



City of Los Angeles

Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



INITIAL STUDY

WEST LOS ANGELES COMMUNITY PLAN AREA

Landmark Apartments Project

Case Number: ENV-2013-3747-EIR

Project Location: 11750–11770 Wilshire Boulevard; 1211–1235 Stoner Avenue; 1222 Granville Avenue, Los Angeles, California, 90025

Council District: 11

Project Description: Douglas Emmett Management, LLC, the Project Applicant, proposes to construct a 34-story residential building containing up to 376 multi-family dwelling units and a single-story, approximately 4,700-square-foot, community-serving commercial building (the Project) on a 2.8-acre site in the West Los Angeles Community of the City of Los Angeles (the Project Site). The Project Site is specifically located within the northern portion of the City block bounded by Wilshire Boulevard to the north, Texas Avenue to the south, Stoner Avenue to the east, and Granville Avenue to the west. The Project Site is currently occupied by a single-story supermarket building, which would be demolished under the Project, a 17-story office building, which would remain under the Project, and four levels of below-grade parking covering the entire Project Site. To support the foundation of the new residential building, the Project also proposes the partial demolition and reconstruction of a portion of the four-level subterranean parking structure. In total, the Project would remove approximately 42,900 square feet of existing floor area and construct approximately 364,991 square feet of new floor area, resulting in a net increase of 322,091 square feet of net new floor area within the Project Site.

APPLICANT:
Douglas Emmett
Management, LLC

PREPARED BY:
Matrix Environmental, LLC

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Environmental Analysis Section

March 2014

Table of Contents

	<u>Page</u>
INITIAL STUDY AND CHECKLIST	
ATTACHMENT A: PROJECT DESCRIPTION.....	A-1
ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS	B-1

List of Appendices

- Appendix IS-A Cultural Resources Records Search**
- Appendix IS-B Paleontological Resources Records Search**
- Appendix IS-C Southern California Gas Company Correspondence**

List of Figures

<u>Figure</u>		<u>Page</u>
Figure A-1	Project Location Map.....	A-3
Figure A-2	Aerial Photograph of the Project Vicinity	A-4
Figure A-3	Existing Site Plan	A-6
Figure A-4	Views of the Project Site, Views A–C	A-7
Figure A-5	Views of the Project Site, Views D–F	A-8
Figure A-6	Conceptual Site Plan.....	A-11
Figure A-7	Proposed Demolition Map	A-14
Figure A-8	Proposed Access	A-15

List of Tables

<u>Table</u>		<u>Page</u>
Table A-1	Summary of Existing and Proposed Floor Areaa.....	A-10
Table B-1	Estimated Project Net Electricity Demand.....	B-41
Table B-2	Estimated Project Net Natural Gas Demand	B-42

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 11	DATE March 6, 2014
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RESPONSIBLE AGENCIES
Regional Water Quality Control Board

PROJECT TITLE/NO. Landmark Apartments	CASE NO.
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PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.
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PROJECT DESCRIPTION:

Douglas Emmett Management, LLC, the Project Applicant, proposes to construct a 34-story residential building containing up to 376 multi-family dwelling units and a single-story, approximately 4,700-square-foot, community-serving commercial building (the Project) on a 2.8-acre site in the West Los Angeles Community of the City of Los Angeles (the Project Site). The Project Site is specifically located within the northern portion of the City block bounded by Wilshire Boulevard to the north, Texas Avenue to the south, Stoner Avenue to the east, and Granville Avenue to the west. The Project Site is currently occupied by a single-story supermarket building, which would be demolished under the Project, a 17-story office building, which would remain under the Project, and four levels of below-grade parking covering the entire Project Site. To support the foundation of the new residential building, the Project also proposes the partial demolition and reconstruction of a portion of the four-level subterranean parking structure. In total, the Project would remove approximately 42,900 square feet of existing floor area and construct approximately 364,991 square feet of new floor area, resulting in a net increase of 322,091 square feet of net new floor area within the Project Site.

ENVIRONMENTAL SETTING:

The rectangular-shaped Project Site is bounded by Wilshire Boulevard to the north, an alley to the south, Stoner Avenue to the east, and Granville Avenue to the west. The surrounding area is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, retail, and office uses front Wilshire Boulevard, generally transitioning to lower density multi-family residential neighborhoods to the north and south of the Wilshire Boulevard commercial corridor. Several high-rise structures are located in the vicinity of the Project Site, including an approximately 334-foot tall office building directly north of the Project Site across Wilshire Boulevard, and three residential buildings directly east of the Project Site across Stoner Avenue that reach respective heights of approximately 281 feet, 168 feet, and 165 feet. Low- to mid-rise multi-family residential uses are located to the south across the alley and to the west across Granville Avenue. Low-rise office uses are also located to the west across Granville Avenue.

PROJECT LOCATION
11750–11770 Wilshire Boulevard; 1211–1235 Stoner Avenue; 1222 Granville Avenue

PLANNING DISTRICT West Los Angeles	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED July 1999
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- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - 1) The significance criteria or threshold, if any, used to evaluate each question; and
 - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

 **BACKGROUND**

PROPONENT NAME

Douglas Emmett Management (Attn: John Meehan)

PHONE NUMBER

(310) 255-7710

PROPONENT ADDRESS

808 Wilshire Blvd., Santa Monica, CA 90401

AGENCY REQUIRING CHECKLIST

City of Los Angeles, Department of City Planning

DATE SUBMITTED

March 6, 2014

PROPOSAL NAME (If Applicable)

Landmark Apartments



ENVIRONMENTAL IMPACTS

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IX. HYDROLOGY AND WATER QUALITY. Would the project result in:

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a. Violate any water quality standards or waste discharge requirements? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. NOISE. Would the project result in:

a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING. Would the project:

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services (including roads)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVI. TRANSPORTATION/TRAFFIC. Would the project:

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Other utilities and service systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE
Stephanie Eyestone-Jones Matrix Environmental 6701 Center Drive, Suite 900 Los Angeles, CA 90045	President	(424) 207-5333	March 6, 2014

Attachment A
Project Description



Attachment A: Project Description

A. Introduction

Douglas Emmett Management, LLC, the Project Applicant, proposes to construct a 34-story residential building containing up to 376 multi-family dwelling units and a single-story, approximately 4,700-square-foot, community-serving commercial building (the Project) on a 2.8-acre site in the West Los Angeles Community of the City of Los Angeles (the Project Site). The Project Site is specifically located within the northern portion of the City block bounded by Wilshire Boulevard to the north, Texas Avenue to the south, Stoner Avenue to the east, and Granville Avenue to the west. The Project Site is currently occupied by a single-story supermarket building, which would be demolished under the Project, a 17-story office building, which would remain under the Project, and four levels of below-grade parking covering the entire Project Site. To support the foundation of the new residential building, the Project also proposes the partial demolition and reconstruction of a portion of the four-level subterranean parking structure. In total, the Project would remove approximately 42,900 square feet of existing floor area and construct approximately 364,991 square feet of new floor area, resulting in a net increase of 322,091 square feet of net new floor area within the Project Site.

B. Project Location and Surrounding Uses

The Project Site is located in the West Los Angeles Community of the City of Los Angeles, approximately 15 miles west of downtown Los Angeles and approximately 5 miles east of the Pacific Ocean. Primary regional access is provided by I-405 (San Diego Freeway), which runs north-south approximately 1 mile to the east of the Project Site. The major arterials providing regional and sub-regional access to the Project Site vicinity include Wilshire Boulevard, Santa Monica Boulevard, Barrington Avenue, San Vicente Boulevard/Federal Avenue, and Bundy Drive.

The rectangular-shaped Project Site is bounded by Wilshire Boulevard to the north, an alley to the south, Stoner Avenue to the east, and Granville Avenue to the west. The surrounding area is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, retail, and office uses front Wilshire Boulevard, generally transitioning to lower density multi-family residential neighborhoods to the north and south of the Wilshire

Boulevard commercial corridor. Several high-rise structures are located in the vicinity of the Project Site, including an approximately 334-foot tall office building directly north of the Project Site across Wilshire Boulevard, and three residential buildings directly east of the Project Site across Stoner Avenue that reach respective heights of approximately 281 feet, 168 feet, and 165 feet. Low- to mid-rise multi-family residential uses are located to the south across the alley and to the west across Granville Avenue. Low-rise office uses are also located to the west across Granville Avenue.

A map of the Project Site and the surrounding area is provided in Figure A-1 on page A-3. An aerial photograph is provided in Figure A-2 on page A-4.

C. Existing Project Site Conditions

The Project Site is currently occupied by an approximate 42,900-square-foot, single-story supermarket building; an approximate 357,100-square-foot, 17-story office building; and surface parking and circulation areas. The recently vacated supermarket building is located in the southern half of the Project Site, with access available from the interior surface parking lot. The office building, which reaches a height of approximately 249 feet above grade, is located in the northwestern portion of the Project Site and is operational. A pedestrian plaza marks the main entrance to the office building at the corner of Wilshire Boulevard and Granville Avenue. Surface parking and circulation areas occupy the northeastern and central portions of the Project Site. A four-level subterranean parking garage that spans much of the Project Site is located below-grade. A total of 1,321 parking spaces are provided on-site, including 87 surface spaces and 1,234 subterranean spaces. Vehicular access to the surface parking lot at the plaza level is provided by an ingress-only driveway on Stoner Avenue and an egress-only driveway on Granville Avenue. To the south of each driveway, a two-way access ramp provides direct vehicular access to the subterranean parking lot (one on Stoner Avenue and one on Granville Avenue). Loading access for the existing supermarket building is provided at the southeast corner of the Project Site from Stoner Avenue. Pedestrian access is available from the vehicular access points and from Wilshire Boulevard.

Landscaping within the Project Site includes ornamental landscaping and hardscape features. Street trees and trees within the Project Site consist of various non-native species that are not subject to the City of Los Angeles Protected Tree Relocation and Replacement Ordinance.¹

¹ *The City of Los Angeles Projected Tree Relocation and Replacement Ordinance protects Oak, Southern California Black Walnut, Western Sycamore, and California Bay tree species that are native to Southern California, and excludes trees grown by a nursery or trees planted or grown as part of a tree planting program.*

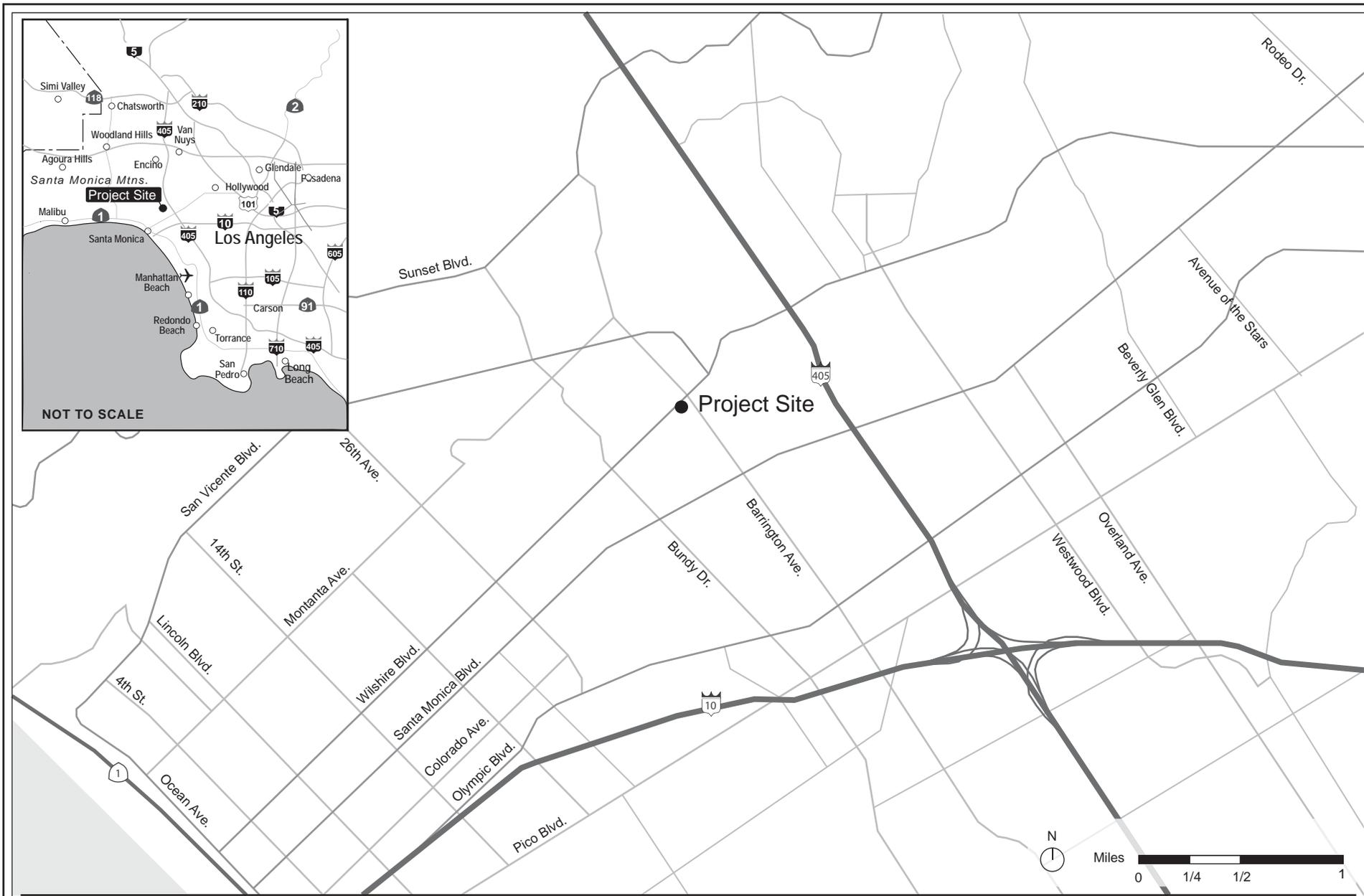


Figure A-1
Project Location Map

Source: Google Earth, 2013.

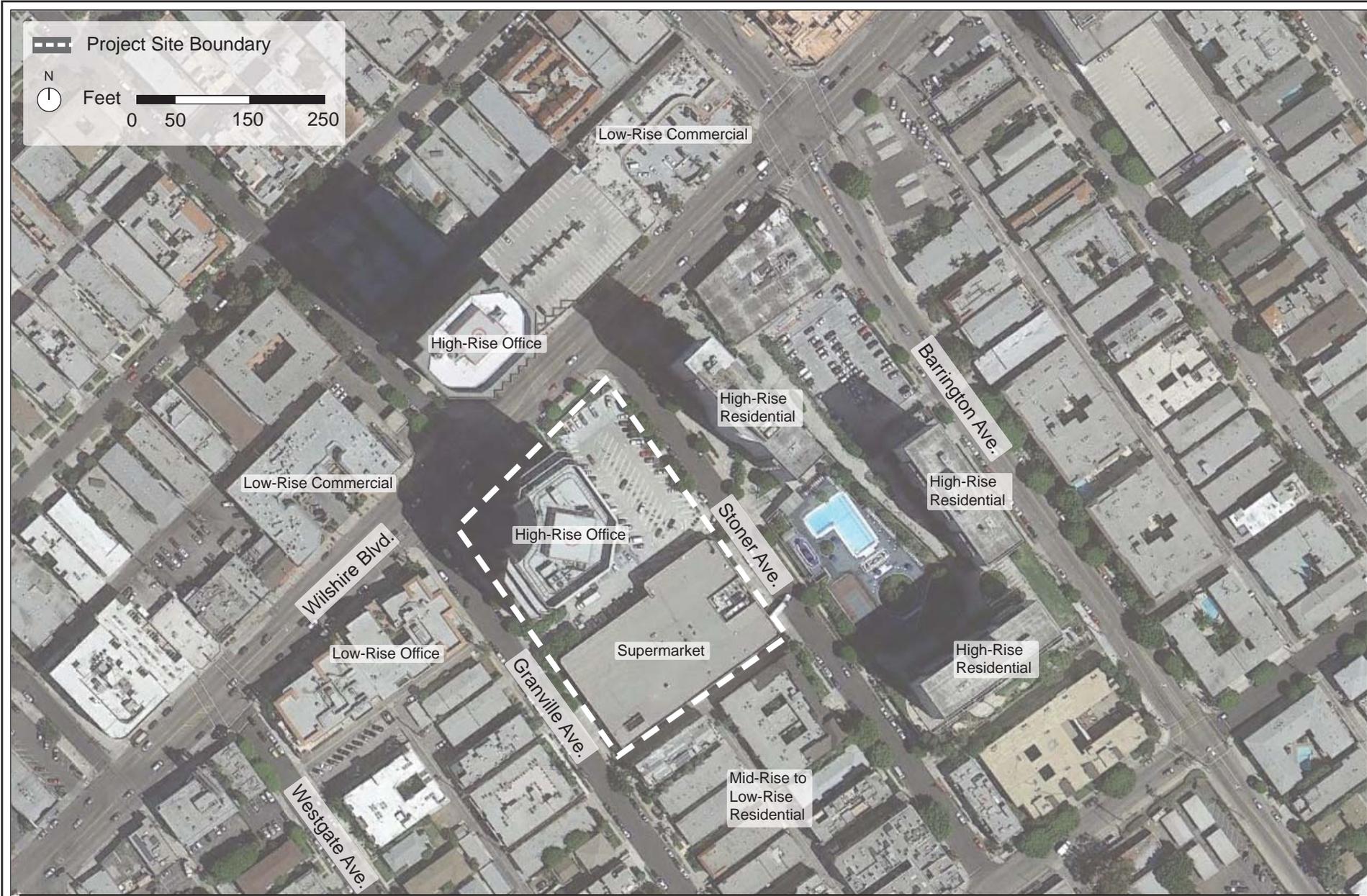


Figure A-2
Aerial Photograph of the Project Vicinity

Source: Google Earth, 2013.

An existing site plan of the Project Site is provided in Figure A-3 on page A-6. Photographs of existing conditions on the Project Site are provided in Figure A-4 on page A-7 and Figure A-5 on page A-8.

1. Land Use and Zoning

(a) West Los Angeles Community Plan

The Project Site is located within the planning boundary of the West Los Angeles Community Plan (Community Plan), adopted in July 1999, and is designated for General Commercial land use. This land use designation corresponds with the C1.5 (Limited Commercial), C2 (Commercial), CR (Limited Commercial), C4 (Commercial), RAS3 (Residential/Accessory Services), RAS4 (Residential/Accessory Services), and P (Automobile Parking) zones in the Los Angeles (LAMC). The Project Site is also directly adjacent to a designated Mixed Use Boulevard on the Community Plan Land Use Diagram that includes Wilshire Boulevard between Wellesley Avenue and Granville Avenue.

(b) City of Los Angeles Municipal Code

The Project Site is zoned by the LAMC as [Q]C2-2-CDO (Qualified Commercial, Height District 2, Community Design Overlay). The Commercial zones permit a wide array of land uses such as retail stores, offices, hotels, schools, parks, and theaters. Specifically, the C2 zone permits any land use permitted in the C1.5 and C1 zones, in addition to other specified uses including (but not limited to) retail with limited manufacturing, service stations and garages, retail contract businesses, churches, schools, and auto sales. The C2 zone also permits any land use permitted in the R4 (Multiple Residential) zone, including apartment houses and multiple family dwellings at a maximum density of 108 dwelling units per acre (i.e., a minimum lot area of 400 square feet per dwelling unit). Height District 2 within the C2 zone normally imposes no height limitation and a maximum Floor Area Ratio (FAR) of 6:1. However, pursuant to Ordinance No. 159,060, adopted in 1984, the Q condition for the Project Site restricts building heights to 17 stories above grade and establishes a not-to-exceed floor area maximum for all on-site development of 400,000 square feet. The Q condition also establishes parking and access requirements for the Project Site, among others. The "CDO" in the Project Site's zoning prefix indicates that the Project Site is located in the West Wilshire Boulevard Community Design Overlay (CDO) District (established by Ordinance No. 174,161), and as such, is subject to the design guidelines and standards set forth therein.





View A

Looking south from Wilshire Boulevard at the existing supermarket building.



View B

Looking east from Granville Avenue toward the plaza level driveway.



View C

Looking west from Stoner Avenue along the alley that abuts the Project Site to the south.



View D

Looking east from Granville Avenue toward the parking garage driveway, just south of View B.



View E

Looking northwest from Granville Avenue toward the parking garage driveway.



View F

Looking east from Granville Avenue along the alley that abuts the Project Site to the south.

(c) Other Applicable Land Use Regulations

As discussed above, the Project Site is also within the boundaries of the West Wilshire Boulevard CDO District established pursuant to Ordinance No. 174,161. The West Wilshire Boulevard CDO provides specific guidelines and standards for development projects on an approximately 1-mile section of Wilshire Boulevard between Federal Avenue and Centinela Avenue. The intent of the CDO is to provide guidance and direction in the design of buildings and storefronts that will enhance the appearance of the street. Additionally, the Project Site is located within the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) area established pursuant to Ordinance No. 171,492. The WLA TIMP was established in March 1997 to provide a mechanism to fund specific transportation improvements generated by new development within the Specific Plan area.

D. Project Characteristics

The Project Applicant proposes to demolish the existing supermarket building and construct in its place a 34-story residential building containing up to 376 multi-family dwelling units consisting of studio, 1-bedroom, and 2-bedroom apartments. A portion of the residential units would be set aside as affordable housing. The residential building would also include various amenities to serve the needs of Project residents and guests, including a lobby, lounge, fitness center, recreation room, and bicycle storage area, as well as leasing offices. An outdoor pool, pool deck, and terrace would serve the recreational needs of Project residents and guests. The Project would also construct a 4,700-square-foot, single-story community- and Project-serving commercial building at the northeast corner of the Project Site fronting Wilshire Boulevard.

To provide for the footings of the new residential building, the Project proposes the partial demolition and reconstruction of a four-level subterranean parking structure that spans much of the Project Site. The Project would retain the existing office building and pedestrian plaza in the northwest portion of the Project Site, with no changes to existing operations therein.

Table A-1 on page A-10 provides a summary of the types and sizes of land uses included in the Project. As shown in Table A-1, in total, the Project would remove approximately 42,900 square feet of existing floor area and construct approximately 364,991 square feet of new floor area, resulting in an increase of approximately 322,091 square feet of net new floor area on the Project Site. With implementation of the Project, the Project Site would include a total of 722,091 square feet of developed floor area. A conceptual site plan is included in Figure A-6 on page A-11.

Table A-1
Summary of Existing and Proposed Floor Area^a

Land Use	Existing (sf)	Proposed Demolition (sf)	Proposed Construction (sf)	Net New (sf)	Total with Project (sf)
Residential Building					
Residential	0	0	354,881 (376 DU)	354,881 (376 DU)	354,881 (376 DU)
Residential Amenities (lounge, fitness center, recreation room, bicycle storage)	0	0	5,410	5,410	5,410
<i>Subtotal Residential Building</i>	<i>0</i>	<i>0</i>	<i>360,291</i>	<i>360,291</i>	<i>360,291</i>
Supermarket	42,900	(42,900)	0	(42,900)	0
Community-Serving Commercial	0	0	4,700	4,700	4,700
Office	357,100	0	0	0	357,100
Total	400,000	(42,900)	364,991	322,091	722,091

sf = square feet

DU = dwelling unit

^a *Except where otherwise noted, square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

Source: Gensler, 2013.

1. Project Design

As discussed above, the Project would construct a residential building with up to 376 multi-family residential units and a community- and Project-serving commercial building to the south and east, respectively, of the existing office building on the Project Site. The proposed residential building would consist of a 34-story tower on top of a podium deck. The residential building would include various amenities to serve the needs of Project residents and guests, including a lobby, lounge, fitness center, residential recreation room, and bicycle storage area, as well as leasing offices. The residential units would be distributed throughout the floors above the lobby. The proposed residential building would reach a maximum height of 338 feet above grade level, not including rooftop



Figure A-6
Conceptual Site Plan

structures.² As shown in Figure A-6 on page A-11, an outdoor pool deck and landscaped terrace would be integrated along the western portion of the residential building. The pool deck and terrace would have a height of approximately 25 feet when viewed from Granville Avenue.

The Project also proposes the construction of a 4,700-square-foot neighborhood- and Project-serving commercial building fronting Wilshire Boulevard in the northeast corner of the Project Site. The proposed building would be one-story with a maximum height of up to 25 feet above grade level.

As discussed above, a portion of the existing subterranean parking garage would partially demolished and reconstructed to provide footings for the residential building, but would otherwise be retained.

The proposed residential building would be designed in a contemporary architectural style. The building would consist of a slim, concrete frame lined with floor-to-ceiling glazing accented by light metal and fritted glass panels. Horizontal rows of balconies would be integrated with vertical fins along the building edges and an inset elevator core, giving way to an extended cornice at the rooftop level. These architectural elements and varied surface materials would provide horizontal and vertical articulation that break up the building planes and reduce the perceived bulk and mass of the building. The proposed commercial building would consist of a high bay, steel frame structure. Storefront surface materials would include glazing accented by fritted glass and metal panels to resemble the style of the proposed residential building, along with stone detailing to complement the office building on the Project Site. The design of the commercial portion of the Project along Wilshire Boulevard would be consistent with design guidelines established in the West Wilshire Boulevard CDO. Glass used in all building façades would be non-reflective or treated with a non-reflective coating in order to minimize glare.

Upon completion of the Project, the total Floor Area Ratio (FAR) on the Project Site, inclusive of the existing office building, would increase from 3.27:1 to 6:1. The proposed FAR is consistent with Height District No. 2. The proposed neighborhood- and Project-serving commercial building would be built to the sidewalk, with no setbacks from Wilshire Boulevard or Stoner Avenue. The residential tower would be set back approximately 22 feet from Stoner Avenue to the east and approximately 94 feet from Granville Avenue to the west. The residential building would also be set back approximately 26 feet from the 20-foot-wide alley along the southern portion of the Project Site, resulting in an additional setback of 26 feet when compared with the existing supermarket building, which is built to

² Rooftop structures (e.g., exit staircase) would not exceed 359 feet above grade level.

the alley.³ The pool deck and terrace podium would be set back approximately 20 feet from the alley to the south, and approximately 15 feet from Granville Avenue to the west. No changes would occur to the setback of the existing subterranean parking garage, which, due to the elevation difference between Stoner Avenue and Granville Avenue, is visible above the street level at Granville Avenue (set back 15 feet) and along a portion of the alley near Granville Avenue (with no setback). In addition, no changes would occur to the current setbacks along Wilshire Boulevard and Granville Avenue adjacent to the existing office building.

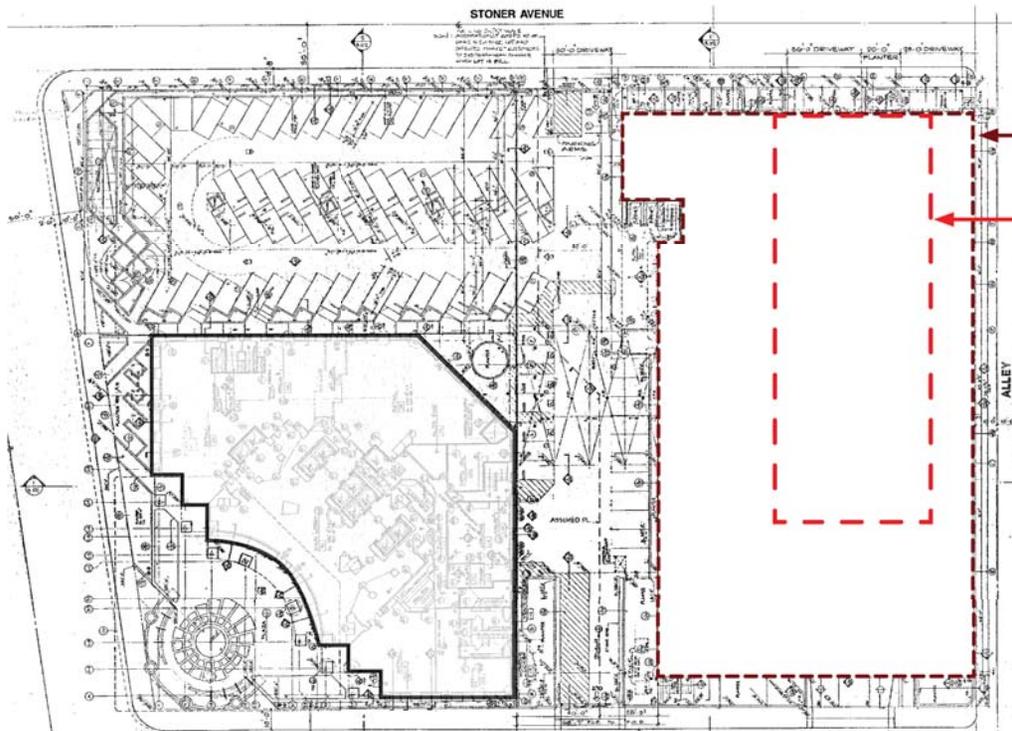
2. Access, Circulation, and Parking

The Project would retain the existing subterranean parking garage, which provides four levels of parking that space the Project Site. As shown in Figure A-7 on page A-14, an approximately 13,300-square-foot area within the parking garage would be demolished and reconstructed in order to install footings for the proposed residential building. Surface parking would also be provided in eastern portion of the Project Site in the same general location as the existing surface parking lot. The surface parking would be divided into two primary lots: one in the northern portion of the plaza to serve the community- and Project-serving commercial use, and one in the southern portion of the plaza to serve the residential building. The Project would provide a total of 1,126 parking spaces, including approximately 1,037 subterranean parking spaces and approximately 89 surface parking spaces.

As shown in Figure A-8 on page A-15, the Project would retain the existing vehicular access points to the plaza level, but would convert both points into two-way driveways. A new circular driveway would be created in the central portion of the Project Site to provide vehicular drop-off and pick-up for the residential building. Access to the subterranean parking garage would remain the same; however, the existing access ramp on Stoner Avenue would be relocated approximately 10 feet to the south. New service and loading docks for the residential building would be constructed to the south of the residential building with access from Stoner Avenue and the adjacent alley. Deliveries and trash collection would be accessed from the alley. The trash collection area would be enclosed and would not be visible from the residential area to the south.

Existing pedestrian access points would be retained. In addition, as shown in Figure A-8 on page A-14, new pedestrian access points would be created from Stoner Avenue adjacent to the plaza driveway, which would run from the street to the main entry of

³ Residential balconies, which would extend six feet from the building façade, would be set back 20 feet from the alley.

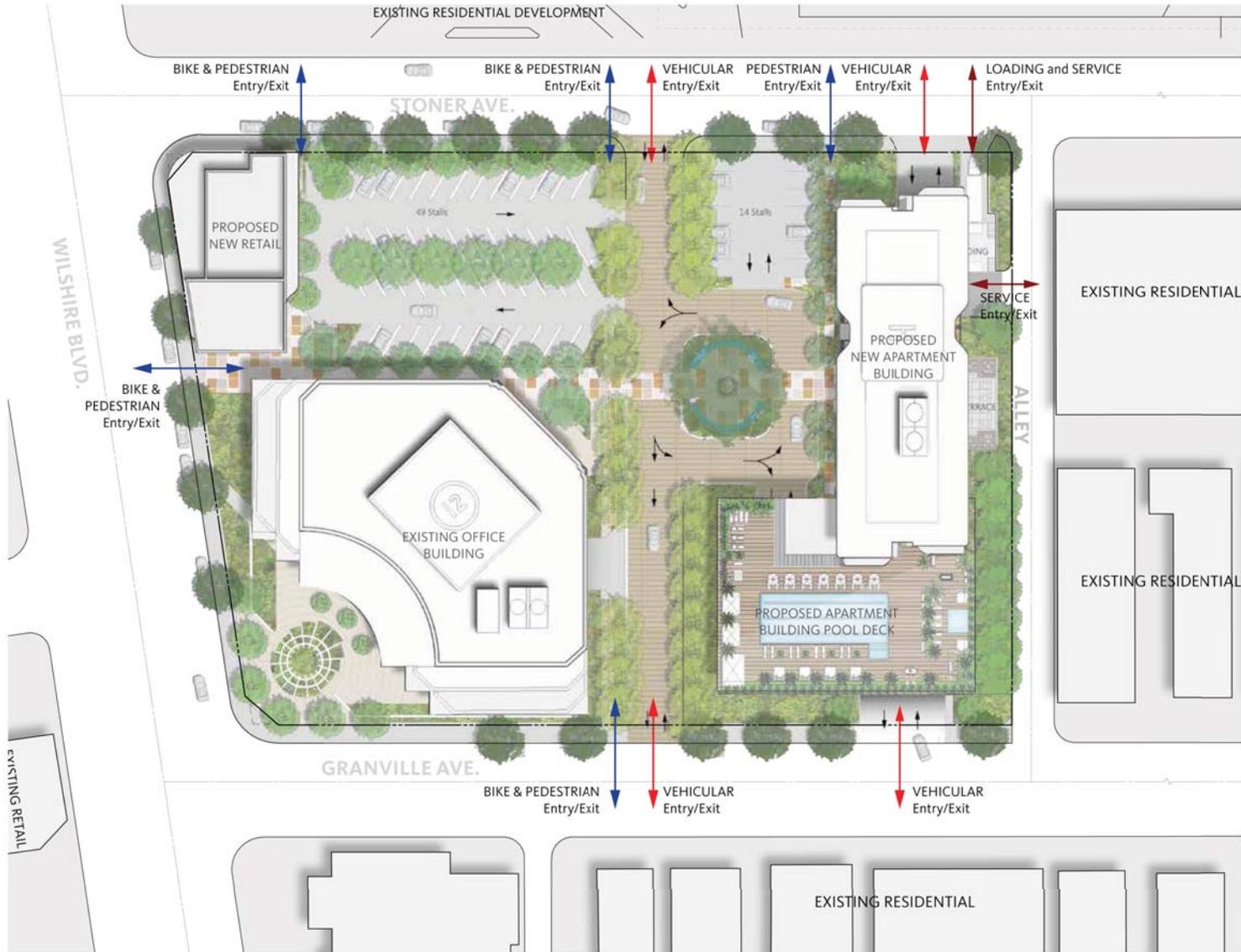


APPROXIMATE AREA
Existing RETAIL DEMOLITION
42,900 SQ. FT

APPROXIMATE AREA
FOR SLAB DEMOLITION
13,300 SQ. FT

EXISTIMATED DEMOLITION	AREA
Total Existing Retail	42,900 sf.
Existing Retail Slab	13,300 sf.
E. Parking Slab - level 1	13,300 sf.
E. Parking Slab - level 2	13,300 sf.
E. Parking Slab - level 3	13,300 sf.
E. Parking Slab - level 4	13,300 sf.
TOTAL	109,400 sf.





the residential building, and from Stoner Avenue into the northern parking area adjacent to the commercial building. Bicycle access would be provided via the vehicular access points on Stoner Avenue and Granville Avenue. A bicycle storage area would be included in the ground-floor level of the residential building. Additional long-term bicycle storage would be provided in the subterranean parking garage. In total, approximately 364 interior and 12 exterior bicycle parking spaces would be provided for the residential uses.

3. Landscaping and Open Space

The Project would provide a variety of open space and recreational amenities. Private open space recreational amenities available to Project residents and guests would include an outdoor pool, pool deck, and landscaped terrace, as well as a 2,560-square-foot fitness center and a 1,450-square-foot recreation room in the residential building. Landscape planters and perimeter landscaping would also be installed. In addition, the pedestrian plaza at the main entrance to the existing office building would be retained. In total, approximately 39,000 square feet of open space would be provided.

4. Lighting and Signage

The Project would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage (discussed below), architectural features, and landscaping elements would also be incorporated throughout the Project Site. Project lighting would be designed to provide efficient and effective on-site lighting while minimizing light trespass from the Project Site, reducing sky-glow, and improving nighttime visibility through glare reduction. Specifically, all on-site exterior lighting, including lighting fixtures on the pool deck, would be shielded or directed toward areas to be illuminated to limit spill-over onto nearby residential areas.

Lighting for the commercial portion of the Project along Wilshire Boulevard would be consistent with guidelines established in the West Wilshire Boulevard CDO. Similar to the residential building, commercial lighting would include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes. Low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated.

Proposed signage for the residential building would include monument signage, building identification signage at the entry portico and garage entries, and general ground-level and wayfinding pedestrian signage. Signage for the commercial portion of the Project along Wilshire Boulevard would be consistent with guidelines established for the West Wilshire Boulevard Community Design Overlay District. Commercial signage would be limited to typical tenant identification signage in a sign band or on the upper face of the

building. No more than three tenants are anticipated. Additionally, there would be general ground-level and wayfinding pedestrian signage. No off-premises or billboard advertising is proposed as part of the Project.

5. Sustainability Features

The Project would incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code (Ordinance No. 181,480). In so doing, the design of the new buildings would incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED)-CS[®] or LEED-NC[®] Rating System as of January 1, 2011. Such LEED[®] features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others. The Project would also utilize sustainable planning and building strategies and would incorporate the use of environmentally friendly materials, such as non-toxic paints and recycled finish materials wherever possible. Additionally, the Applicant would potentially incorporate a number of the following options to be determined during the development of the Project:

- Sustainable Sites: use existing developed urban land located on a major transit corridor with 5 percent preferred parking for alternative transportation vehicles;
- Energy and Atmosphere
 - Energy Star–labeled products and appliances where appropriate.
 - Use of full-cutoff or fully shielded on-street lighting oriented to pedestrian areas/sidewalks so as to minimize overlighting.
 - Use of light emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate.
 - Incorporation of passive energy efficiency strategies, such as roof overhangs, porches, and inner courtyards.
 - Materials and Resources: implementation of a construction waste management plan to achieve 75 percent diversion from landfills, 10 percent recycled material use, 10 percent regional materials use (within 500 miles) and use of certified wood
 - Indoor Environmental Quality: inclusion of outdoor air flow measuring devices, additional outdoor air ventilation, and use of low emitting materials
- Civil: use of onsite storm water treatment;

- Structural: use of recycled content for concrete, fly ash within concrete, and structural steel with recycled content
- Plumbing: use of insulated plumbing pipes, water efficient fixtures and water heaters
- Electrical: use of energy efficient equipment
- Mechanical: use of energy efficient equipment and monitoring systems
- Architectural Design: incorporation of cross ventilated units, passive shading of unit fenestration to prevent excess heat, and use of natural light
- Implementation of water conservation features such as use of drought-tolerant plants and indigenous species, storm water collection through a first flush filtration system of rain gardens where possible, permeable pavement wherever possible, and storm water filtration planters to collect roof water.
- Use of high-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and no-flush or waterless urinals in all non-residential restrooms as appropriate.
- Use of non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Use of restaurant kitchen faucets with pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Use of non-residential restroom faucets of a self-closing design (i.e., that would automatically turn off when not in use).
- Use of residential bathroom and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 2 gallons per minute.
- Use of high-efficiency clothes washers either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less).
- Incorporation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.
- Use of high-efficiency Energy Star-rated dishwashers where appropriate.
- Use of weather-based irrigation controller with rain shutoff, matched precipitation(flow) rates for sprinkler heads, and rotating sprinkler nozzles or

comparable technology such as drip/microspray/subsurface irrigation where appropriate.

- Installation of a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.
- Use of proper hydro-zoning and turf minimization, as feasible.

Furthermore, the Project would provide a mix of uses, including residential uses, in proximity to the growing Westside Los Angeles employment hub and public transit opportunities. As such, the Project Site's location would support the use of public transportation and a reduction in vehicle miles traveled by Project residents by placing housing near jobs. Additionally, the Project would repurpose a significant portion of the Project Site's existing development, making use of the existing subterranean parking structure and existing infrastructure, thereby minimizing new construction and consequent environmental impacts. As indicated above, the Project also would provide approximately 376 bicycle parking spaces for the residential uses.

E. Project Construction and Scheduling

Project construction is anticipated to occur over approximately 30 months and is anticipated to be completed in 2017. Construction of the Project would commence with demolition of the existing supermarket structure. Partial demolition of the subterranean parking garage would then be completed in order to install the footings for the residential building. Footing installation would require minor excavation to a depth of approximately 10 feet below the existing foundation of the parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. It is estimated that approximately 5,555 cubic yards (cy) of demolition material would be exported from the Project Site during the demolition phase. As the Project Site has been previously excavated to construct the existing parking garage, grading would be limited. Up to 1,500 cy of soil import may be required as part of new landscaping installation. As part of the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route Program would be subject to review and approval by the Los Angeles Department of Transportation (LADOT).

F. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but not limited to, the following:

- Zone Change from [Q]C2-2-CDO to [T][Q]C2-2-CDO pursuant to LAMC Section 12.32;
- Density Bonus Project Permit Compliance pursuant to LAMC Section 12.22.A.25 (SB 1818) to include a density bonus incentive for a 20% reduction in residential open space ;
- Design Overlay Plan Approval pursuant to LAMC Section 13.08;
- Zoning Administrator's Determination pursuant to LAMC Section 12.24 X-20 and filed per LAMC Section 12.27 C to allow two or more uses to share off-street parking spaces;
- Zoning Administrator's Adjustment pursuant to LAMC Section 12.28 to allow a reduced separation between buildings;
- Site Plan Review pursuant to LAMC Section 16.05;
- A Vesting Tentative Tract Map to create airspace parcels;
- A possible Development Agreement; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

Attachment B



Explanation of Checklist Determinations

Attachment B: Explanation of Checklist Determinations

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses below indicate those issues that are expected to be addressed in an Environmental Impact Report (EIR) and demonstrate why other issues would not result in potentially significant environmental impacts and thus do not need to be addressed further in an EIR. The questions with responses that indicate a “Potentially Significant Impact” do not presume that a significant environmental impact would result from the Project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within that future document.

I. Aesthetics

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A scenic vista is a view of a valued visual resource. The Project would develop two new structures, including a high-rise residential building, on a site that is currently developed with commercial uses and surface parking and circulation areas. The proposed structure could be visible within scenic vistas of valued visual resources that may be available from locations within the Project Site vicinity, such as the Santa Monica Mountains. Therefore, the EIR will provide further analysis of the Project’s potential impacts to scenic vistas. The EIR analysis will include: (1) an identification and description of the valued view resources present in the area; (2) an identification of vantage points that have access to the identified valued view resources; (3) an analysis of changes attributable to Project development; and (4) an analysis of the Project’s potential to block or otherwise remove views of the identified view resources.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

Potentially Significant Impact. Wilshire Boulevard is a City-designated scenic highway in the West Los Angeles Community Plan.¹ Therefore, the EIR will provide further analysis of the Project's potential impacts to scenic resources within a City-designated scenic highway. The EIR analysis will include: (1) an identification and description of scenic resources located on the Project Site; (2) an identification of vantage points along Wilshire Boulevard that have access to the identified scenic resources; and (3) an analysis of the Project's potential to damage any identified scenic resources that are visible from Wilshire Boulevard.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The Project would change the visual character of the Project Site and its surroundings by developing two new structures, including a high-rise residential building, on a site that is currently developed with commercial uses and surface parking and circulation areas. Therefore, the EIR will provide further analysis of the Project's potential impacts to visual character and quality. The EIR analysis will include: (1) a description of the visual character of the Project Site, as viewed from off-site locations under existing and proposed conditions; (2) an analysis of potential impacts to the valued visual character; and (3) an evaluation of Project consistency with relevant policies set forth in applicable City planning documents (e.g., City General Plan, West Los Angeles Community Plan, etc.).

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The Project Site currently generates moderate levels of artificial light and glare typical of urbanized areas. Light sources include low-level security lighting, vehicle headlights, interior lighting emanating from buildings, and architectural lighting. Glare sources include glass and metal vehicle and building surfaces. The Project would also introduce new sources of light and glare that are typically associated with residential and commercial buildings, including architectural lighting, signage lighting, interior lighting, security and wayfinding lighting, and building surfaces. In addition, the Project would include a new high-rise structure that would introduce nighttime

¹ *City of Los Angeles Department of City Planning, West Los Angeles Community Plan, adopted July 1999, p. III-27.*

lighting and have the potential to shade adjacent land uses. Therefore, the EIR will provide further analysis of the Project's potential impacts with regard to light, glare, and shading. The EIR light and glare analysis will include: (1) a description of the City regulatory environment as it relates to artificial light and glare; (2) a description of existing on-site and off-site light and glare conditions; (3) an identification of light- and glare-sensitive uses; (4) a description of potential new light and glare sources that may be introduced by the Project; and (5) an analysis of the potential for the Project to adversely affect the identified light- and glare-sensitive uses. The EIR shading analysis will include: (1) an identification of shadow-sensitive uses in the surrounding adjacent area; (2) an analysis of the shadows that could be caused by the proposed structures during the Summer and Winter solstices and the Spring/Fall equinox; and (3) a description of the duration of Project-related shading on any of the identified shadow-sensitive uses.

II. Agricultural and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

No Impact. The Project Site is located in an urbanized area and is developed with commercial uses and surface parking and circulation areas. No agricultural uses or operations occur on-site. In addition, the Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. As such, the Project would not convert farmland to non-agricultural use. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The Project Site is not zoned for agricultural use under the Los Angeles Municipal Code (LAMC). Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are not enrolled under a Williamson Act Contract.² Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

No Impact. The Project Site is located in an urbanized area and does not include any forest or timberland. Additionally, the Project Site is currently zoned for commercial land uses, is not zoned for forest land, and is not used as forest land. Therefore, the Project would not rezone forest land or timberland as defined by the Public Resources Code. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As mentioned above, the Project Site is located in an urbanized area, is not zoned for forest land, and does not include any forest or timberland. Therefore, the Project would not result in the loss or conversion of forest land. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

No Impact. The Project Site is located within an urbanized area and is developed with commercial uses and surface parking and circulation areas. The Project Site and surrounding area are not mapped as farmland, are not zoned for farmland or agricultural

² City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report for 11750 W. Wilshire Blvd.*, <http://zimas.lacity.org/>, accessed October 10, 2013.

use, and do not contain any agricultural uses. As such, the Project would not result in the conversion of farmland to non-agricultural use. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

III. Air Quality

Where available and applicable, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than ten microns in size [PM_{10}],³ particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead⁴). The SCAQMD's 2012 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.⁵ With regard to future growth, SCAG has prepared the 2012 Regional Transportation Plan (RTP), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2012 RTP are based on growth projections in local General Plans for jurisdictions in SCAG's planning area. The 2012 RTP growth projections are utilized in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's 2012 AQMP.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, Project development could have an adverse

³ A redesignation request to Attainment for the 24-hour PM_{10} standard is pending with the United States Environmental Protection Agency (USEPA).

⁴ Partial Nonattainment designation for the Los Angeles County portion of the Basin only.

⁵ SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

effect on the SCAQMD's implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project's consistency with the SCAQMD's AQMP. The EIR analysis will include: (1) an evaluation of the Project's consistency with the SCAQMD's AQMP in accordance with the procedures established in the SCAQMD's CEQA Air Quality Handbook; and (2) an assessment of Project consistency with the applicable policies of the City's General Plan Air Quality Element policies addressing air quality issues.

With regard to the Project's consistency with the Congestion Management Program (CMP) administered by the Metropolitan Transportation Authority (Metro), see Checklist Question XVI.b, Transportation/Circulation, below.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and could also result in increased air pollutant emissions during operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During Project operation, air pollutants would be emitted on a daily basis from motor vehicle travel, energy consumption, and other on-site activities. Therefore, the EIR will provide further analysis of the Project's construction and operational air pollutant emissions. The EIR's construction analysis will: (1) describe the regulatory environment as it relates to air quality; (2) develop the Project's daily regional construction emissions inventory; (3) identify sensitive receptors in the Project area that may be impacted by Project construction including off-site hauling activities; (4) identify maximum impacts to sensitive receptors from the Project's daily construction emissions using the SCAQMD's localized significance thresholds (LSTs) screening methodology; and (5) analyze the potential for emissions of air toxics during construction and their resultant potential impacts. The EIR's operational analysis will include: (1) a forecast of daily regional emissions from mobile and stationary sources that would occur during long-term Project operations; and (2) an evaluation of localized pollutant concentrations. The analyses will address criteria pollutants (i.e., pollutants for which ambient air quality standards have been established).

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed above, Project construction and operation would emit air pollutants in the Basin, which is currently in non-attainment of federal and State air quality standards for ozone, PM₁₀, PM_{2.5}, and lead. Therefore,

implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact when combined with other existing and future emission sources in the Project area. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project. The EIR's cumulative air quality analysis will be conducted in accordance with the procedures established by the SCAQMD and will address the degree to which the Project would or would not result in a cumulatively considerable net increase of any criteria pollutant, including those for which the Basin is classified as non-attainment under an applicable federal or State ambient air quality standard.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As discussed above, the Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses and educational facilities. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors. As previously described, Project impacts associated with pollutant concentrations will be analyzed during Project construction, as well as long-term operations. The analysis will address concentrations of both criteria pollutants and toxic air contaminants.

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

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. The Project's construction and rehabilitation would use conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. On-site trash receptacles used by the Project would have the potential to create odors. However, as trash receptacles would be contained, located, and maintained in a manner that promotes odor control, no substantially adverse odor impacts are anticipated. Thus, impacts would be less than significant, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

IV. Biological Resources

Would the project:

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

Less Than Significant Impact. The Project Site contains a supermarket use, an office use, and parking and circulation areas, and is located within an urbanized area. While the Project Site includes some ornamental trees and landscaping, the majority of the Project Site consists of paved and developed surfaces. Due to the developed nature of the Project area, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Thus, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

No Impact. The Project Site contains a supermarket use, an office use, and parking and circulation areas, and is located within an urbanized area. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

No Impact. The Project Site contains a supermarket use, an office use, and parking and circulation areas, and is located within an urbanized area. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the vicinity. As such, the Project would not have an adverse effect on federally

protected wetlands. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. The Project Site contains a supermarket use, an office use, and parking and circulation areas, and is located within an urbanized area. There are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity. Accordingly, development of the Project would not significantly impact any regional wildlife corridors or native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity.

The Project Site includes a number of ornamental trees on-site and along the adjacent streets, some of which may be removed with implementation of the Project. Although unlikely, these trees could potentially provide nesting sites for migratory birds. The Project would comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. With compliance with this existing regulatory requirement, impacts would be less than significant. No further analysis of this topic in an EIR is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These native tree species are defined as protected by the City of Los Angeles. Native trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected. The Ordinance prohibits, without a permit, the removal of any regulated protected tree, including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. The City also requires that a report be prepared by a tree expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

The Project Site includes a number of ornamental trees within the site interior and along the adjacent streets, some of which may be removed with implementation of the Project. The existing trees within the Project Site were planted as part of a Project planting or landscape program. Thus, none of the trees on-site are protected trees as set forth under the City of Los Angeles Protected Tree Ordinance. Furthermore, none of the on-site trees are California native oak trees, California black walnut trees, Western sycamore trees, or California Bay trees. The Project Site is not subject to any other local policies or ordinances protecting biological resources. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. It should also be noted that the Project would replace removed street trees in accordance with the requirements of the City of Los Angeles Urban Forestry Division. Therefore, no impacts to protected trees would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

No Impact. The Project Site contains a supermarket use, an office use, and parking and circulation areas, and is located within an urbanized area. As such, the Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other related plans. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

V. Cultural Resources

Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

No Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic,

agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

The Project Site includes two structures built in 1990, one of which would be removed with implementation of the Project. Given their age, the on-site structures are not considered historic resources. Furthermore, a records search was conducted for the Project area by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton to identify previously recorded prehistoric and historic resources in and around the Project Site (see Appendix A of this Initial Study). The records search includes a review of all recorded archeological sites within a half-mile radius of the Project Site as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest, California Historical Landmarks, California Register of Historical Resources, National Register of Historic Places, California State Historic Resources Inventory, and City of Los Angeles Historic-Cultural Monuments listings were reviewed for the Project Site. The records search indicates that there are no historic resources located on-site. The closest identified historic resource is Serra Springs at the University High School campus, located approximately 0.2 mile south of the Project Site (further discussed below). Due to the distance between the Project Site and the nearest historic resource, as well as intervening development, no impacts to historic resources would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

Less Than Significant Impact With Mitigation Incorporated. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to disturbance and excavation in the past. Any archaeological resources that may have existed near the surface of the Project Site are likely to have been disturbed or previously removed. Furthermore, the records search conducted for the Project Site by SCCIC (see Appendix A of this Initial Study) indicates that there are no known archaeological sites or isolates located on-site. However, notable archaeological resources have been uncovered

in the Project area. Specifically, the Tongva or Serra Springs, located at University High School approximately one block south of the Project Site, is listed as California Historical Landmark No. 522. This site has yielded Native American artifacts and bones from what archeologists now believe is a Native American burial site.⁶ The Project would result in some limited excavations on the Project Site. As such, the possibility exists that archeological artifacts that were not recovered during prior construction or other human activity may be present. With compliance with existing regulatory requirements, as reflected in the following Regulatory Compliance Measure, Project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered to be historic resources. Project impacts on any previously undiscovered archaeological resources would be less than significant and no further analysis of this topic in an EIR is required.

Regulatory Compliance Measure IS-1: If any archaeological materials are encountered during the course of the Project development, work in the area shall cease and deposits shall be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. As part of this effort, the services of an archaeologist meeting the Secretary of the Interior Professional Qualification Standards for Archaeology shall be secured by contacting the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) at Cal State University Fullerton, or a member of the Register of Professional Archaeologists (RPA) to assess the resources and evaluate the impact. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. A report on the archaeological findings shall be prepared by a qualified archaeologist, and a copy of the report shall be submitted to the CHRIS-SCCIC. Additionally, recovered archaeological materials shall be curated at an appropriate accredited curation facility. If the materials are prehistoric in nature, affiliated Native American groups (identified by the Native American Heritage Commission) may be consulted regarding selection of the curation facility.

⁶ *City of Los Angeles Department of City Planning, West Los Angeles Community Plan, adopted July 1999, pp. III-29–III-30.*

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Section 5097.5 of the PRC specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, the California Penal Code Section 622.5 sets the penalties for damage or removal of paleontological resources. As described above, subsurface conditions were previously disturbed during past development activity on the Project Site and there is no record of fossil localities or any items of paleontological significance being recovered at the Project Site or in the immediately surrounding area.⁷ However, the Project would result in some limited excavation and the possibility exists that paleontological artifacts, that were not recovered during prior construction or other human activity, may be present. With compliance with regulatory requirements, including City guidelines for the protection of paleontological resources, as reflected in the following Regulatory Compliance Measure, Project impacts on any previously undiscovered paleontological resources would be less than significant. No further analysis of this topic in an EIR is required.

Regulatory Compliance Measure IS-2: If any paleontological materials are encountered during the course of the Project development, work in the area shall be halted. The services of a qualified paleontologist shall be secured by contacting the Los Angeles County Natural History Museum to assess the resources. In addition, a report on the paleontological findings shall be prepared by the qualified paleontologist and a copy of the paleontological report shall be submitted to the Los Angeles County Natural History Museum.

The Project Site does not include any known unique geologic features. In addition, no unique geologic features are anticipated to be encountered during Project construction. Therefore, the Project would not directly or indirectly destroy a unique geologic feature. Impacts associated with unique geologic features would be less than significant and no mitigation measures would be necessary. No further analysis of this topic in an EIR is required.

⁷ *Written correspondence from Samuel A. McLeod, Ph.D., Natural History Museum of Los Angeles County, December 19, 2013. See Appendix B of this Initial Study.*

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation Incorporated. Although no human remains are known to have been found on the Project Site, there is the remote possibility that unknown resources could be encountered during Project construction, particularly during ground-disturbing activities such as excavation and grading. With compliance with regulatory requirements, as reflected in the following Regulatory Compliance Measure, Project impacts to unknown human remains would be less than significant. No further analysis of this topic in an EIR is required.

Regulatory Compliance Measure IS-3: As required by state law (e.g., Public Resources Code Section 5097.98, State Health and Safety Code Section 7050.5, and California Code of Regulations Section 15064.5(e)), if human remains are discovered at the 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. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission shall be notified within 24 hours, and the guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.

VI. Geology and Soils

Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Potentially Significant Impact. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present. In addition, there

are buried thrust faults, which are faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. Additionally, the City of Los Angeles designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards.⁸ However, the Project Site is located within a City-designated Fault Rupture Study Area for the Santa Monica Fault.^{9,10} Therefore, there could be a potential for surface rupture due to faulting occurring beneath the Project Site, and further analysis of this issue will be provided in the EIR. The EIR analysis will identify the potential for fault rupture to occur on the Project Site based on additional site-specific data collected at the Project Site.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. As previously stated, the Project Site is located within a City-designated Fault Rupture Study Area for the Santa Monica Fault. The Project would increase the amount of development onsite, thereby increasing the number of residents, employees, and visitors on-site. Therefore, additional people and structures would be exposed to potential adverse effects from ground shaking than under existing conditions. Although Project development must comply with the most current Los Angeles Building Code regulations, which specify structural requirements for different types of buildings in a seismically active area, further analysis of the potential for strong seismic ground shaking will be provided in the EIR. The

⁸ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 11750 W. Wilshire Blvd., <http://zimas.lacity.org/>, accessed October 10, 2013.*

⁹ *Ibid.*

¹⁰ *Los Angeles General Plan Safety Element, Exhibit A, Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, page 47 (November 1996).*

EIR analysis will identify the potential for seismic ground shaking in the Project area to impact Project structures, residents, employees, and visitors.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their shear strength due to excess water pressure that builds up during repeated seismic shaking. A shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials.

The Seismic Hazards Maps of the State of California does not classify the Project Site as part of a potentially liquefiable area.¹¹ This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. Additionally, the Project Site is not located in an area susceptible to liquefaction as mapped by the City of Los Angeles.^{12 13} Therefore, the potential for liquefaction to occur at the Project Site is considered to be low. Nevertheless, as the potential for seismic activity exists, the EIR will include a more detailed analysis of this issue. The EIR analysis will identify the potential for ground failure and will take into consideration the impact of seismic activity on future development and compliance with regulatory requirements.

iv. Landslides?

No Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and generally characterized by flat topography, and as such, would not be susceptible to landslides. Additionally, the Project Site is not mapped as an Earthquake-Induced Landslide Area as designated by the CGS,¹⁴ nor is the site mapped as a landslide area by

¹¹ California Division of Mines and Geology, 1999, *Seismic Hazard Zone Beverly Hills 7.5-Minute Quadrangle, Los Angeles County, California*.

¹² Los Angeles General Plan Safety Element, Exhibit B, *Areas Susceptible to Liquefaction*, page 49 (November 1996).

¹³ City of Los Angeles Department of City Planning, *ZIMAS, Parcel Profile Report for 11750 W. Wilshire Blvd.*, <http://zimas.lacity.org/>, accessed October 10, 2013.

¹⁴ California Division of Mines and Geology, 1999, *Seismic Hazard Zone Beverly Hills 7.5-Minute Quadrangle, Los Angeles County, California*.

the City of Los Angeles.^{15,16} As such, no impacts related to landslides would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

b. Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. The Project Site has been previously graded, excavated, and developed. Because Project development would occur above an existing subterranean parking structure that spans much of the Project Site, the potential for the Project to disturb existing soils and expose soils to rainfall and wind, potentially resulting in soil erosion, would be minimal. Furthermore, construction activities would occur in accordance with erosion control requirements imposed by the City, as applicable. Nonetheless, further analysis of this issue will be provided in the EIR. The EIR analysis will identify the potential for exposure of soils and resultant erosion during Project construction activities and will also account for compliance with regulatory requirements.

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

Potentially Significant Impact. As discussed above, the Project Site is susceptible to ground shaking. Thus, this issue will be addressed in the EIR. The EIR analysis will address impacts associated with soil stability, lateral spreading, subsidence, liquefaction, and collapse, and will also account for compliance with regulatory requirements.

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

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The specific composition of the soils underlying the Project Site is not yet known. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify the potential for soil expansion to occur and will account for compliance with regulatory requirements.

¹⁵ *Los Angeles General Plan Safety Element, Exhibit C, Landslide Inventory & Hillside Areas, page 51 (November 1996).*

¹⁶ *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 11750 W. Wilshire Blvd., <http://zimas.lacity.org/>, accessed October 10, 2013.*

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project Site is located within a community served by existing sewage infrastructure. The Project's wastewater demand would be accommodated via connections to the existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. The Project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

VII. Greenhouse Gas Emissions

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases, since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would include associated human activity-related greenhouse gas emissions. Therefore, the EIR will provide further analysis of the Project's greenhouse gas emissions, including: (1) a discussion of existing greenhouse gas emissions at the Project Site; (2) an estimation of Project-generated greenhouse gas emissions; (3) and an evaluation of the potential for Project-generated greenhouse gas emissions to create a significant impact.

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

Potentially Significant Impact. As the Project would have the potential to emit greenhouse gas emissions, the EIR will include further evaluation of Project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill 32, City of Los Angeles Green Building Code).

VIII. Hazards and Hazardous Materials

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The type and amount of hazardous materials to be used for the Project would be typical of those used for residential and commercial developments. Specifically, operation of the commercial uses would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed residential uses would involve the limited use of household cleaning solvents and pesticides for landscaping. Construction of the Project would also involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be reduced to a less than significant level through compliance with these standards and regulations. Nonetheless, as the potential the routine transport, use, and/or disposal of hazardous materials exists, the EIR will include a more detailed analysis of this issue. The EIR analysis will identify the potential for construction and operation of the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and will take into consideration compliance with regulatory requirements.

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

Potentially Significant Impact. The Project Site is not located within a designated Methane Zone or Methane Buffer Zone mapped by the City.¹⁷ There are no oil wells located on the Project Site.¹⁸ The Project Site has been developed with retail and office uses since the 1990s. Based on the types and ages of the existing on-site structures, it is not expected that demolition and excavation activities would expose asbestos containing materials (ACM) and/or lead-based paints (LBP), or result in other significant hazards to the public. Nonetheless, given that educational facilities are located within a 0.5-mile

¹⁷ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 11750 W. Wilshire Blvd., <http://zimas.lacity.org/>, accessed October 10, 2013.

¹⁸ Navigate LA, <http://navigate.la.lacity.org/index01.htm>, accessed October 10, 2013.

radius of the Project Site, including University High School at 11800 Texas Avenue and Brockton Elementary School at 1309 Armacost Avenue, it is recommended that a Phase I Environmental Site Assessment (ESA) be prepared to document any potential hazards within the Project Site and the surrounding area. As part of the Phase I ESA, lists of hazardous materials sites would be reviewed to assist in identifying any potential hazards within the vicinity of the Project Site. The EIR analysis, which will summarize the results of the Phase I ESA, will include: (1) a summary of applicable federal, State, and local regulatory standards and procedures regarding hazards and hazardous materials; (2) summaries of investigations conducted at the Project Site, including the Phase I ESA; and (3) background information regarding the number and location of hazardous materials stored and used on the property (including, if applicable, underground storage tanks [USTs] and above-ground storage tanks [ASTs]), current hazardous management practices, and hazardous waste storage and disposal practices. On the basis of regulatory standards, the EIR will assess potential impacts from potential on-site hazards and the use, handling, transport, and storage of hazardous materials during construction and operation. The EIR analysis will also provide information regarding emergency response and/or evacuation plans, as discussed below.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. See Checklist Question VIII.b, Hazards and Hazardous Materials, above.

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

Potentially Significant Impact. See Checklist Question VIII.b, Hazards and Hazardous Materials, above.

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

No Impact. The Project Site is not located within 2 miles of an airport or within an airport planning area. Therefore, no impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

No Impact. There are no private airstrips in the vicinity of the Project Site. Therefore, the Project would not result in airport-related safety hazards for the people residing or working in the area, and no impact would occur. Accordingly, no mitigation measures are necessary and no further analysis of this topic in an EIR is required. With regard to potential impacts to air traffic, see Checklist Question XVI.b, Transportation/Circulation, below.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not located along a designated disaster route.¹⁹ The nearest disaster routes are San Vicente Boulevard approximately 0.5 mile to the north and Santa Monica Boulevard approximately 0.5 mile to the south. Project construction would be confined to the immediate vicinity of the Project Site and, therefore, would not interfere with these routes or have a significant impact on the City's emergency evacuation plan. However, operation of the Project would have the potential to generate increased traffic along these roadways. Therefore, further analysis of this issue will be provided in the EIR. The EIR analysis will evaluate the Project's potential to cause an impediment along the City's designated disaster routes, including San Vicente Boulevard and Santa Monica Boulevard, and/or impair implementation of the City's emergency response plan.

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

No Impact. There are no wildlands located in the Project area. Furthermore, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone (VHFHSZ).²⁰ Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

¹⁹ Los Angeles General Plan Safety Element, Exhibit H, Critical Facilities and Lifeline Systems, page 61 (November 1996).

²⁰ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 11750 W. Wilshire Blvd., <http://zimas.lacity.org/>, accessed October 10, 2013. The VHFHSZ was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

IX. Hydrology and Water Quality

Would the project:

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Construction activities associated with the Project would have the potential to result in the conveyance of pollutants into municipal storm drains, particularly during precipitation events. In addition, potential changes in on-site drainage patterns resulting from Project implementation and the introduction of new land uses could affect the quality of storm water runoff. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify the potential for the exposure of surface water to soils and debris during construction and for increases in pollutant loadings in surface runoff from new Project uses during Project operation. The EIR will also describe current and future surface water quality conditions including estimated pollutant loads and concentrations for pollutants for which there are applicable water quality standards. The EIR will also provide information regarding the existing quality of groundwater beneath the Project Site and assess Project impacts to groundwater quality.

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

Potentially Significant Impact. It is anticipated that the Project would result in a similar amount of on-site impermeable areas compared to existing conditions due to the nature of the existing site as predominately impervious. Nonetheless, the potential exists for existing percolation of rainwater and irrigation water into the water table to be diminished, which could affect groundwater recharge. In addition, the proposed demolition and excavation activities within the existing subterranean parking garage would have the potential to encounter groundwater. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate construction and long-term impacts upon groundwater hydrology. The EIR will also describe regional, sub-regional, and local area groundwater levels. In addition, the EIR analysis will evaluate local existing groundwater conditions including, but not necessarily limited to, existing uses and subsurface stratigraphy, groundwater depth, and the direction of flow. The EIR will also identify any known groundwater contamination within the vicinity of the Project Site.

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

Potentially Significant Impact. The Project Site is developed with buildings, paved areas, and ornamental landscaping. No streams are located within the Project vicinity. The Project would involve the demolition of an existing use, the construction of new buildings, and the installation of new landscaped areas, which would have the potential to alter the direction of runoff from the Project Site. It is anticipated that future on-site development would result in a similar amount of on-site impermeable areas compared to existing conditions due to the nature of the existing site as predominately impervious. Nonetheless, existing drainage patterns may be affected by proposed development. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will describe existing regional, sub-regional, and local watersheds and drainage areas and will identify existing on- and off-site drainage facilities. The EIR will also identify on-site drainage areas and flow quantities for existing conditions. In addition, the EIR will analyze impacts relating to discharges to the off-site infrastructure that accepts the Project's runoff flows. The EIR will also identify proposed changes to on-site drainage areas and impacts of Project buildings on future drainage patterns, including the potential for on-site or off-site flooding. As part of the analysis, current regulations and practices regarding drainage infrastructure, including on-site detention and conveyance facilities, will be considered.

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

Potentially Significant Impact. See Checklist Question IX.c, Hydrology and Water Quality, above.

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

Potentially Significant Impact. See Checklist Questions IX.a and IX.c, Hydrology and Water Quality, above.

- f. Otherwise substantially degrade water quality?**

Potentially Significant Impact. See Checklist Question IX.a, Hydrology and Water Quality, above.

g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project Site is not located within a 100-year or 500-year flood plain as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.^{21,22} According to FEMA, the Project Site is located within Zone X, which is an area determined to be outside the 0.2 percent annual chance floodplain. Thus, the Project would not place housing within a 100-year flood plain. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

h. Place within a 100-year flood plain structures which would impede or redirect flood flows?

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain area. Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

Less Than Significant Impact. As stated above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a flood control basin or potential inundation area.²³ Therefore, the Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

²¹ *Navigate LA, <http://navigate.lacity.org/index01.htm>, accessed October 10, 2013.*

²² *Los Angeles General Plan Safety Element, Exhibit F, 100-Year & 500-Year Flood Plains, page 57 (November 1996).*

²³ *Los Angeles General Plan Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, page 59 (November 1996).*

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is approximately 3 miles east of the Pacific Ocean. The Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.²⁴ The Project Site is not positioned downslope from an area of potential mudflow. Therefore, no seiche, tsunami, or mudflow events are expected to impact the Project Site. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

Less Than Significant Impact. The Project would construct a new high-rise residential building and a new community- and Project-serving commercial building. The proposed uses are consistent with other land uses in the surrounding area and compatible with the community. All proposed development would occur within the boundaries of the Project Site as it currently exists. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Rather, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. Nonetheless, further analysis of this issue in an EIR is recommended and will be included as part of the land use plan consistency analysis discussed below under Checklist Question X.b, Land Use and Planning.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance)

²⁴ *Ibid.*

adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. As discussed in Attachment A, Project Description, the Project requests several discretionary approvals, including: a zone change to remove existing Q conditions to the Project Site's C2 zoning; Density Bonus Compliance Review for an on-menu incentive for reduced open space pursuant to LAMC Section 12.22.A.25, the City's affordable housing ordinance enacted pursuant to Senate Bill (SB) 1818; Design Overlay Plan Approval pursuant to LAMC Section 13.08; a Zoning Administrator's Determination pursuant to LAMC Section 12.24 X-20 and filed per LAMC Section 12.27 C to allow two or more uses to share off-street parking spaces; and a Zoning Administrator's Adjustment pursuant to LAMC Section 12.28 to allow a reduced separation between buildings. Therefore, the EIR will provide further analysis of the Project's consistency with the LAMC and other applicable land use plans, policies, and regulations.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Project Site contains a supermarket use, an office use, and parking and circulation areas, and is located within an urbanized area. As such, the Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

XI. Mineral Resources

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. No mineral extraction operations currently occur on the Project Site. The Project Site is located within an urbanized area and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present based on mineral

producing area classified by the California Geologic Survey.²⁵ The Project Site is not located within a City-designated oil field or oil drilling area.²⁶ Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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

No Impact. See Checklist Question XI.a, Mineral Resources, above.

XII. Noise

Would the project result in:

a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from roadways. Existing on-site noise sources primarily include vehicle noises associated with on-site circulation and parking areas, stationary mechanical equipment, and human activity. During Project construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. Additionally, because the Project would introduce new permanent residential and commercial uses to the Project Site, noise levels from on-site sources would also increase during Project operation. Additionally, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will: (1) describe the City Noise Ordinance as it relates to construction noise and to noise-generating activities and changes in ambient noise levels during Project operation; (2) identify sensitive receptors in the Project area that may be impacted by Project construction and operational noise levels; (3) evaluate the noise environment in the Project area that may be affected by Project noise sources; (4) analyze construction noise impacts by determining the noise levels generated by the different types of on-site construction

²⁵ *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

²⁶ *Los Angeles General Plan Safety Element, Exhibit E, Oil Field & Oil Drilling Areas, page 55 (November 1996).*

activities, calculating the construction-related noise level at nearby sensitive receptor locations, and comparing these construction-related noise levels to ambient noise levels (i.e., noise levels without construction noise); (5) establish the noise levels from existing on-site sources and forecast future noise levels from on-site sources, and considering the unique noise characteristics of the proposed uses; and (6) analyze roadway noise impacts attributable to motor vehicle travel generated by on-site development.

b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration in association with demolition, site grading and clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further analysis of this issue in an EIR is required. The EIR's vibration analysis will take into consideration the potential for the Project to cause groundborne vibration at nearby sensitive buildings and receptors.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Traffic and human activity associated with the Project, as described above, have the potential to increase ambient noise levels above existing levels. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will estimate noise levels from the Project at off-site sensitive receptors. These estimates will take into account all existing and future on-site noise sources, including building equipment, vehicular noise, and outdoor activity.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed above in Checklist Questions XII.a and XII.b, Noise, construction activities associated with the Project would have the potential to temporarily or periodically increase ambient noise levels above existing levels. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify existing noise levels at representative noise-sensitive receptor locations in the Project vicinity and evaluate the effect of the Project noise sources at these locations.

- e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The Project Site is not located within 2 miles of an airport or within an area subject to an airport land use plan. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The Project Site is not located within the vicinity of a private airstrip. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

XIII. Population and Housing

Would the project:

- a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Less Than Significant Impact. The Project would result in the construction of up to 376 new residential apartment units. As such, the Project would increase the residential population of the City of Los Angeles. As discussed above in Checklist Question III.a, Air Quality, SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to future growth, SCAG has prepared the 2012 RTP which provides population, housing, and employment projections for cities under its jurisdiction through 2035. The growth projections in the 2012 RTP reflect the 2010 Census, employment data from the California Employment Development Department (EDD), population and household data from the California Department of Finance (DOF), and extensive input from local jurisdictions in SCAG's planning area. The Project Site is located in SCAG's City of Los Angeles Subregion. According to SCAG's 2012 RTP, the forecasted population for the City of Los Angeles Subregion in 2013 is approximately 3,935,241 persons.²⁷ In 2017, the

²⁷ Based on a linear interpolation of 2010–2015 data.

projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,016,681 persons.²⁸ According to the City of Los Angeles Demographic Research Unit, the most recent estimated household size for renter-occupied units in the Community Plan area is 1.87 persons per unit.²⁹ Applying this factor, development of up to 376 units would result in a net increase of approximately 703 residents. The 703 estimated net new residents generated by the Project would represent approximately 0.9 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2013 and 2017. Therefore, the Project's residents would be well within SCAG's population projection for the Subregion.

According to the 2012 RTP, the forecasted housing supply for the City of Los Angeles Subregion in 2013 is approximately 1,376,021 households.³⁰ In 2017, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,431,553 households.³¹ Thus, the Project's new residential units would constitute up to approximately 0.7 percent of the housing growth forecasted between 2013 and 2017. Therefore, the Project's housing units would be well within SCAG's housing projection for the Subregion. As emphasized in many regional and local planning documents, including the City of Los Angeles General Plan Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. By developing up to 376 new multi-family residential units, the Project would help to fulfill this demand. The Project would also commit a portion of the residential units as affordable housing, and as such, would also help fulfill the City's demand for affordable housing.

With regard to employment, the Project's 4,700-square-foot, community- and Project-serving commercial use would generate approximately 13 employees, based on employee generation rates promulgated by the Los Angeles Unified School District (LAUSD).³² According to the 2012 RTP, the employment forecast for the City of Los Angeles Subregion in 2013 is approximately 1,762,483 employees.³³ In 2017, the

²⁸ Based on a linear interpolation of 2015–2020 data.

²⁹ Los Angeles Department of City Planning, *Demographic Research Unit, Statistical Information, Local Population and Housing Estimates*, <http://cityplanning.lacity.org/DRU/HomeLocl.cfm>, accessed October 22, 2013. The most recent data available are for the year 2009.

³⁰ Based on a linear interpolation of 2010–2015 data. SCAG forecasts "households," not housing units. As defined by the U. S. Census Bureau, "households" are equivalent to occupied housing units.

³¹ Based on a linear interpolation of 2015–2020 data.

³² Los Angeles Unified School District, *2012 Developer Fee Justification Study, February 9, 2012, Table 11*. Based on the employee generation rate for "Neighborhood Shopping Center" land uses, which is 0.00271 employees per average square foot.

³³ Based on a linear interpolation of 2010–2015 data.

projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,830,149 employees.³⁴ Thus, the Project's 13 estimated employees would constitute approximately 0.02 percent of the employment growth forecasted between 2013 and 2017. Therefore, the Project would not cause an exceedance of SCAG's employment projections, nor would it induce substantial indirect population or housing growth related to Project-generated employment opportunities.

As analyzed above, the net new population and housing that would be generated by the Project would be within SCAG's population and housing projections for the City of Los Angeles Subregion. Therefore, the Project would not induce substantial population or housing growth. Impacts would be less than significant, and no mitigation measures would be required. No further analysis of this topic in an EIR is required. With regard to cumulative population and housing impacts, please see Checklist Question XVII.b, Mandatory Findings of Significance, below.

b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the Project would not displace any existing housing. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the development of the Project would not cause the displacement of any persons or require the construction of housing elsewhere. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

XIV. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

³⁴ Based on a linear interpolation of 2015–2020 data.

a. Fire protection?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of 376 residential units would result in an increase of approximately 703 residents. As a result, the Project Site's demand for fire protection services provided by the Los Angeles Fire Department (LAFD) would increase with implementation of the Project. In addition, the Project Site is located within Fire District No. 1, which consists of areas identified by the City that are required to meet additional developmental regulations to mitigate fire hazard-related risks. There are nine areas located in the Downtown, Hollywood, Wilshire, Beverly–Fairfax, Crenshaw, Century City, Westwood, Van Nuys, Venice, and San Pedro areas of the City that comprise Fire District No. 1.³⁵ Therefore, the EIR will provide further analysis of this issue. The EIR analysis will include: (1) an identification of the locations, number of service personnel, and equipment for the fire stations currently serving the Project Site; (2) an identification of Fire Code requirements applicable to the Project, including those for high-rise structures; (3) an analysis of potential impacts during Project construction including impacts to emergency access; (4) an identification of the Project's fire flow requirements; (5) an evaluation of the adequacy of existing fire stations and personnel to provide service to the Project during Project operation; (6) an identification of constraints to service as well as proposals for new fire stations or increases in staffing and equipment; and (7) a description of proposed fire suppression or fire safety design features of the Project.

b. Police protection?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of 376 residential units would result in an increase of approximately 703 residents. As a result, the Project Site's demand for police protection services provided by the Los Angeles Police Department (LAPD) would increase with implementation of the Project. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will include: (1) a description of the current police services provided by LAPD by identifying the location of the LAPD stations serving the Project Site and average emergency response times by the LAPD to the various on-site areas; (2) analysis of the potential for increased demand on police services due to construction activities, including emergency access; (3) information regarding local and regional officer-to-resident ratios and crimes per capita; (4) a description of design features that would reduce the Project's demand for police services; (5) an analysis of the increase in demand on LAPD services based on the Project's estimated population; and (6) a comparison of the Project's

³⁵ City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 11750 W. Wilshire Blvd., <http://zimas.lacity.org/>, accessed October 10, 2013.

increased demand on police services with the capacity of existing and any planned facilities to adequately serve the Project during construction and operation.

c. Schools?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of 376 residential units would result in an increase of approximately 703 residents. As a result, the Project Site's demand for capacity at the LAUSD schools that serve the Project Site would increase with implementation of the Project. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will: (1) identify the LAUSD elementary, middle, and senior high schools serving the Project Site; (2) describe existing and projected student populations and enrollment capacities of the existing and planned LAUSD schools serving the Project Site; (3) forecast the number of elementary, middle, and senior high school students that could be generated by the Project, and (4) compare the Project's estimated student population to the forecasted capacities of the existing and planned public schools.

d. Parks?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of 376 residential units would result in an increase of approximately 703 residents. As a result, the Project Site's demand for parks and recreational services provided by the Los Angeles Department of Recreation and Parks (LADRP) would increase with implementation of the Project. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will: (1) identify existing and planned parks and/or recreational facilities in the Project's service area; (2) evaluate the Project pursuant to the City's recreational and parkland standards and requirements; and (3) compare the change in the existing service area population/parkland ratio with the addition of Project residents in order to determine the potential effect of the Project on existing parkland ratios and City standards.

e. Other governmental services (including roads)?

Potentially Significant Impact. As discussed above in Checklist Question XIII.a, Population and Housing, development of 376 residential units would result in an increase of approximately 703 residents. As a result, the Project Site's demand for library services provided by the Los Angeles Public Library (LAPL) would increase with implementation of the Project. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will: (1) identify existing and planned libraries in the Project's service area; (2) describe the existing service population and approximate service capacities of existing libraries and planned/funded new libraries; (3) provide an estimate of the Project's demand; and

(4) compare the potential demand increase to the service capacity of the libraries serving the Project Site.

No other public services would be notably impacted by the Project. Therefore, the Project would result in a less than significant impact on other governmental services. No further analysis of other governmental services in an EIR is required.

XV. Recreation

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Potentially Significant Impact. As discussed above in Checklist Question XIV.d, Public Services, the new residents associated with the Project could result in an increased demand for the existing public parks and recreational facilities that serve the Project Site. Therefore, the EIR will provide further analysis of this issue. The EIR analysis will: (1) identify existing and planned parks and/or recreational facilities in the Project's service area; (2) evaluate the Project pursuant to City and State recreational and parkland standards and requirements; and (3) compare the change in the existing service area population/parkland ratio with the addition of Project residents in order to determine the potential effect of the Project on existing parkland ratios and City standards.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Potentially Significant Impact. The Project's residential building would include private recreational facilities for the use of Project residents and guests. The potential environmental impacts of constructing these facilities are analyzed throughout this Initial Study, and will be further analyzed in the EIR for those topics where impacts could be potentially significant, as part of the overall Project.

XVI. Transportation/Circulation

Would the project:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets,**

highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The Project proposes development which has the potential to result in an increase in daily and peak-hour traffic within the Project vicinity. In addition, construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. Once construction is completed, the Project's employees and visitors would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could exceed roadway and transit system capacities. Therefore, further analysis of this issue in an EIR is required. With regard to construction activities, the EIR analysis will: (1) describe existing vehicle and pedestrian (i.e., sidewalks, crosswalks, etc.) circulation patterns around the Project Site and along the likely routes used by construction-related vehicles; (2) identify existing bus and transit stops that may require relocation (if any); (3) forecast the number of haul and delivery truck and construction worker trips; and (4) analyze potential construction-related impacts to travel lanes, sidewalks, bicycle lanes/paths, turning lanes, and parking.

With regard to Project operations, the EIR analysis will address the Project's potential impacts on the streets, intersections, freeways, and transit systems serving the Project area. Volume-to-Capacity (V/C) ratios and Levels of Service (LOS) at study intersections and roadway segments during the A.M. and P.M. peak hours will be calculated based on Los Angeles Department of Transportation (LADOT) methodologies and in accordance with CEQA. Trip-generation forecasts will be based on types of uses that are proposed as part of the Project taking into consideration residents, employees, visitors, etc. The EIR analysis will also identify potential impacts on neighborhood streets within adjacent residential neighborhoods.

b. Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project has the

potential to generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will: (1) describe the CMP; (2) identify CMP intersections and freeway segment monitoring locations that may be affected by the Project; and (3) analyze potential Project impacts on CMP facilities in accordance with current CMP methodologies.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less Than Significant Impact. The Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. Additionally, the Project does not propose any uses that would increase the frequency of air traffic. The Project would comply with applicable Federal Aviation Administration (FAA) requirements regarding rooftop lighting for high-rise structures. In addition, the Project would comply with the notice requirements imposed by the FAA for all new buildings taller than 200 feet, and would complete Form 7460-1 (Notice of Proposed Construction or Alteration). While no significant impacts to air traffic patterns are anticipated from the Project, further analysis will be included in the EIR. The EIR analysis will evaluate potential Project impacts to air traffic patterns, including either an increase in traffic levels or a change in location.

d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. However, the Project has the potential to increase traffic levels in the area, particularly at the locations which provide direct access to the Project Site. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate potential Project impacts at both existing and planned primary access points, including, but not limited to, a qualitative analysis of the interface of the Project's access points with pedestrian/bicyclist flows.

e. Result in inadequate emergency access?

Potentially Significant Impact. While it is expected that construction activities for the Project would primarily be confined on-site, the Project's construction activities would have the potential to cause temporary and intermittent lane closures in adjacent off-site streets (i.e., Stoner and Granville Avenues) for the installation or upgrading of local infrastructure. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The Project would also generate construction traffic, particularly haul trucks, which may affect the

capacity of adjacent streets and highways. In addition, as part of the Project, existing site access would be modified. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate the surrounding street system that will be used by the Project, the location of any off-site construction activities, and the impact of the Project's traffic with respect to projected roadway service levels. The emergency access analysis will take into consideration the effects of new development on the ability of police, fire, and emergency medical services to access on-site, as well as off-site, properties during the construction and operation of the Project.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. The Project Site is served by a variety of transit options. The Project proposes new development that has the potential to result in an increase demand for alternative transportation modes. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities is required. The EIR analysis will describe estimated current capacity levels of transit systems and identify deficiencies, if any. Project transit trips will be forecasted according to CMP methodology. The EIR analysis will also qualitatively address impacts with regard to public bicycle and pedestrian facilities.

XVII. Utilities

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. The City of Los Angeles Department of Public Works (LADPW) provides wastewater collection and treatment services for the Project Site. As is the case under existing conditions, wastewater generated during operation of the Project would be collected and discharged into existing sewer mains and conveyed to the Hyperion Treatment Plant (HTP) in El Segundo. The Project would result in increased wastewater generation from the Project Site. Thus, this topic will be evaluated further as part of an EIR. The EIR analysis will: (1) describe existing facilities at the HTP relative to wastewater treatment requirements; (2) calculate the Project's wastewater rate; and (3) evaluate the Project's estimated contribution to HTP wastewater flows.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. Given the Project's increase in the amount of developed floor area on the Project Site, further analysis of this issue in an EIR will be provided. With regard to wastewater, the EIR analysis will describe the location, condition, and capacity of the local and regional lines that serve the Project Site. The Project's estimated peak flow, based on the Project's land use components, will then be evaluated and compared to the available infrastructure and treatment capacity to determine whether sufficient capacity exists to accommodate the Project. With regard to water, the location, condition and capacity of water conveyance lines will also be evaluated to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand generated by the Project.

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. As discussed in Checklist Question IX.c, Hydrology and Water Quality, above, it is anticipated that the Project would result in a similar amount of on-site impermeable areas compared to existing conditions due to the nature of the site as predominately impervious. Nonetheless, the potential exists for runoff from the Project Site to increase and potentially exceed the capacity of the existing storm drain systems operating in the Project vicinity. Therefore, further analysis of this issue in an EIR is required. The EIR's hydrology analysis will evaluate the locations and capacities of existing drainage systems and will evaluate the Project's estimated runoff. The EIR analysis will also describe any drainage improvements that may be necessary to accommodate the Project. Should Project implementation necessitate the expansion of existing facilities and/or the construction of new facilities, the EIR analysis will describe the required construction activities, including any disruption of vehicular or pedestrian access, and evaluate potential impacts due to such activities..

d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

Potentially Significant Impact. The Los Angeles Department of Water and Power (LADWP) supplies water to the Project Site. The Project would increase the demand for water provided by LADWP. Thus, further analysis of this issue in an EIR will be provided.

The EIR analysis will calculate the Project's total water demand based on the Project's individual land use components, and will assess LADWP's ability to serve the Project based on LADWP's water supply entitlements and the available capacity of LADWP infrastructure.

- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Potentially Significant Impact. See Checklist Question XVII.b, Utilities, above.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Potentially Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City Bureau of Sanitation (BOS) collects the majority of residential waste from single-family and some smaller multi-family residences. Solid waste generated by the Project would be transported by a private contractor and disposed at a major Class III (municipal) landfill or landfills located within or outside Los Angeles County. The Project would increase the amount of development on-site, which would result in an increase in the amount of waste to be disposed of at landfills that serve the City. Solid waste would be generated during Project construction as well as long-term Project operations. Construction wastes would be generated by the demolition of existing on-site uses, the export of soil material, as well as from the byproducts of new construction. Once construction is complete, operation of the Project would generate solid waste on a daily basis. This increase in construction and operational solid waste has the potential to exceed permitted capacities. Accordingly, further analysis of this issue is required. The EIR analysis will: (1) describe the types and estimate the quantity of debris that would be generated by demolition and construction; (2) describe the types and estimate the quantity of solid waste that would be generated on a daily and annual basis during Project operation; (3) estimate the quantity of wastes that would be recycled or diverted from landfill disposal; (4) identify the location, classification, and permitted capacity of landfills that may serve the Project Site during construction and operation; and (5) determine if the Project's solid waste disposal needs would be met by existing and planned landfill facilities.

- g. Comply with federal, state, and local statutes and regulations related to solid waste?**

Potentially Significant Impact. As discussed above under Checklist Question XVII.f, Utilities, the Project would increase the amount of development onsite, which would

result in an increase in the amount of solid waste generated as compared to existing conditions. Therefore, the EIR's solid waste analysis will include a discussion of applicable solid waste statutes and regulations and evaluate the Project's consistency with the requirements contained therein.

h. Other utilities and service systems?

Less Than Significant Impact. The Project Site is currently occupied by a supermarket and an office building. The Project would remove the existing supermarket and construct in its place a residential building containing up to 376 multi-family dwelling units. The Project would also construct a community- and Project-serving commercial building in the northeastern portion of the Project Site. The following analysis estimates the Project's net electricity and natural gas usage and evaluates the capacity of existing and projected supplies and infrastructure to serve the Project's estimated demand.

Electricity transmission to the Project Site is provided and maintained by LADWP through a network of utility poles and underground utility lines. As shown on Table B-1, Estimated Project Net Electricity Demand, on page B-41, implementation of the Project would result in a net decrease of approximately 50,516 kilowatt-hours (kWh) of electricity consumed annually on the Project Site. The reduction in overall demand is attributable to the removal of the existing supermarket, which consumes an estimated 2,286,570 kWh of electricity per year. Therefore, the Project would have a beneficial impact with regard to electricity supplies and infrastructure, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

It should be noted that the actual electricity demand of the existing supermarket may vary depending on the building's operational status. The supermarket was recently vacated. Although another operator could occupy the supermarket without having to obtain any discretionary approvals, the following discussion provides a supplementary analysis that conservatively does not factor in a net reduction in demand from the supermarket.

Without accounting for the removal of the existing supermarket, implementation of the Project would result in a net increase of approximately 2,236,054 kWh of electricity consumed annually on the Project Site. With regard to supply, LADWP forecasts that its total energy sales³⁶ in the 2016–2017 fiscal year will be 23,224 gigawatt-hours (GWh) of electricity.³⁷ Therefore, the Project's electricity demand from new construction only would

³⁶ LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

³⁷ LADWP, 2012 Power Integrated Resource Plan, Appendix A, Table A-1, www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_afzLoop=83568369824000&_afzWindowMode=0&_afzWindowId=fnn6vh5ib_1#%40%3F_afzWindowId%3Dfnn6vh5ib_1%26_afzLoop
(Footnote continued on next page)

Table B-1
Estimated Project Net Electricity Demand

Proposed Land Use	Units	Consumption Rate^a (kWh/unit/year)	Total Electricity Consumption (kWh/year)
Residential	376 du	5,626.5	2,115,564
Residential Amenities	5,410 sf	10.50 ^b	56,805
Commercial	4,700 sf	13.55	63,685
<i>Subtotal New Construction</i>			<i>2,236,054</i>
Less Existing Supermarket	(42,900 sf)	53.30 ^c	(2,286,570)
Total			(50,516)

du = dwelling unit
sf = square feet
kWh = kilowatt-hour

^a *Electricity consumption factors based on Table A9-11-A of SCAQMD CEQA Air Quality Handbook, April 1993.*

^b *Corresponding rate not available for this land use. Therefore, the "Miscellaneous" rate is applied.*

^c *Rate for "Food Store" is applied.*

Source: Matrix Environmental, 2013.

represent approximately 0.01 percent of LADWP's projected sales for the Project's buildout year. Therefore, LADWP would have adequate supplies to serve the Project's electricity demand. Impacts with regard to electrical supply and infrastructure capacity would be less than significant, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

Natural gas service is provided to the Project Site by the Southern California Gas Company (SCGC). The Project is estimated to consume approximately 1,423,512 cubic feet per month (cf/month) of natural gas as shown in Table B-2, Estimated Project Net Natural Gas Demand, on page B-42. According to the Southern California Gas Company, the natural gas infrastructure that serves the Project Site has adequate capacity to serve the Project.³⁸ With regard to supply, SCGC forecasts that the annual natural gas supply within its service area will be 2,615 million cubic feet per day (mmcf/day) in 2015, the

³⁸ *Written correspondence from Zakee Singleton, Pipeline Planning Assistant, Southern California Gas Company, January 7, 2014. See Appendix C of this Initial Study.*

Table B-2
Estimated Project Net Natural Gas Demand

Proposed Land Use	Units	Consumption Rate^a (cf/unit/month)	Total Gas Consumption (cf/month)
Residential	376 du	4,011.5	1,508,324
Residential Amenities	5,410 sf	4.8 ^b	25,968
Commercial	4,700 sf	2.9	13,630
<i>Subtotal New Construction</i>			<i>1,547,922</i>
Less Existing Supermarket	(42,900 sf)	2.9 ^c	(124,410)
Total			1,423,512
<hr/> <i>du = dwelling unit</i> <i>sf = square feet</i> <i>cf = cubic feet</i> ^a <i>Natural Gas consumption factors based on Table A9-12-A of SCAQMD CEQA Air Quality Handbook, April 1993.</i> ^b <i>Corresponding rate not available for this land use. Therefore, the "hotel/motel" rate was applied (the highest and most conservative rate available).</i> ^c <i>Specific rate for supermarket not available. Therefore, the "retail/shopping center" rate was applied.</i> <i>Source: Matrix Environmental, 2013.</i>			

closest available projection year to the Project's build-out year of 2017.³⁹ Therefore, the Project's natural gas demand would represent approximately 0.002 percent of SCGC's forecasted natural gas supply for the Project buildout year. Without accounting for the removal of the existing supermarket for the reasons discussed above, the Project is estimated to consume approximately 1,547,922 cf/month of natural gas, which also would represent approximately 0.002 percent of SCGC's forecasted natural gas supply for the Project buildout year. Therefore, impacts with regard to natural gas supply and infrastructure capacity would be less than significant, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

It should also be noted that the above estimates do not account for the various energy conservation measures that would be incorporated into the Project design in order to comply with the City of Los Angeles Green Building Code (Ordinance No. 181,480) and the intent of achieving at least the equivalent to Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS[®] or

³⁹ *California Gas and Electric Utilities, 2012 California Gas Report, July 2012, page 105, www.socalgas.com/regulatory/documents/cgr/2012%20CGR_Final.pdf, accessed October 30, 2013.*

LEED-NC® Rating System as of January 1, 2011, as described in Attachment A, Project Description. Therefore, this analysis likely overstates the potential impacts of the Project.

XVIII. Mandatory Findings of Significance

- a. **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project has the potential to result in significant impacts with regard to the following subject areas: aesthetics; air quality; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services; transportation/circulation; and utilities (water, wastewater, and solid waste). Therefore, the Project has the potential to degrade the quality of the environment. An EIR will be prepared to analyze and document these potentially significant impacts. Feasible mitigation measures will be recommended to reduce identified significant impacts.

- b. **Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).**

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development to result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in an EIR for the following subject areas: aesthetics; air quality; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services; transportation/circulation; and utilities (water, wastewater, and solid waste).

With regard to cumulative effects for the issues of agricultural resources, biological resources, cultural resources, mineral resources, population and housing, and other utilities (i.e., electricity and natural gas), the Project would not combine with related projects or other cumulative growth to result in significant cumulative impacts. With respect to

agricultural resources, biological resources, and mineral resources, the Project would have no impact to these resources, and therefore could not combine with other projects to result in cumulative impacts. With respect to cultural resources, these resource areas are generally site specific and need to be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory requirements and the City's standard mitigation practices during construction, which address these subjects. With regard to population and housing, electricity, and natural gas, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed in the analysis above, the 703 net new residents generated by the Project would represent approximately 0.9 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2013 and 2017, and the Project's new residential units would constitute up to approximately 0.7 percent of the housing growth forecasted between 2013 and 2017. The Project's electricity demand would represent up to approximately 0.01 percent of LADWP's projected sales for the Project's build-out year. The Project's natural gas demand would represent up to approximately 0.002 percent of SCGC's forecasted natural gas supply for the Project buildout year. It should be noted that LADWP and SCGC's future supply forecasts as based on population projections developed by SCAG, and as such, account for anticipated ambient growth in the Project's cumulative service area. Thus, cumulative impacts for these subject areas would be less than significant, and no further analysis in an EIR is required.

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As indicated by the analysis above, the Project could result in potentially significant impacts with regard to aesthetics; air quality; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services; transportation/circulation; and utilities (water, wastewater, and solid waste). As a result, these potential effects will be analyzed further in an EIR.