changes would help maintain the existing character of these land uses with the West Adams CPA. The West Adams NCP would restrict incompatible uses, implement development standards, and maintain neighborhood character. None of the proposed changes would result in the construction of large blocks of development that would divide or isolate land uses in the West Adams CPA. Therefore, adoption of the Recommended Plan would not result in adverse effects related to land use compatibility.

### **Land Use Consistency (Draft EIR p. 4.10-28)**

The City finds that the Project would result in *less-than-significant impacts* related to land use consistency. The Project includes General Plan Amendments to maintain consistent neighborhood character, retain existing uses, improve business, employment, and housing opportunities, and preserve existing retail and neighborhood services. In addition, a limited amount of land that is classified for residential use in predominately commercial or industrial areas would be reclassified to commercial or industrial land use designations to create consistency between land use designations and existing uses on the site and/or existing surrounding land uses. In addition the Project would generally be consistent with adopted land use policies regionally- and locally-adopted land use plans, policies, including SCAG's RCP and RTP. Therefore, adoption of the Recommended Plan would not result in adverse effects related to land use consistency.

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### **MINERAL RESOURCES (Draft EIR p. 4.11-5 and p. 4.11-6)**

#### **Statewide and Regional Mineral Resources (Draft EIR p. 4.11-5)**

The City finds that the Project would result in *less than significant impacts* related to statewide and regional mineral resources. State designated oil fields are located within the central western and northeastern portions of the West Adams CPA. The Project could potentially result in some development or infrastructure projects on undeveloped/vacant lands within the West Adams CPA. However, as most development would be infill of existing urban spaces, these projects are not expected to directly impact mineral resources. Furthermore, policies in the General Plan implement the provisions of the SMARA to establish extraction operations at appropriate sites, to minimize operation impacts on adjacent uses, ecologically important areas, and ground water, to protect the public health and safety, and to require appropriate restoration, reclamation and reuse of closed sites. Furthermore, the West Adams CPA does not contain any land classified as Heavy Industrial (M3 Zone), where new applications for mining of natural resources could be approved. Therefore, adoption of the Recommended Plan would not result in adverse effects related to local, statewide and regional mineral resources.

## **NOISE**

#### **Operational Ground Vibration (Draft EIR p. 4.12-13)**

The City finds that the Project would result in *less-than-significant impacts* related to ground vibration. It is not anticipated that the West Adams CPA will be developed with substantial sources of vibration (e.g., blasting operations). Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. Similar to existing conditions, traffic vibration levels would not be perceptible by sensitive receptors. Therefore, adoption of the Recommended Plan would not result in adverse effects related to operational ground vibration.

## **POPULATION, HOUSING & EMPLOYMENT**

#### **Population (Draft EIR p. 4.12-11)**

The City finds that the Project would result in *less-than-significant impacts* related to population. The Project as proposed in the Draft EIR was analyzed to accommodate capacity for approximately 218,741 residents in the West Adams CPA, a potential increase of 36,141 residents compared to the estimated 2008 (base year) population. During the course of the preparation of the Draft EIR, Census 2010 numbers were released showing a base year population of 175,057 in the West Adams CPA. There were approximately 7,543 less people in the Community Plan Area in 2010 than reflected in the estimated 2008 projected base year. This represents an approximate 4% reduction in the base year population. The City further finds that this marginal reduction in the existing population does not affect the ultimate analysis or Recommended Plan conclusions for the area because the Recommended Plan seeks to accommodate, and its accompanying EIR analyzed an adequate projected population increase, should such an increase ever occur. In this regard, the Los Angeles Department of City Planning redistributed SCAG's Citywide projected 2030 population growth (approximately 320,000 people) among the 35 Community Plan areas in a manner that is consistent with the

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policies provided in the Framework Element of the City's General Plan. Given its relatively central location in the City and a unified community vision to incentivize revitalization at key commercial and industrial opportunity sites, the West Adams CPA's projected 2030 population was adjusted upward from the SCAG 2030 projection of 201,220 to 218,741 and the Recommended Plan reduces this Projected Project horizon year capacity to 214,012 persons; a 4,729 person reduction in order to incorporate additional residential downzones for in neighborhoods. The City-adjusted Proposed Project population capacity estimate of 218,741, which reflects a 17,521 resident increase above SCAG projections, is directly related to a targeted assignment of growth potential at the 10 transit stations within, or in close proximity to, the West Adams CPA. In addition, the majority of land use changes proposed are for the purpose of creating consistency with actual land uses in the CPA and to encourage job-creating and housing development opportunities at major intersection nodes, and TOD areas along commercial and industrial corridors. Overall changes to the various land use categories would be minimal. No residential units are specifically proposed to be demolished, converted to market rate, or removed through other means as a result of the Project and the Project would be consistent with the Housing Element. Therefore, adoption of the Recommended Plan would not result in adverse effects related to population.

### **Housing (Draft EIR p. 4.12-13)**

The City finds that the Project would result in *less-than-significant impacts* related to housing. The Recommended Plan serves to more accurately reflect the City's housing policies and balance the vacancy rate by increasing the number of residential units in the West Adams CPA. Based on data provided by the City, between 2008 and 2030, the number of housing units could increase by 18.0 percent in the City and by 29.6 percent in the West Adams CPA. This 29.6 percent increase in housing units for the CPA narrows slightly to 29.3 percent when compared to Census 2010 data due to a marginal increase of 158 dwelling units above the 66,415 estimated in 2008. Although the Recommended Plan reduces the Proposed Project housing capacity by 1,861 units, the West Adams CPA's housing growth would continue exceed its population growth of 19.7 percent during the same time period and there would be adequate housing to accommodate population growth in the area. Furthermore, the Recommended Plan is designed to be consistent with policies in the General Plan Framework and Housing Elements. Therefore, adoption of the Recommended Plan would not result in adverse effects related to housing.

### **Employment (Draft EIR p. 4.12-13)**

The City finds that the Project would result in *less-than-significant impacts* related to employment. In 2008, the West Adams CPA had the capacity for 44,779 jobs. The Proposed Project analyzed in the Draft EIR is projected to increase to 53,113 jobs in 2030 while the Recommended Plan will increase jobs to 53,556. The Project focuses growth and development towards more transit-oriented areas, which is in keeping with SCAG's policies of orienting housing near jobs and transit centers. Sources of these additional jobs-oriented developments would result from changes to land use, zoning, and height districts in order to incentivize greater commercial and industrial land use intensities at key node and TOD locations. In addition, General Plan amendments to create consistency with future proposed land uses would foster additional jobs-oriented developments. Therefore, adoption of the Recommended Plan would not result in adverse effects related to housing.

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### **PUBLIC SERVICES**

#### **Fire Protection and Emergency Services (Draft EIR p. 4.14-7)**

The City finds that the Project would result in *less-than-significant impacts* related to fire protection and emergency services. The Project could result in a net residential and employment population increase of up to 31,412 residents and 8,777 employees, respectively (note: as discussed in the FEIR and in these findings, although the population and employment numbers are different for the Recommended Plan from the Proposed Project analyzed in DEIR, they do not change impact conclusions or findings). It is anticipated that a proportionally greater demand for fire protection and emergency services will occur as a result of the greater number of residents, employees, and commercial activities within the West Adams CPA, creating an increased demand for LAFD services. However, the increase in population is consistent with City-wide projections for that timeframe, acknowledging adjustment for Census 2010 data, and would take place over a period of approximately 20 years. Furthermore, new individual projects within the West Adams CPA would be required to submit development plans to the LAFD to ensure there would be adequate fire flow and proper hydrant siting, and that the overall site plan layout complies with the Fire Code. Therefore, adoption of the Recommended Plan would not result in adverse effects related to fire protection and emergency services

#### **Schools (Draft EIR p. 4.14-20)**

The City finds that the Project would result in *less-than-significant impacts* related to schools. Based on changes associated with the Proposed Project, student enrollment in elementary, middle, and high schools serving the West Adams CPA would be expected to increase by approximately 6,261 students by 2030. The increases in enrollment would exceed the current available capacity of existing schools. However, LAUSD's New School Construction Program aims to relieve overcrowding and address facility needs through the construction of new classroom seats and the replacement and expansion of athletic and play space at school sites. Furthermore, SB 50 authorizes the LAUSD to collect fees associated with increasing school capacity as a result of development. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts. Therefore, adoption of the Recommended Plan would not result in adverse effects related to schools

### **TRANSPORTATION & TRAFFIC**

#### **Emergency Access (Draft EIR p. 4.15-27)**

The City finds that the Project would result in *less-than-significant impacts* related to emergency access. Existing emergency response routes would be maintained in their existing locations, and all related development would be designed in accordance with City standards, which include provisions that address emergency access (e.g., minimum street widths, minimum turning radii, maximum lengths of cul-de-sacs, etc.). The proposed West Adams TIMP also includes highway infrastructure improvements and street system classification changes that would facilitate emergency access. Therefore, adoption of the Recommended Plan would not result in adverse effects related to emergency access.

#### **Public Transit, Bicycle and Pedestrian Facilities (Draft EIR p. 4.15-27)**

The City finds that the Project would result in *less-than-significant impacts* related to public transit, bicycle and pedestrian facilities. The West Adams CPA is currently served by approximately 33 Metro bus lines, six LADOT bus lines, and four Santa Monica bus lines. In

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addition, the Expo Line has four stations in the West Adams CPA (Crenshaw/Exposition, Farmdale/ Exposition, La Brea/Exposition, and La Cienega/Exposition), and one adjacent to it (Venice/ Robertson) in Culver City. The Project would intensify development around these operating LRT station areas as well as the proposed TOD areas adjacent to the five planned Crenshaw/ LAX LRT stations that will serve the CPA. The proposed West Adams TIMP also includes a number of public transit improvements to encourage and facilitate transit ridership. Therefore, adoption of the Recommended Plan would not result in adverse effects related to public transit, bicycle and pedestrian facilities.

### UTILITIES & SERVICE SYSTEMS

#### Water Supply (Draft EIR p. 4.16-9)

The City finds that the Project would result in ***less-than-significant impacts*** related to water supply. Implementation of the Proposed Project in year 2030 would result in an increase of 3,809,937 gallons per day over existing water usage in the West Adams CPA. This amounts to a 17 percent increase in water demand as compared to existing water usage within the West Adams CPA. Of total expected water supplies available in year 2030, the water usage increase within the West Adams CPA due to the Proposed Project would represent an additional 0.61 percent of total expected water supplies. Total anticipated water savings from conservation is projected to be 53,420 acre-feet in Fiscal Year 2029/2030, which is 17.4 billion gallons of water. Additionally, the impacts to water demand for future water resources are minimized because full implementation of the Proposed Project in year 2030 would occur incrementally over the 20-year lifespan of the Proposed Project. Therefore, adoption of the Recommended Plan would not result in adverse effects related to water supply.

#### Water Supply Treatment and Conveyance Infrastructure (Draft EIR p. 4.16-10)

The City finds that the Project would result in ***less-than-significant impacts*** related to water supply treatment and conveyance infrastructure. Water usage increases resulting from the Project would occur incrementally through the year 2030. This is equally true for increases in water supply treatment provisions. The LAA was responsible for 23 percent of all water supplied by LADWP in 2008. Assuming sustained operations at maximum flow capacity for an entire year, LAA has the potential to deliver 561,074 acre-feet per year. This amount is over 87 percent of total water deliveries in year 2008 by LADWP to all of Los Angeles. Therefore, considering the potential delivery capacity of the LAA alone, the potential delivery capacity of the existing water conveyance infrastructure has the capacity to meet expected increases in demand. Therefore, adoption of the Recommended Plan would not result in adverse effects related to water supply treatment and conveyance infrastructure.

#### Wastewater Treatment (Draft EIR p. 4.16-18)

The City finds that the Project would result in ***less-than-significant impacts*** related to wastewater treatment. Currently, the four wastewater treatment plants (HTP, TIWRP, DTWRP, and LAGWRP) have a collective maximum capacity of 580 mgd. The average daily wastewater flows that these plants experience collectively is 466.5 mgd, which leaves an additional capacity of approximately 20 percent, or 113.5 mgd.<sup>2</sup> Full implementation of the Proposed Project would

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<sup>2</sup>City of Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan*, December 2006, Table 2-5, page 2-9.

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cause wastewater generation to increase by approximately 5.5 mgd over existing wastewater generation within West Adams CPA. This amounts to an increase of less than one percent of the current maximum treatment capacity of all four treatment plants (580 mgd). By considering the anticipated wastewater generation within the West Adams CPA as a proportion of total capacity, total average daily flows, and remaining capacity of the four treatment plants, the increased wastewater generation due to the Project is minimal. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wastewater treatment.

### **Wastewater Conveyance Infrastructure (Draft EIR p. 4.16-19)**

The City finds that the Project would result in *less-than-significant impacts* related to wastewater conveyance and infrastructure. The West Adams CPA is not located in an area experiencing constrained sewer capacity. However, the City's existing infrastructure does not have an infinite lifespan and needs continuing renewal in order to provide reliable service. This means rehabilitating old sewer mains, maintenance holes, and replacing aging equipment and structures at treatment and pumping plants. To do so, the City maintains the Wastewater Capital Improvement Program (WCIP) that contains the capital projects and estimated costs for the renewal of the City's infrastructure for the next ten years. The BOS Wastewater Engineering Services Division is responsible for determining sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. Thus, all development activities that require sewer connection permits are evaluated under the purview of existing capacity of sewer lines in the development site's vicinity at the time of development. By doing so, each new development must adhere to the most current Sewer Design Manual specifications as well as appropriate Standard Plan requirements. The City also proactively monitors the sewer system to preemptively identify and resolve deficiencies before they can become problematic. Therefore, adoption of the Recommended Plan would not result in adverse effects related to wastewater conveyance and infrastructure.

### **Solid Waste (Draft EIR p.4.16-26)**

The City finds that the Project would result in *less-than-significant impacts* related to solid waste. Compliance with Section 66.32 of the LAMC would ensure that at least 50 percent of the demolition solid waste generated by the implementation of the Proposed Project would be diverted from the landfills serving the City of Los Angeles. The increases in population, housing, and employment would cause solid waste generation in the West Adams CPA to increase by 202,289 pounds per day, or roughly 101 tons. This amounts to nearly a 25 percent increase over existing solid waste generation in the West Adams CPA. The increased solid waste generation in year 2030 due to the Proposed Project may require additional collection routes to be implemented for solid waste, recycling, or other disposal collection. While the project would incrementally build towards year 2030 generation rates and result in an annual increase of just over 10,000 pounds per day or 1.2 percent per year, when prorated over the effective lifespan of the Proposed Project (i.e., 20 years), the location of such increases are unknown and could require increases to the existing frequency or the number of routes used for the current solid waste collection services within the West Adams CPA. However, the level of increase would not disrupt successfully meeting the goals, objectives, and policies contained in any of the solid waste management policy documents of the City. Therefore, adoption of the Recommended Plan would not result in adverse effects related to solid waste.

## **SECTION 5 – NO ENVIRONMENTAL IMPACT**

CEQA seeks to disclose environmental impacts associated with a proposed project.<sup>3</sup> The CEQA process is primarily designed to identify and disclose to decision makers and the public the significant environmental impacts of a proposed project prior to its consideration and approval. This is accomplished by the preparation of initial studies, negative declarations, and/or environmental impact reports. An initial study was conducted and determined that the following would have no significant environmental effects.

### **AGRICULTURE AND FORESTRY RESOURCES (Draft EIR p. 4.2-4)**

The City finds that the Project would result in ***no impacts*** related to farmland, agricultural land, timberland, and forest land. The West Adams CPA is fully urbanized and does not contain farmlands, forest lands, or timberland. Nor does the CPA contain land used or zoned for agricultural purposes. Therefore, adoption of the Recommended Plan would not result in adverse effects related to agricultural resources.

### **CULTURAL RESOURCES (Draft EIR p. 4.5-21)**

The City finds that the Project would result in ***no impacts*** related to cultural resources during operations. Operation of the Project would not affect cultural resources. Therefore, adoption of the Recommended Plan would not result in adverse effects related to cultural resources during operations.

### **Airport Hazards (Draft EIR p. 4.8-28)**

The City finds that the Project would result in ***no impacts*** related to airport hazards. The West Adams CPA is not within an airport land use plan, nor is it within two miles of a public or private airport. While implementation of the Project would allow for increased building heights at specified sites, this would not interfere with flight patterns. Therefore, adoption of the Recommended Plan would not result in adverse airport hazards.

### **Flooding and Inundation (Draft EIR p. 4.9-22 and 4.9-24)**

The City finds that the Project would result in ***no impacts*** related to flooding and inundation. Some of the proposed CPIO subareas contain areas that are within a 100-year flood plain, which would create capacity for more development within a flood zone. However, prior to any building activity in these areas, the City would review FEMA flood maps. If the analysis shows that the proposed development area is within the 100-year flood plain or floodway, appropriate flood plain management measures would be required to be incorporated into the design of all new buildings. Implementation of the existing regulatory requirements would ensure the housing or structures placed within a flood hazard zone or in an area that would impede or redirect flood flows would incorporate proper mitigation measures. Therefore, adoption of the Recommended Plan would not result in adverse effects related to flooding and inundation.

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<sup>3</sup> <http://www.calrecycle.ca.gov/SWFacilities/Permitting/CEQA/Overview/Purpose.htm#Objectives>

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**Inundation by Seiche, Tsunami, or Mudflow (Draft EIR p. 4.9-23 and 25)**

The City finds that the Project would result in ***no impacts*** related to inundation by seiche, tsunami, or mudflow. There are no surface water bodies in the West Adams CPA that are potentially susceptible to seiche events during strong earthquakes or are potential sources of inundation. The West Adams CPA is located more than five miles inland from the Pacific Ocean and the elevation ranges from approximately 100 to 425 feet above sea level. Therefore, adoption of the Recommended Plan would not result in adverse effects related to inundation by seiche, tsunami, or mudflow.

**Habitat Conservation Plans (Draft EIR p. 4.10-28)**

The City finds that the Project would result in ***no impacts*** related to habitat conservation plans. Currently, there are no species identified within the West Adams CPA that are protected by the Endangered Species Act, and no applicable habitat conservation plans. Therefore, adoption of the Recommended Plan would not result in adverse effects related to habitat conservation plans.



## **SECTION 6 – ALTERNATIVES TO THE PROJECT**

The Project Goals and Objectives of the West Adams-Baldwin Hills-Leimert Community Plan, as discussed in the DEIR (Chapter 3) and further clarified in the Final EIR (Chapter 1), are as follows:

NCP Program Goals and Objectives:

- 1) Guide land use development over a twenty year planning horizon.
  - o Accommodate citywide projected population, housing and employment growth.
  - o Implement smart growth goals and policies.
  - o Minimize lengthy discretionary approvals.
  - o Assess public infrastructure, service and facility needs.

Project Goals and Objectives:

- 1) Revitalization
  - o Facilitate commercial and industrial corridor revitalization.
  - o Incentivize TOD
  - o Improve commercial area function and design.
  - o Enhance jobs and housing.
  - o Support Regional Center development.
  - o Provide a diverse jobs-producing economic base.
- 2) Neighborhood Conservation
  - o Maintain character of existing low-scale residential neighborhoods.
  - o Include a program of historic and cultural resource protection.

Based on the whole of the administrative record, the City finds that the Final EIR analyzes a reasonable range of project alternatives that would feasibly attain some of the basic objectives of the project (see Chapter 5 of the DEIR and Chapter 3 of the FEIR). The Final EIR (Chapter 3) also discusses other alternatives that were considered and eliminated from further evaluation due to not meeting the primary project goals. These Project alternatives would not allow the flexibility to direct new development to well-suited areas such as commercial nodes and TOD areas to the degree of the Recommended Plan, nor would they address existing land use incompatibilities to the extent addressed by the Recommended Plan. The City finds that the Final EIR adequately evaluates the comparative merits of each alternative. Specifically, in addition to the full analysis performed regarding the “No Project (SCAG Forecast) Alternative” and the “Proposed Project without Transit-Oriented Development Alternative”, the Final EIR considered the following alternatives: the “No Development Alternative”, the “Limited Development Alternative”, the “Reduced Height Alternative”, and the “Uniform Corridor Growth Alternative”. Having weighed and balanced the pros and cons of each of the alternatives analyzed in the Final EIR, each of these “considered” alternatives is hereby found to be infeasible based on the Final EIR’s analyses, the Plan Objectives, these CEQA findings, and economic, legal, environmental, social, technological and other considerations. The project’s objectives limited the range of alternatives. The primary objectives of this project are to effectively revitalize commercial and industrial areas in accommodating projected population growth all while conserving low-scale residential neighborhoods. The Project increases the overall development potential of the entire CPA compared to the 1998 Community Plan, which is the “No Project” Alternative. Compared to this alternative, the “Project” allows for anticipated

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growth by focusing new development (as infill) in existing commercial nodes and TOD areas and away from historic neighborhoods, hillside neighborhoods and the sensitive habitat areas of the Baldwin Hills. This “No Project” or “SCAG Forecast” Alternative would also allow a more dispersed growth pattern throughout the CPA contradictory to the smart growth objectives of the Recommended Plan. Of the 6 alternatives considered, there are limited alternatives that would be able to accomplish the Project objectives. The two alternatives fully analyzed in the Draft EIR are described as follows:

**Alternative 1- No Project Alternative (Draft EIR p .5-9)**

Description of Alternative

The No Project Alternative assumes that the Project would not be implemented. However, “no project” does not mean that development within the West Adams CPA will be prohibited. The No Project Alternative includes “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”. Therefore, under this Alternative, the existing 1998 West Adams Community Plan would not be modified and development would continue to occur under the existing goals, objectives, policies, zoning, and land uses. While employment and population would increase under the No Project Alternative, development would not exceed the levels of reasonable development anticipated to occur under the existing community plan. **Table 1** shows an employment, population, and dwelling unit comparison between the Project, Proposed Project and the alternatives.

<b>TABLE 1: EMPLOYMENT, POPULATION, AND DWELLING UNIT COMPARISONS</b>				
<b>Category</b>	<b>Proposed Project</b>	<b>Recommended Plan “Project”</b>	<b>Alternative 1 – No Project Alternative</b>	<b>Alternative 2 – Proposed Project Without Transit-Oriented Development</b>
Employment	53,113	53,556	49,220	52,478
Population	218,741	214,012	206,521	213,863
Dwelling Units	86,118	84,257	81,307	84,198
<b>SOURCE:</b> City of Los Angeles Department Of City Planning, Demographic Research Unit, Statistical Information, 2012, 2016.				

Impact Summary

The No-Project Alternative (Alternative 1), which is most consistent with the SCAG Forecast for West Adams CPA, would have lesser impacts related to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, and Utilities and Service Systems than the Project. However, Alternative 1 would create potentially greater impacts related to Greenhouse Gas Emissions, Land Use and Planning, and Transportation and Traffic when compared to the Project. Also, Alternative 1 would not provide some of the fundamental objectives of the Project. In particular, Alternative 1 would not encourage smart growth, as it would not establish pedestrian-oriented and transit-oriented development standards for commercial corridors, nodes and TOD districts. Since the City of Los Angeles is generally central and close to the densest core of jobs and housing in southern California, regional and statewide planning laws, policies and regulations encourage regional growth to be directed to this region, particularly around fixed rail transit stations. Redirecting growth away from the regional core would cause growth to be accommodated on the fringe and in exurbs, which could further exacerbate regional environmental impacts.

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### Finding

It is found pursuant to PRC Section 21081(a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the No Project Alternative (Alternative 1) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Project and rejects this alternative.

### **Alternative 2 - Proposed Project without Transit-Oriented Development (Draft EIR p. 5-12)**

#### Description of Alternative

Under the “Proposed Project without Transit-Oriented Development Alternative” (Alternative 2), most of the changes to the existing 1998 West Adams Community Plan would be similar as under the Project. However, this Alternative would not shift development intensity to focused TOD areas to the same degree recommended under Project. Instead, this alternative would create smaller nodes at the LRT station areas consistent with the approach found within the Major Intersections Nodes CPIO District subarea. Stated more simply, the development standards and guidelines at these TOD areas would be the same as those contained within the Major Intersection Nodes CPIO District subareas ordinance and would not allow for further tailoring of building heights, development intensities and parking requirements. The result would produce somewhat less compact and less context sensitive development through the exclusion of regulations specific to TODs, such as more active pedestrian-oriented environments at street level as a result of reduced off-street parking requirements. Overall, Alternative 2 would involve a scenario where somewhat less population, housing, and employment growth capacity would take place compared to the Project.

#### Impact Summary

The “Proposed Project Without Transit-Oriented Development Alternative” (Alternative 2) would have lesser impacts related to Aesthetics, Air Quality, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, and Utilities and Service Systems than the Project. However, Alternative 2 would create potentially *greater impacts* related to Greenhouse Gas Emissions, Transportation and Traffic, as well as certain Aesthetic impacts such as Visual Character when compared to the Recommended Plan due to the increased automobile-centric character of the Alternative. This alternative provides for more population capacity than Alternative 1, having analyzed the potential for greater population increases, as outlined through the capacity estimate comparisons of Table 3 for the West Adams CPA. While Alternative 2 would meet more project objectives than Alternative 1-No Project, through providing land use changes for consistency with the General Plan, minimizing discretionary approvals, and providing more certainty and predictability for future developments than the No-Project-Alternative 1, it would not meet the fundamental project objectives of encouraging development around TOD and conserving low-density residential neighborhoods (as further discussed below in the discussion of the Environmentally Superior Alternative).

### Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the “Proposed Project without Transit-Oriented Development” (Alternative 2) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Project and rejects this alternative.

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### **Environmentally Superior Alternative (Draft EIR p. 5-14)**

Section 15126.6 of the State CEQA Guidelines requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

Of the two alternatives, Alternative 2 would be considered the environmentally superior alternative because it produces the fewest impacts when compared to the Project. Notwithstanding, Alternative 2 does not meet all the goals and objectives of the City in terms of encouraging a multimodal transportation system and creating a more sustainable land use pattern by focusing change near transit stations and nodes. While it accommodates SCAG’s projected growth in population, it does not create as much capacity as the Proposed Project toward successfully implementing the primary objective of TOD for the 10 LRT station areas serving the CPA. Furthermore, in-light of the release of SCAG’s RTP 2016, which identifies a 2040 population projection for the CPA larger than the RTP 2004’s 2030 projection and closer to that of the Proposed Project’s horizon year, the DCP wanted to have a Project that will continue to satisfy the program objective to meet SCAG projections. The Project accommodates the level of growth forecasted by SCAG for 2030 and allows for a certain level of growth capacity consistent with later year SCAG projections in order to accommodate TOD and unanticipated fluctuations. In this regard, the Project is consistent with the City’s policy directives and initiatives which aim to create attractive, walkable, and sustainable communities with a focus on TOD areas. This style of development encourages transit ridership, reduces traffic, provides a mix of housing, commercial, and transportation choices, and increases efficiency so that people can utilize alternative modes of travel for daily trips. It also accounts for regional implications of dispersed growth and is consistent with state laws such as SB 375 which aim to reduce per capita resource consumption and GHG generation through increased development densities in urban cores. In addition, the Project, with its TODs and other CPIO District subareas, is consistent with the City’s recent policy direction in promoting active, revitalized communities that reduce barriers to healthful living. The Project facilitates walking by creating capacity for increased housing located near jobs or near transit that is connected to a job core (Downtown Los Angeles). The Project contains design guidelines which aim to improve the pedestrian environment and creates capacity for neighborhood retail in proximity to residential neighborhoods, which can further encourage pedestrian activity. Finally, accommodating growth closer to the core of a major urban area can shorten commute trips, and reduce traffic, air pollution and greenhouse gas emissions. The Project best meets the overall planning goals and objectives of the City.

#### *Finding*

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the “Proposed Project without Transit-Oriented Development Alternative” (Alternative 2) infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the Project as reflected in the Recommended Plan and rejects this alternative.

## SECTION 7 – STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR for the West Adams-Baldwin Hills-Leimert New Community Plan update identifies significant impacts that would result from implementation of the Recommended Plan (project). Section 21081 of the California Public Resources Code and Section 15093 of the CEQA Guidelines provide that when a public agency approves a project that will result in the occurrence of significant but unavoidable impacts that are identified in the Final EIR, the agency must state in writing the reasons to support its action based on the certified Final EIR and/or other information in the record. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Draft EIR, the Final EIR, and documents, testimony, and all other materials that constitute the record of proceedings.

The Final EIR concluded that, despite the adoption of all feasible mitigation measures, the Recommended Plan would result in the following potential unavoidable significant adverse impacts that are not mitigated to a less-than-significant level:

- **Aesthetics (Shade and Shadow).** During the Winter Solstice, shadows generated from the implementation of the Project would impact residential land uses located within and around the CPIO District subareas and Crenshaw Corridor Specific Plan.
- **Air Quality (Construction Regional and Localized Emissions).** During construction, regional and localized emissions would exceed the SCAQMD significance thresholds.
- **Greenhouse Gas Emissions (Operational GHG Emissions and Applicable Plans, Policies, or Regulations).** During operation of the Project, GHG emissions would not be reduced to less than existing levels. This would have the potential to interfere with implementation of the ClimateLA plan, and subsequently could interfere with the State's ability to meet its goals under AB 32.
- **Noise (Construction Noise and Vibration).** In the absence of detailed noise and vibration analyses associated with specific projects, it is anticipated that construction noise and vibration levels at various sensitive land uses would still exceed the City's thresholds of significance.
- **Public Services (Public Parks and Libraries).** Implementation of the Project could increase the population within the West Adams CPA by approximately 31,412 persons (note: as discussed in the FEIR and in these findings, although the population numbers are different for the Recommended Plan from the Proposed Project analyzed in DEIR, they do not change impact conclusions or findings) and would cause significant impacts to public parks and recreational facilities. Similarly, the projected increase in population would likely use the Washington Irving and Baldwin Hills Libraries and require the expansion of the existing libraries or the development of a new library. No feasible mitigation measures were identified to reduce the significant impact related to public parks and libraries to less than significant.

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- **Transportation and Traffic (Circulation System and Congestion Management Program).** No feasible mitigation measures were identified to reduce the significant impact related to the circulation system and Congestion Management Program to less than significant.

The project alternatives would not satisfy the project objectives as effectively as the Project. Accordingly, the City Council adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Recommended Plan. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Community Plan for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Community Plan, including region-wide or statewide environmental benefits, against the Community Plan's potential significant and unavoidable impacts, the City Council hereby finds that the benefits of the Recommended Plan outweigh and override the potential significant unavoidable impacts for the reasons stated below.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Los Angeles has determined that the unavoidable adverse environmental impacts identified above may be considered "acceptable" due to the following specific considerations, which outweigh the unavoidable adverse environmental impacts of the Project. The City Council finds that each one of the following overriding considerations independently, grouped by overarching theme, or collectively, is/are sufficient to outweigh the significant and unavoidable impacts of the Recommended Plan:

### **Revitalization**

1. The Recommended Plan promotes community development in a manner that would accommodate anticipated population growth for the City, as projected by the Southern California Association of Governments (SCAG), the region's agency responsible for growth projections used by other cities and agencies in planning for growth and infrastructure. The Recommended Plan directs anticipated growth to commercial and industrial districts near light rail transit stations and major bus centers thereby guiding physical development towards a desired image that is consistent with the social, economic and aesthetic values of the community and the City as a whole.
2. The Recommended Plan retains industrial and commercial land to support diverse land uses and offer opportunities for employment generation and business development and services. The Community Plan encourages investment and redevelopment of existing under-utilized corridors reinforcing citywide economic development goals. The Community Plan supports and benefits the region by protecting and preserving commercial, industrial districts that sustain jobs in related industries, and that reinforce cultural tourism as a source of revenue and employment that bolsters the local and regional economy.
3. The Recommended Plan incorporates project features that would foster continued revitalization of properties along commercial corridors and at major intersection nodes throughout the Community Plan Area. The Recommended Plan would promote and facilitate revitalization of properties that can capitalize upon close proximity to the La Brea, Farmdale, La Cienega and Culver City stations along the Mid-City Exposition light rail transit line (Expo Line) as well as the Expo/Crenshaw, Crenshaw/MLK, Leimert Park, Crenshaw/Slauson and

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Florence/West stations along the Crenshaw/ LAX light rail transit line. The Recommended Plan would foster the industrial revitalization of properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard.

### **Community Character and Development**

4. The Recommended Plan supports the policies and goals of the General Plan Framework Element by allowing the City to grow strategically and allows for the conservation of existing low-scale residential neighborhoods. The benefits conferred by orderly, well-designed development served by existing infrastructure and services and connected by transit, bicycle and greenway networks outweigh the impacts anticipated with development allowed by the Community Plan. These benefits are not only consistent with the long term vision of sustainable growth stipulated in the Framework, they help ensure the continued economic viability of the Community Plan Area's commercial and industrial districts.
5. The Recommended Plan would ensure that where new growth is anticipated, project features are incorporated to help minimize the impacts of new development. Through implementation of the CPIO District subareas and an amended Crenshaw Corridor Specific Plan, new infill development that responds to prevailing neighborhood character and is not dominated by excessive automobile orientation will be regulated through lot coverage, building orientation and other site planning criteria. The Recommended Plan will reduce the potential negative impact of the height of new development located directly adjacent to residential properties by requiring transitional height limits at the rear of new construction abutting residential properties and require landscape and open space transitions along edges of industrial projects adjacent to residential uses.
6. The Recommended Plan will provide clarity of development potential and promote context sensitive pedestrian-oriented and transit-oriented projects especially at "Greyfield", "Brownfield" and other underutilized major intersection sites by establishing tailored maximum allowable building height and building intensity parameters. The Recommended Plan would encourage restoration, adaptive reuse and other rehabilitation projects, as well as contextual new infill construction, by providing land use incentives and standards along corridors, at nodes and transit-oriented districts.
7. The Recommended Plan would preserve viable industrial land for the emergence of innovative new "Clean-tech", "Green-tech", "Information technology" and other "High-tech" uses. The Recommended Plan would support transit-oriented business districts outside of the City Center where emerging and innovative commercial, office and "Clean-tech" uses can locate within contextually appropriate medium intensity transit hubs. The Recommended Plan would capitalize on rehabilitation and adaptive reuse of existing structures, as well as the introduction of contextual new infill construction by providing land use incentives and standards that facilitate the generation of high wage jobs and training for the community especially within these growing "technology" sectors.

### **Health and Sustainability – "Quality of Life"**

8. The Recommended Plan would protect the quality of life for existing and future residents and confer citywide benefits through goals, policies and programs designed to facilitate smart growth principles, including preserving open space and hillside areas, and promoting pedestrian-oriented commercial districts that encourage walkability and non-motorized

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transportation, thereby reducing new vehicle trip generation and emissions regionally, as well as vehicle miles traveled relating to new development, and promoting sustainable development in support of Assembly Bill 32 and Senate Bill 375.

9. The Recommended Plan is consistent with Senate Bill 375 because it encourages the creation of pedestrian-friendly, multi-modal transit villages where jobs, housing, goods and services, as well as access to open space, are all located within walking distance of light rail transit station areas. While potentially increasing vehicle miles traveled and greenhouse gases in the immediate area where new infill development will be focused, the Recommended Plan implements a condensed development pattern at the intersections of major arterial streets where transit stations and bus lines intersect, such as Crenshaw and Jefferson Boulevards, and away from open space and hillside areas, consistent with SB 375 and the Sustainable Communities Strategy, adopted by SCAG in April 2012. Furthermore, the Recommended Plan would improve the health and welfare of the community by limiting certain uses, including those that are over-concentrated and/or rely on a standardized development typology dominated by excessive automobile orientation. Therefore, the Recommended Plan would be expected to contribute to decreasing regional vehicle miles traveled and greenhouse gas emissions in the region over time.
10. The Recommended Plan improves local mobility through development of a balanced, multi-modal transportation network, focusing new development near to existing services and infrastructure. It emphasizes a multi-modal approach to mobility that recognizes the benefits (including healthful and traffic-alleviating benefits) of providing options that encourage walking, cycling, and transit use. These linkages will also enhance access to both passive and active open and green space amenities thereby encouraging physical activity, including hiking, by all segments of the community and particularly youth and the elderly. All together these enhanced mobility options provide a better-connected, user-friendly network representing a more diverse, sustainable transportation network.

The Recommended Plan supports the policies and goals of the most recent Housing Element adopted by the City in 2013 - to provide housing production and preservation, safe, livable, and sustainable neighborhoods, and housing opportunities for all and all income levels - and allows the City to meet future housing needs for the growth in population projected for the year 2030 by the Southern California Association of Governments.

### **Historic Preservation and Neighborhood Conservation**

11. The Recommended Plan includes zone changes for residential neighborhoods such as Jefferson Park, portions of the Mid-City, and the Baldwin Village neighborhood, and adopts a "Character Residential" CPIO District subarea for Arlington Heights, all with the intent to maintain existing neighborhood character through proportionately-sized dwellings in relation to lot size, thus supporting the City's efforts to preserve its stable residential neighborhoods.
12. The Recommended Plan will preserve Designated and Eligible Historic Resources and conserve character defining elements of buildings that shape neighborhood identity by providing land use incentives. In guiding the preservation and protection of historical and cultural resources, the Recommended Plan recognizes the need for continued investment, development, and the creation of jobs and growth in housing, and would improve the quality of the built environment, and maintain the character and identity of communities by focusing



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development pressures away from conservation areas and toward corridors in need of economic reinvestment. This would further the preservation of unique and distinct neighborhoods of the city, contributing toward a diverse, culturally rich image of the city and enhanced quality of life for residents.

### **Open Space Conservation**

13. The Recommended Plan furthers the Open Space and Conservation goals of the General Plan and guides the preservation and protection of natural resources, habitat areas and wildlife corridors in the Baldwin Hills. Implementation of the Recommended Plan would also continue to expand and maintain trail linkages, which reinforce the viability of wildlife corridors.

### **Environmental Protection**

14. The Recommended Plan, through its zone changes, CPIO District subareas, amended Crenshaw Corridor Specific Plan, and EIR provides mitigations and/or project features that regulate development projects in order to reduce the environmental impacts of future development.