



City of Los Angeles

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

RECIRCULATED PORTION DRAFT ENVIRONMENTAL IMPACT REPORT

**SUNLAND – TUJUNGA – SHADOW HILLS – LAKE VIEW TERRACE –
EAST LA TUNA CANYON COMMUNITY PLAN AREA**

6433 La Tuna Canyon Road Project

Case Number: ENV-2007-3083-EIR
State Clearinghouse Number: 2007121012

Project Location: 6433 La Tuna Canyon Road, Tujunga, CA

Council District: 2 – Paul Krekorian

Project Description: This Recirculated Portion Draft Environmental Impact Report (RP-DEIR) includes relevant information and analyses that address the energy implications of the Project only. Appendix F of the State *CEQA Guidelines* states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the Project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives. This is the only section being recirculated under this RP-DEIR.

The Project proposes to subdivide and subsequently develop 229 homes on the 57.45-acre Project Site (approximately 3.93 units per acre). The development will be a private community with gated access and private roads. Lot sizes will range from 2,560 to 10,720 square feet in area. Lot widths will range from 32 feet to 40 feet: 84 lots will have a width of 32 feet, 80 lots will have a width of 35 feet, and 65 lots will have a width of 40 feet. The proposed homes will range in size from 1,800 to 2,700 square feet in building area and will have a maximum height of 30 feet (two-stories). As proposed, 137 units will have four bedrooms while 92 will have five bedrooms. Most of the homes (211 units) will be built in the southeast corner of the Project Site on the portion of the site currently occupied by the Verdugo Hills Golf Course.

APPLICANT:
Snowball West Investments,
L.P./MWH Development

PREPARED BY:
CAJA Environmental Services,
LLC

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Major Projects/EIR Analysis
Section

September 2017

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- A Original Draft EIR, May 2009.
- B Recirculated Portions of Draft EIR, December 2015.

I. INTRODUCTION

The City of Los Angeles (City), as the lead agency, prepared this document, entitled “Recirculated Portion Draft Environmental Impact Report” (RP-DEIR), to analyze potential environmental impacts of the 6433 La Tuna Canyon Road Project (the “Proposed Project” or “Project”).¹ The applicant is Snowball West Investments, LP (the “Applicant”). The Proposed Project will require approval of certain discretionary actions by the City and other governmental agencies. Therefore, the Proposed Project is subject to environmental review requirements under the California Environmental Quality Act (CEQA).²

A. PROJECT HISTORY

In 2009, the City initially reviewed the Proposed Project and prepared the applicable Draft Environmental Impact Report (“Original DEIR”). With that, and in compliance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) for a Draft EIR was prepared by the Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies and other interested parties on November 28, 2007. The NOP for the Original DEIR was circulated for 30 days, until December 28, 2007, and was subsequently extended to January 31, 2008. The Appendices attached to the Original DEIR contain a copy of the NOP and written responses to the NOP, respectively. The Original DEIR was released on May 21, 2009, and was available for review and comments until August 19, 2009. The Original DEIR is attached to this RP-DEIR as Appendix A. To note, a Final EIR was never prepared for the Proposed Project.

In December of 2015, Recirculated Portions of the Draft EIR (RP-DEIR) were released, which replaced two full sections of the Original DEIR, which were Cultural Resources: Historic Resources and Transportation/Traffic, and added Section III.A, Greenhouse Gasses. The RP-DEIR also expanded on Original DEIR Section VI., Alternatives, to include two new alternatives to the Proposed Project.

As discussed in detail below, the applicant is recirculating the DEIR pursuant to CEQA Guidelines Section 15088.5, Subdivision a(4) and (c), which requires the modified or new sections of an EIR to be circulated in certain circumstances. The full Original DEIR and previous RP-DEIR is available at the City Planning Department, Room 750 City Hall, 200 North Spring Street, Los Angeles, California 90012, and will be included as Appendix A and B, respectively, to this RP-DEIR.

B. DOCUMENT PURPOSE

Under CEQA and the CEQA Guidelines, a lead agency must recirculate an EIR (or portions thereof) for additional public review and comment when “significant new information is added to the EIR after public

¹ Formerly titled “Verdugo Hills Golf Course Project”.

² Public Resources Code Sections 21000-21178.

notice is given of the availability of the draft EIR for public review under [CEQA Guidelines] Section 15087 but before certification” of the EIR. “Significant new information” added to an EIR requires recirculation when that information discloses any of the following:

- (1) A new significant environmental impact would result from the project or from new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. CEQA Guidelines Section 15088.5(a) also indicates the term “information,” as used therein, may include

CEQA Guidelines Section 15088.5(c) provides that if revisions are limited to a few chapters or portions of an EIR, the lead agency need only recirculate the chapters or portions that have been modified. Accordingly, one Energy Conservation section has been prepared and includes new and/or revised analyses which supplement, and in some cases, supersede those previously provided in the Original DEIR. The impact analyses in the remainder of the Original DEIR and RP-DEIR concerning matters beyond those summarized below have not been re-examined in this document and remain valid.

In summary, Section 21100(b) of the State *CEQA Guidelines* requires that an EIR include a detailed statement setting forth mitigation measures proposed to minimize a project’s significant effects on the environment, including but not limited to measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the State *CEQA Guidelines* states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project’s energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the Project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives. In accordance with Appendix F of the State *CEQA Guidelines*, this RDEIR includes relevant information and analyses that address the energy implications of the Project.

In accordance with state mandates, the City has prepared and circulated this RP-DEIR pursuant to CEQA Guidelines Section 15088.5, Subdivision (g). This RP-DEIR contains the following new sections to be recirculated for public comment:

1. This Introduction section for the RP-DEIR, which includes a revised discussion of what is proposed under this RP-DEIR and the purpose for the RP-DEIR consistent with CEQA guidelines.
2. New Environmental Impact Analysis discussion including the following:
 - a. Energy Conservation

As summarized below, the current project consists of the same general development proposal (i.e., the same land uses, floor areas, project elements, and features) as were originally described in Section II, Project Description, of the Original DEIR. Additionally, given the time that has passed since publication of the Original DEIR, the timing of project construction and buildout would change, but construction phasing and its duration would still consist of consecutive phases over the course of approximately one and a half years. Buildout is now anticipated in late 2018.

The Project proposes to subdivide and subsequently develop 229 homes on the 57.45-acre Project Site (approximately 3.93 units per acre). The development will be a private community with gated access and private roads. Lot sizes will range from 2,560 to 10,720 square feet in area. Lot widths will range from 32 feet to 40 feet: 84 lots will have a width of 32 feet, 80 lots will have a width of 35 feet, and 65 lots will have a width of 40 feet. The proposed homes will range in size from 1,800 to 2,700 square feet in building area and will have a maximum height of 30 feet (two-stories). Two basic models are proposed: 137 units will have four bedrooms while 92 will have five bedrooms. Each home will have a two-car garage.

The proposed 229 homes will be built in two locations. Most of the homes (211 units) will be built in the southeast corner of the Project Site on the portion of the site currently occupied by the Verdugo Hills Golf Course. A further 18 homes will be built farther to the north, between the Verdugo Wash right-of-way on the west and Tujunga Canyon Road on the east.

D. ENVIRONMENTAL REVIEW PROCESS

A 45-day review period has been set for the RP-DEIR during which written comments on the scope and adequacy of this draft document can be submitted to the City Planning Department. All comments on the RP-DEIR should be sent to the following City contact: Erin Strelch, Department of City Planning, 200 North Spring Street, Room 750, Los Angeles, California 90012 by November 13, 2017. As CEQA Guidelines Section 15088.5, Subdivision (f)(2) permits, the City requests that reviewers limit the scope of their comments to that material which is within the text of the revised sections and the appendices included in the RDEIR. The City also requests that reviewers not make new comments on old matters not included in this RDEIR. Following the 45-day public review period, the City will prepare responses to the written comments received during the recirculation period that relate to the revised and recirculated portions of the previous and current RP-DEIRs, as well as written comments received during the initial

circulation period that relate to the portions of the Original DEIR that have not been recirculated. and will compile the comments and responses into a Final EIR, which will consist of the following documents:

1. Original DEIR (without the sections that have been superseded and replaced by the corresponding sections in the RP-DEIR and this RDEIR). The Notice of Preparation and comments are included as part of the Original DEIR;
2. First RP-DEIR;
3. Second RP-DEIR;
4. Comments and Responses to Comments on the RDEIR, received during the 45-day public comments period;
5. Comments and Responses to Comments on the RP-DEIR, received during the 45-day public comments period;
6. Comments and Responses to Comments on non-recirculated sections of the Original DEIR received during the original 45-day public comment period; and
7. Corrections or additions to the DEIR, if any.

The Final EIR will provide the basis for City decision-makers, such as the City Planning Commission and City Council to consider the environmental implications of the Proposed Project as well as possible ways to mitigate any potential significant environmental impacts. Prior to planning on the Proposed Project, the City must certify that the Final EIR has been completed in compliance with CEQA and was presented to the City's decision-making body, that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the Proposed Project, and that the Final EIR reflects the lead agency's independent judgment and analysis.

Finally, with regard to Sections I.C (Areas of Controversy), I.D (Issues to be Resolved), and I.E (Alternatives) of the Executive Summary in the Original DEIR, this RP-DEIR does not revise those sections and the reader is referred to the Original DEIR for the information contained in those sections.

Organization of RP-DEIR

This RP-DEIR is organized into three sections as follows:

- I. **Introduction:** This section provides introductory information such as the project title, the project applicant, the lead agency for the Proposed Project, and the overall Environmental Review Process.
- II. **Environmental Impact Analysis:** This section contains the revised environmental impact sections that directly supersede, or portions thereof, sections of the Original DEIR.

III. Preparers of RP-DEIR and Persons Consulted: This section provides a list of lead agency personnel, consultants and other governmental agencies that participated in the preparation of the RP-DEIR.

II. GENERAL IMPACT CATEGORIES ENERGY CONSERVATION

I. INTRODUCTION

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F of the CEQA Guidelines. Appendix F is an advisory document that assists EIR preparers in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy. For the reasons set forth below, this EIR concludes that the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy, would not cause the need for additional natural gas or electrical energy producing facilities, and, therefore, would not create a significant impact on energy resources.

II. ENVIRONMENTAL SETTING

Existing Electricity Consumption

Electricity is provided to the Project Site through a network of utility poles that are operated and maintained by the City of Los Angeles Department of Water and Power (hereinafter LADWP). The LADWP provides over 25 million megawatt hours (mw-h) of electricity annually to its 1.4 million customers.¹ In total, the LADWP operates 20 receiving stations and 174 distribution stations and is expected to acquire additional facilities as its electricity load increases. Currently, the LADWP offers over 7,640 mw of generation capacity,² with the highest peak demand recorded on September 16, 2014 of 6,396 mw. Electricity demand for the LADWP service area is projected to total 26,878 gw-h, with a peak demand of 6,721 mw-h during the 2016-2017 year, and 26,638 gw-h during the 2018-2019 year, when the Project is operational. Consideration of the Tuna Canyon Detention Station site for designation as a Historic-Cultural Monument.

¹ LADWP, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-pastandpresent?_adf.ctrl-state=na2o8wvza_4&_afLoop=81976737428000, April 8, 2016.

² Generation is the amount of electricity a generator produces over a specific period of time.

Existing Natural Gas Consumption

Natural gas is provided to the Project Site through a network of underground pipelines that are operated and maintained by Southern California Gas Company (hereinafter SCG). SCG distributes natural gas to 21.6 million customers located throughout their 20,000-square mile service area.³ The annual natural gas supply within SCG's service area is 136.1 billion cubic feet (Bcf). Of the 137.1 Bcf, 83 Bcf is allocated to residential, small industrial, and commercial customers; 4.2 Bcf is allocated to system balancing; and the remaining 49.9 Bcf is available for consumption by other customers.⁴

Natural gas demand for the SCG service area is projected to average 6,072 million cubic feet per day (cf/day) in 2016 and is projected to decrease to be approximately 5,500 mcf in 2019, when the Project is operational. Projections show a decrease of 1.35% per year to 4,626 mcf in 2035.

Alternative Energy

Solar and wind power represent variable-energy, or intermittent, resources that are generally used to augment, but not replace, natural gas-fired energy power generation, since reliability of energy availability and transmission is necessary to meet demand, which is constant. Wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin. The California Energy Commission (CEC) studied the State's high wind resource potential.⁵ Based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential. Wind resource areas with winds above 12 mph within Los Angeles County are located in relatively remote areas in the northwestern portion of the County. Additionally, there are no viable sites within the Project Site for placement and operation of a wind turbine. The CEC has identified areas within the State with high potential for viable solar, wind, and geothermal energy production. The CEC rated California's solar potential by county using insolation values available to typical photovoltaic system configurations, as provided by the National Renewable Energy Laboratory. Although Los Angeles as a County has a relatively high photovoltaic potential of 3,912,346 megawatt-hours (MWh)/day, inland counties such as Inyo (10,047,177 MWh/day), Riverside (7,811,694 MWh/day), and San Bernardino (25,338,276 MWh/day) are more suitable for large-scale solar power generation.⁶ In addition, most of the high potential areas of greater than 6 KWh/sqm/day in Los Angeles County are concentrated in the northeastern corner of the county around Lancaster, approximately 45 miles away from the Project Site. No further analysis concerning alternative energy sources is provided below.

³ Southern California Gas Company. *Company Profile*, <https://www.socalgas.com/about-us/company-profile>, accessed April 2017.

⁴ 2016 California Gas Report: <https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>, accessed April 2017.

⁵ California Energy Commission. *California Wind Resource Potential*, http://www.energy.ca.gov/maps/renewable/Wind_Potential.pdf, April 2017.

⁶ California Energy Commission, *California Solar Resources*, April 2005, <http://www.energy.ca.gov/2005publications/CEC-500-2005-072/CEC-500-2005-072-D.PDF>.

III. REGULATORY SETTING

State

2016 Building Energy Efficiency Standards

The Building Energy Efficiency Standards (Title 24 Part 6) were first adopted in 1976 and have been updated periodically since then as directed by statute.

The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Sections 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the Energy Commission to establish performance standards, in the form of an “energy budget” in terms of the energy consumption per square foot of floor space. For this reason, the Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference Appendices are adopted along with the Standards that contain data and other information that helps builders comply with the Standards.

The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Standards include improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-conditioning Engineers (ASHRAE) 90.1 2013 national standards. New efficiency requirements for elevators and direct digital controls are included in the nonresidential Standards. The 2016 Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language.

The building efficiency standards are enforced through the local building or individual agency permit and approval processes.⁷

California Green Building Code

Part 11 of the Title 24 California Building Standards Code is referred to as the California Green Building Standards Code, or CalGreen. The purpose of the California Green Building Standards Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.”

⁷ *CalGreen*: http://www.documents.dgs.ca.gov/bsc/CALGreen/2010_CA_Green_Bldg.pdf, accessed April 8, 2016.

As of January 1, 2011, the California Green Building Standards Code is mandatory for all new buildings constructed in the State. The California Green Building Standards Code establishes mandatory measures for new residential and non-residential buildings, including energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The California Green Building Standards Code was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.

The Project shall comply with the lighting power requirements in the California Energy Code, California Code of Regulations (CCR), Title 24, Part 6.

California Renewable Energy Resources Act

LADWP is subject to the California Renewable Energy Resources act and thus is required to commit to the use of renewable energy sources, as defined in its 2013 Renewables Portfolio Standard Policy and Enforcement Program. LADWP has committed to meeting the requirement to procure at least 33 percent of their energy portfolio from renewable sources by 2020 as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. Eligible renewable resources are defined in the 2013 Renewable Portfolio Standard to include biodiesel; biomass; hydroelectric and small hydro (30 mw or less); Los Angeles Aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic; solar thermal electric; wind; and “other renewables that may be defined later”.⁸

LADWP’s target procurement of energy from renewable resources in 2014 is 20 percent. As of 2011, the most recent year for which data is available, its existing renewable energy resources included small hydro, wind, solar, and biogas, which accounted for 20 percent of its overall energy mix. This represents the available off-site renewable sources of energy that would meet Project demand. With respect to on-site renewable energy sources, because of the Project’s location, there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydro, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Geothermal energy, the use of heat naturally present in shallow soil or in groundwater or rock to provide building heating/cooling and to heat water, requires the installation of a heat exchanger consisting of a network of below-ground pipes to convey heated or cooled air to a building. Although methane is a renewable derived biogas, it is not available on the Project Site in commercially viable quantities or form (i.e., a form that could be used without further treatment), and its extraction and treatment for energy purposes would result in secondary impacts; it is currently regulated as a hazardous material by the City.

⁸ City of Los Angeles, Department of Water and Power, *Renewables Portfolio Standard Policy and Enforcement Program*, amended December 2013.

The use of energy provided by alternative (i.e., renewable) resources, off-site and on-site, to meet the Project's operational demands is constrained by the energy portfolio mix managed by LADPW, the service provider for the Project Site, and limitations on the availability or feasibility of on-site energy generation.

Airborne Toxic Control Measure

The California Air Resources Board (CARB) has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h))⁹ to reduce NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014 and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Construction workers working on the Site would be required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment.

Local

2015 Final Power Integrated Resource Plan¹⁰

The LADWP released the 2015 Final Power Integrated Resource Plan (IRP) in December 2015, which provides a 20-year framework to ensure LADWP can meet the future energy needs of its ratepayers by forecasting demand for energy and determining how that demand will be met. The IRP is an update of the 2014 IRP, and reflects evolving environmental, regulatory, and economic developments. The 2015 IRP includes a newly created and redesigned energy efficiency (EE) program to achieve at least 10 percent less customer usage of electricity by 2020; development of a new Power System Reliability Program (PSRP) to incorporate not only distribution, but also generation, transmission, and substations with a new prioritization model to improve system reliability; and plans for an agreement between Intermountain Power Agency and the Intermountain Power Project (IPP) participants to replace IPP coal-fired generation

⁹ California Air Resources Board, *Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel- Fueled Vehicles*, <http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf>, accessed April 2017.

¹⁰ 2015 Final Power IRP: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=11j0xz3uxz_4&_afLoop=399494189004579, accessed February 21, 2017.

with new highly efficient gas-fired generators by no later than July 1, 2025, two years earlier than recommended in 2012's IRP.

The 2015 IRP incorporates updates to reflect the latest load forecast, fuel price and projected renewable price forecasts, and other modeling assumptions. Major renewable projects approved or implemented include the approval of 460 mw of large scale solar, approval of the 250 mw Beacon Solar Project, implementation of Pine Tree and Adelanto Solar, and implementation of two geothermal projects. An innovative Solar Feed-in-Tariff (FiT) Program was implemented by the Department of Energy, which consists of a FiT 100 – Set Pricing Program and a FiT 50 – Competitive Pricing Program, which bundles Beacon Solar and Local Solar. The Fit 50 - Competitive Pricing Program is an innovative program that combines both a FiT local solar agreement committing to a large block of approximately 10mw, together with a commitment to a large utility scale project of approximately 50 mw to be built by the same vendor at LADWP's Beacon Solar site. This IRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. The overriding purpose is to provide a framework to assure the future energy needs of LADWP customers are met in a manner that balances the following key objectives: superior reliability and supply of electric service; competitive electric rates consistent with sound business principles; and responsible environmental stewardship exceeding all regulatory obligations.¹¹

LADWP Rules Governing Water and Electric Service

Electrical service would be provided in accordance with the LADWP's Rules Governing Water and Electric Service.¹² LADWP will provide a dependable supply of potable water, from available sources, in quantities adequate to meet the reasonable needs of its customers. The delivery of such supply will be at the Service Connection. Generally, the LADWP will maintain operating pressures at the Service Connection of not less than 25 pounds per square inch. Pressures may be lower at times of Maximum Demand or because of unusual elevations or other special conditions.

City of Los Angeles Green Building Code

As of January 1, 2017, the City of Los Angeles implemented Ordinance No. 184,692 as the most recent update to the Los Angeles Green Building Code ("LA Green Building Code"). The LA Green Building Code is based on the 2016 California Green Building Standards Code commonly known as CALGreen as discussed above, that was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

¹¹ LADWP, 2015 IRP, pg ES-1: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=11j0xz3uxz_4&_afzLoop=399494189004579, accessed April 2017.

¹² LADWP Rules Governing Water and Electric Service: <https://www.lacity.org/your-government/government-information/city-charter-rules-and-codes>.

- All new buildings (residential and non-residential)
- All additions (residential and non-residential)
- Alterations with building valuations over \$200,000 (residential and non-residential)

Specific measures to be incorporated into the Project to the extent feasible could include, but are not limited to:

- Recycling of asphalt, concrete, metal, wood and cardboard waste generated during demolition and construction;
- Use of recycled construction materials, including recycled steel framing, crushed concrete
- Use of locally (within 500 miles) manufactured construction materials, where possible;
- Use of energy efficient lighting;
- Use of Energy Star appliances in residential units;
- Use of high energy efficiency rooftop heating and conditioning systems;
- Use of ultra-low-flow toilets and low-flow metered hand-wash faucets in public facilities;
- Use of smart irrigation systems to avoid over-watering of landscape;
- Use of indigenous and/or water-appropriate plants in landscaping.
- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to storm drain systems; and

IV. ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix F of the State CEQA Guidelines

In accordance with the State CEQA Guidelines Appendix F (Appendix F), the Project would have a significant impact related to energy conservation if it would:

- (a) Cause the wasteful, inefficient and unnecessary consumption of energy.

Appendix F of the State *CEQA Guidelines* states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an

EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the Project Description, Environmental Setting and Impact Analysis portions of technical sections, as well as through mitigation measures and alternatives. In accordance with Appendix F of the State *CEQA Guidelines*, this Draft EIR includes relevant information and analyses that address the energy implications of the Project. This section represents a summary of the Project's anticipated energy needs, impacts, and conservation measures.

City of Los Angeles CEQA Thresholds Guide

In the context of this guidance from the CEQA Guidelines, the L.A. CEQA Thresholds Guide states that a determination of significance shall be made on a case-by-case basis, considering the following factors:

- (a) The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities;
- (b) Whether and when the needed infrastructure was anticipated by adopted plans; and
- (c) The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

Methodology

In accordance with Appendix F, Energy Conservation, of the CEQA Guidelines, and the L.A. CEQA Thresholds Guide, the environmental impact criteria to be considered may include:

- (a) The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed;
- (b) The effects of the project on local and regional energy supplies and on requirements for additional capacity;
- (c) The effects of the project on peak and base period demands for electricity and other forms of energy;
- (d) The degree to which the project complies with existing energy standards;
- (e) The effects of the project on energy resources; and
- (f) The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.
- (g) The degree to which the project design and/or operation incorporate energy conservation

measures, particularly those that go beyond City requirements.

- (h) Whether the project conflicts with adopted energy conservation plans.

The South Coast Air Quality Management District (SCAQMD) provides electricity¹³ and natural gas¹⁴ consumption rates for various land uses based on the square footage of development. Applying the SCAQMD rates to the proposed building square footages and use types, an estimate was made as to the future demand for the Project. Given the existing capacity of the Project Site's electrical and natural gas delivery system and future projected consumption and demand, an assessment was made of the Project's impacts.

The following analysis is based on the Proposed Project's energy conservation features, the Project's anticipated energy demands, and the applicable thresholds from the L.A. City CEQA Thresholds Guide below.

Project Design Features

No project design features are included for energy.

Analysis

Construction

Electricity Demand

Electricity, when needed, would be supplied by the LADWP via existing on-site connections. During construction of the Project small quantities of electricity would be necessary to serve construction trailers, power tools, and lighting (etc.). In general, small power construction tools consume anywhere from 300 to 6,000 watts (0.3 kw to 6 kw), while a standard temporary construction lighting tower comprised of four 1,000-watt fixtures would consume 4,000 watts of electricity (4 kw).¹⁵

Overall, construction activities associated with the Project would be limited and temporary. The Project's construction activities would not create electrical system capacity problems or result in the construction of new or expanded electricity facilities.

Electric poles and lines currently run east and west along La Tuna Canyon Road and north and south along Tujunga Canyon Boulevard, including along both sides of the Project Site. To meet the operational

¹³ SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-11-A, Electricity Usage Rate.

¹⁴ SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate.

¹⁵ To reduce air pollution the L.A. CEQA Thresholds Guide suggest electric generators be used in place of temporary diesel or gasoline powered generators.

requirements of the Project, the extension of the existing electricity lines would be required in the immediate vicinity of the Project Site. The Project would connect to the existing electrical grid and any construction would be confined on the Site. The Project would likely require transformer vaults, which are common for buildings of its size. The construction of these vaults is part of the overall building construction and would not constitute unusual or unplanned infrastructure that would cause a significant impact on the environment. Further, the design and sizing of the electrical infrastructure would comply with LADWP regulations. Therefore, construction impacts to the existing electricity infrastructure and sources would be less than significant.

Natural Gas Demand

During construction, natural gas would not typically be consumed on the Project Site. Natural gas consumed on-site would be limited to the minor amounts of natural gas released during installation, and if necessary the upgrade of the natural gas infrastructure that currently serves the Project Site. In addition, prior to operation, the Project would connect to the existing natural gas lines on the Project Site. Any extension of the existing natural gas facilities would comply with the SCG design and sizing requirements and would result in minimal amounts of natural gas being released. Therefore, construction-related impacts to natural gas supply and infrastructure would be less than significant.

Petroleum-Based Fuel Demand

Demolition, site clearing, grading, excavation, and trenching is projected to take approximately four months. Heavy duty construction equipment needed to complete these activities would include diesel fueled haul trucks, excavators, skid steer loaders, tractors, and water trucks. The use of haul trucks with double trailers would be used to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris. Heavy duty construction equipment needed during construction of the Project would include air compressors, concrete pumps, forklifts, lifts, welders, backhoes, dozers, forklifts, lifts, loaders, and rollers, the majority of which would be diesel fueled. Construction equipment fuels would be provided by local or regional suppliers and vendors.

Further, per the City's regulatory requirements, the Project would implement a construction waste management plan to divert mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the Los Angeles City Council approved Ordinance No. 181519 (LAMC Chapter VI, Article 6, Section 66.32-66.32.5). Implementation of the construction waste management plan would reduce truck trips to landfills, which are typically located some distance away from City centers, and increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption.

Fuel would be consumed by construction worker vehicles travelling to and from the Project Site. A study by Caltrans found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and

motorcycles) is projected at 20.4 miles per gallon (mpg) and worse-case diesel trucks is 5.71 mpg in 2015.¹⁶ Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans study and assuming the mpg for gasoline and diesel above, based on the maximum projected number of workers and vendors during each phase, the Project would use approximately 56,646 gallons of gasoline.¹⁷ In 2012, California consumed a total of 337,666 barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector.¹⁸ Construction of the Project would use approximately 35,023 gallons of diesel for the hauling.¹⁹ This would represent 0.0004 percent of the statewide gasoline consumption and 0.0002 percent of the statewide diesel consumption. Further, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and cease upon the completion of construction. Therefore, construction-related impacts to petroleum fuel consumption would be less than significant.

In addition, per the City's regulatory requirements, the Project would implement a construction waste management plan to divert mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the Los Angeles City Council approved Ordinance No. 181519 (LAMC Chapter VI, Article 6, Section 66.32-66.32.5). Implementation of the construction waste management plan would reduce truck trips to landfills, which are typically located some distance away from City centers, and increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption. Construction of the Project would not result in the inefficient consumption of energy resources, create energy utility system capacity problems, create problems with the provision of energy services, or result in a significant impact associated with the construction of new or expanded energy facilities. Compliance with the existing anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities, as previously stated.

¹⁶ Caltrans, 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, Table 7, <http://www.energy.ca.gov/2008publications/CALTRANS-1000-2008-036/CALTRANS-1000-2008-036.PDF>, accessed February 21, 2017

¹⁷ Construction VMT derived from the client provided information, and air quality trips and VMT model sheets, included in Appendix J-2 to the DEIR. Worker, vendor, and haul trips x trip lengths x length of phase. VMT / mpg = gallons.

¹⁸ US EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf, accessed May 18, 2016.

¹⁹ Heavy duty construction equipment is primarily diesel fueled

Operation

Electricity Demand

Electrical conduits, wiring and associated infrastructure would be conveyed to the Project Site from existing LADWP lines in the surrounding streets. As shown in Table II-1, Project Estimated Electricity Demand, the Project's on-site electricity demand would be approximately 1,288,469 kw-h/year (1,288 mw-h/year or 1.288 gw-h/year, which is 1,149,502 kw-h/year less than the previous usage at the Project Site. Although lower than the previous use at the Project Site, when compared to LADWP's projected 2018-2019 total electricity sales (load forecast) of 26,638 gw-h, the Project's gross consumption of 1.288 gw-hr/yr would represent approximately 0.005 percent of the forecasted 2018-2019 electricity demand.²⁰ Further, it should be noted that the Project's estimated electricity consumption relies on usage rates that do not account for updates to the Los Angeles Building Code.

**Table II-1
Project Estimated Electricity Demand**

Land Use	Size	Electricity Rates	Total (kw-h/yr)
Existing			
Driving Range	196,450 sf	10.50 kw-h/sf	2,062,725
Small Restaurant/Club House	3,425 sf	47.45 kw-h / sf	162,516
Lighted Parking Lot	20,260 sf	10.50 kw-h/sf	212,730
Existing			2,437,971
Proposed			
Residential	229 Units	5,626.50 kw-h / DU	1,288,469
Total (Proposed – Existing)			(1,149,502)
<i>sf = square feet; kw-h = kilowatt-hour; yr = year</i> <i>Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate. Restaurant usage rate was used to calculate the demand for the clubhouse/small restaurant space. Miscellaneous usage rate was used to calculate the demand for the driving range and surface parking area. Assumes no electricity demand from the golf course. The LADWP does not provide or comment on generation rates to provide an estimate of demand.</i> <i>^a Table: CAJA Environmental Services, August 2017.</i>			

Currently, the LADWP is able to supply over 7,640 mw of generation capacity with the highest recorded peak being 6,396 mw.²¹ If the Project demand of 964 mw-h/year in energy were operating at full load for a

²⁰ $0.964 / 26,638 \times 100\% = 0.004\%$

²¹ LADWP Website, *Facts and Figures*, accessed November 17, 2016.

full year (8,760 hours), the Project's demand would be approximately 0.11 mw of power.²² This represents approximately 0.001 percent of the LADWP's power capacity at existing levels. Peak demand is expected to grow to 5,650 mw in 2018-2019 (project buildout) and 5,991 mw in 2024-2025.²³ Despite these growth projections, demand would still not exceed the existing capacity of 7,640 mw. Thus, there is adequate generation supply capacity to serve the Project.

The LADWP's current and planned electricity supplies have the capacity to support the Project's electricity consumption. The Project would not require the acquisition of additional electricity supplies beyond those that exist and are anticipated by the LADWP. The Project Applicant would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. Further, the Project would be subject to Title 24 requirements of the CCR (CalGreen), and would also be subject to the regulations included in the City's Green Building Code (LAMC Chapter IX, Article 1). Therefore, although the Project would create additional demands on electricity supplies and distribution infrastructure, the LADWP would be able to provide electricity to the Project Site. Based on the above analysis, impacts with regards to electrical supply and infrastructure capacity would be less than significant.

As discussed previously, the Project would comply with or exceed the applicable provisions of Title 24, the CALGreen Code and the LA Green Code in effect at the time of building permit issuance. Compliance with the Los Angeles Green Building Program Ordinance would reduce energy and water consumption by incorporating strategies such as Energy Star low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. Heating, ventilation, and air conditioning (HVAC) systems would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain. The Project would also support the recycling and waste diversion goals of the City by incorporating recycling collection areas in the Project design. As such, the Project would minimize energy demand. Therefore, with the incorporation of these features, operation of the Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity, and impacts would be less than significant.

Natural Gas Demand

SCG would provide natural gas service to the Project Site. As shown in Table II-2, Project Estimated Natural Gas Demand, the Project is estimated to consume approximately 908,701 net cf/month (or 30,2190 cf/day). In 2016, the SCG retail core peak day demand was estimated at 2.947 million cf/day, slightly higher than the projected 2019 demand of 2.917 million cf/day.²⁴ The Project's net 0.030 million cf/day represents approximately 0.0002 percent of the 2019 peak demand. Thus, there is an adequate supply capacity of natural gas. Similar to the projected electricity consumption, the Project's estimated

²² $964 / 8,760 = 0.11$

²³ 2015 Power Integrated Resource Plan, Forecasted growth in Annual Peak Demand, accessed April 2017.

²⁴ 2016 California Gas Report: <https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>, November 28, 2016.

natural gas consumption relies on usage rates that do not account for the Project's energy conservation features (through compliance with Title 24 requirements) or updates to the Los Angeles Building Code.

Table II-2
Project Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf/mo)
Existing			
Small Restaurant/Club House	3,425 sf	2.9 cf / sf / mo	9,933
Proposed			
Residential	229 Units	4,011.5 cf / unit / mo	918,634
Total (Proposed – Existing)			908,701
<i>cf = cubic feet; mo = month</i> <i>Source: SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate. SCG does not provide or comment on generation rates to provide an estimate of demand.</i> <i>Table: CAJA Environmental Services, August 2017.</i>			

SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. The Project Applicant would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. Impacts with regards to natural gas supply, wasteful consumption and infrastructure capacity would be less than significant.

Petroleum-Based Fuel Demand

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles to and from the Project Site would require a fraction of the state's total transportation fuel consumption. As proposed, approximately 1,155 net new trips are projected under the Project²⁵ Additionally, alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the Project Site would reduce the Project's consumption of gasoline and diesel. Impacts related to petroleum consumption, during operation of the Project, would be less than significant.

Conclusion

Implementation of the Project would introduce new sources of construction and operational energy demands. However, the Project would not require the need for additional energy resources, since there are adequate supplies of electricity capacity, natural gas, and petroleum fuel to serve the Project. Further the

²⁵ Table III.C-5, Transportation/Traffic, of the La Tuna Canyon RP-DEIR, December 2015.

Project would comply with existing regulations for energy conservation. Energy impacts would be less than significant.

V. CUMULATIVE IMPACTS

The construction and operation of the Project and related projects could result in cumulative impacts to energy sources and facilities. A total of 28 related projects have been identified in the Project area, all of which would be served by SCG (natural gas provider) and Southern California Edison (electricity provider).

Construction

Construction of the related projects would not result in the inefficient consumption of energy resources. Similar to the Project, compliance with the existing anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. As stated above, idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities.

Operation

Electricity Demand

The LADWP would provide electricity to the Project Site as well as the 28 related projects located in the City of Los Angeles or County of Los Angeles. Implementation of the Project in conjunction with these related projects would increase demand for electricity. As shown in Table II-3, Projected Cumulative Electricity Demand, the 28 related projects, in combination with the Project, would consume approximately 4,424,468 kw-h/year (or 4,424 mw-h/year) of electricity, with the Project accounting for approximately 18 percent of the projected increase in electricity consumption.

In addition, each of the related projects would be individually evaluated with respect to consideration of energy conservation features that could alleviate electrical demand, including compliance with 2016 Title 24 and the Los Angeles Green Building Code regulations and other State Building Codes. As such, cumulative impacts related to consumption of electricity and the capacity of existing infrastructure would be less than significant.

**Table II-3
Projected Cumulative Electricity Demand**

Land Use	Total sizes	Unit	Electricity Rates	Total (kw-h/yr)
Residential	481	units	5,626.50 kw-h / DU	2,706,347
Retail	155,250	sf	13.55 kw-h/sf	2,103,638
Office	21,438	sf	12.95 kw-h / sf	277,622

Restaurant	10,250	sf	47.45 kw-h / sf	486,363
Related Projects (#1-28) Subtotal				5,573,970
				Project Total
				(1,149,502)
Total (Related Projects + Proposed)				4,424,468
<i>sf = square feet; kw-h = kilowatt-hour; yr = year</i> <i>Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate Table.</i> <i>CAJA Environmental Services, August 2017.</i>				

Natural Gas Demand

Implementation of the Project in conjunction with the related projects identified in Section 3, Environmental Setting, of the Original Draft EIR, would increase natural gas demand. All the related projects, as well as the Project Site, are served by SCG.

As shown in Table II-4, Projected Cumulative Natural Gas Demand, the related projects in combination with the Project would consume approximately 3,380,353 cubic feet per month (cf/mo) (or 112,678 cf/day) of natural gas. In 2016, the SCG retail core peak day demand was estimated at 2,947 million cf/day, slightly higher than the projected 2019 demand of 2,917 million cf/day. The cumulative 112,678 cf/day represents approximately 0.01 percent of the 2019 peak demand. Thus, there is an adequate supply capacity of natural gas. Natural gas demand associated with the Project would account for approximately less than one percent of the cumulative natural gas demand increase. As such, the Project's contribution to the cumulative natural gas demand would not be substantial.

It should be noted that these rates do not account for energy reduction features employed by the Project or related projects. Each of the related projects would be evaluated within its own context with consideration of energy conservation features that could alleviate natural gas demand. Further, all forecasted growth would incorporate design features and energy conservation measures, including those specified under Title 24 of the CCR (CalGreen) requiring building energy efficiency standards. In addition, the related projects located in the City of Los Angeles would be required to comply with the City's Green Building Code which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. Therefore, the impact from the Project and related projects on natural gas capacity and infrastructure would be less than significant.

Table II-4
Projected Cumulative Natural Gas

Land Use / individual sizes	Total sizes	Unit	Natural Gas Rates	Total (cf/mo)
Residential	481	units	4,011.5 cf / unit / mo	1,929,532
Non-residential	186,938	sf	2.9 cf / sf / mo	542,120
Related Projects (#1-28) Subtotal				2,471,652

Project Total	908,701
Total (Related Projects + Proposed)	3,380,353
<p><i>sf = square feet; cf = cubic feet; mo = month</i> <i>Source: SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate. SCG does not provide or comment on generation rates to provide an estimate of demand.</i> <i>2.9 cf/mo represents the higher of the rates provided for retail/shopping center and office.</i> <i>Residential is combination of apartments, condominiums, single family homes, assisted living/bed units, and dormitories.</i> <i>Non-residential is combination of retail, office, church, medical office, supermarket, theater, restaurant, gas station, school, museum, college space, chapel, auto dealership.</i> <i>Table: CAJA Environmental Services, September 2017.</i></p>	

VI. MITIGATION MEASURES

None required.

VII. LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are necessary as all project impacts related to energy consumption would be less than significant.

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APPENDIX A

**Original Draft Environmental Impact Report
(Original DEIR)**

APPENDIX B

Recirculated Portions of Draft Environmental Impact Report (RP-DEIR)