



Environmental Review Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



INITIAL STUDY

WILSHIRE COMMUNITY PLAN AREA

Museum Square Office Building

5757 W. Wilshire Boulevard

Case No. ENV-2013-194-EIR

Council District No. 4

THIS DOCUMENT COMPRISES THE INITIAL STUDY ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Address:

5757 W. Wilshire Boulevard, Los Angeles, CA 90036

Project Description:

The Proposed Project involves the demolition of an existing surface parking lot, construction of a new 13-story, approximately 253,962 square-foot commercial office building and the addition of two new levels of parking (approximately 162,768 square feet) to an existing parking structure in the [Q]C4-2-CDO and QPB-2 zones. The 13-story building will be 207 feet high and following the addition, the parking structure will be approximately 72 feet high. The Proposed Project would provide a total of 2,040 parking spaces; an addition of 550 net new spaces. The Proposed Project will require a Zone Change, "Q" condition Clarification, Site Plan Review, and Community Design Overlay Plan Approval.

APPLICANT:

5757 Museum Square LLC

PREPARED BY:

EcoTierra Consulting, Inc.

May 2013

MUSEUM SQUARE OFFICE BUILDING
5757 W. WILSHIRE BOULEVARD

INITIAL STUDY

PREPARED FOR:

The City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012-2601

APPLICANT:

5757 Museum Square LLC
5757 W. Wilshire Boulevard, PH-30
Los Angeles, CA 90036

PREPARED BY:

EcoTierra Consulting, Inc.
523 W. 6th Street, Suite 301
Los Angeles, CA 90014

May 2013

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	I-1
II. PROJECT DESCRIPTION	II-1
III. INTIAL STUDY CHECKLIST	III-1
IV. ENVIRONMENTAL IMPACT ANALYSIS	IV-1
1. Aesthetics	IV-1
2. Agriculture and Forestry Resources	IV-9
3. Air Quality	IV-11
4. Biological Resources	IV-14
5. Cultural Resources	IV-19
6. Geology and Soils	IV-22
7. Greenhouse Gas Emissions	IV-28
8. Hazards and Hazardous Materials	IV-29
9. Hydrology and Water Quality	IV-39
10. Land Use and Planning	IV-46
11. Mineral Resources	IV-48
12. Noise	IV-49
13. Population and Housing	IV-52
14. Public Services	IV-54
15. Recreation	IV-60
16. Transportation and Traffic	IV-62
17. Utilities and Service Systems	IV-65
18. Mandatory Findings of Significance	IV-75
V. PREPARERS	V-1
VI. ACRONYMS AND ABBREVIATIONS	VI-1

LIST OF FIGURES

	<u>Page</u>
Figure II-1: Regional Vicinity and Project Location	II-3
Figure II-2 ::Aerial Map	II-4
Figure II-3: Views of the Site and Surrounding Area.....	II-5
Figure II-4: Views of the Site and Surrounding Area.....	II-6
Figure II-5: Views of the Site and Surrounding Area.....	II-7
Figure II-6: Views of the Site and Surrounding Area.....	II-8
Figure II-7: Views of the Site and Surrounding Area.....	II-9
Figure II-8: Views of the Site and Surrounding Area.....	II-10
Figure II-9: Views of the Site and Surrounding Area.....	II-11
Figure II-10: Views of the Site and Surrounding Area.....	II-12
Figure II-11: Views of the Site and Surrounding Area.....	II-13
Figure II-12: Views of the Site and Surrounding Area.....	II-14
Figure II-13: Views of the Site and Surrounding Area.....	II-15
Figure II-14: Views of the Site and Surrounding Area.....	II-16
Figure II-15: Proposed Site Plan	II-18
Figure II-16: Proposed Floor Plan.....	II-19
Figure II-17: Proposed Building Elevations	II-20
Figure II-18: West Elevation Rendering	II-21

I. INTRODUCTION

The subject of this Initial Study is the demolition of an existing surface parking lot, construction of a new 13-story, approximately 253,962 square-foot commercial office building and the addition of two new levels of parking (approximately 162,768 square feet) to an existing five-level parking structure in the Wilshire Community Plan Area of the City of Los Angeles. The project applicant is the 5757 Museum Square LLC located at 5757 W. Wilshire Boulevard, PH-30, Los Angeles, CA 90036. A description of the project is contained in Section II (Project Description). The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

PROJECT INFORMATION

Project Title: Museum Square Office Building

Project Location: 5757 W. Wilshire Boulevard
Los Angeles, CA 90036

Project Applicant: 5757 Museum Square LLC

Lead Agency: City of Los Angeles Department of City Planning
200 N. Spring St., Room 750
Los Angeles, CA 90012

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four sections as follows:

Introduction: This section provides introductory information such as the project title, the project applicant and the lead agency for the project.

Project Description: This section provides a detailed description of the environmental setting and the project, including project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed City of Los Angeles Initial Study Checklist.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Initial Study Checklist, mitigation measures are provided to reduce such impacts to less than significant levels.

II. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

Project Location

The Project Site is located at 5757 W. Wilshire Boulevard, between Curson Avenue and Masselin Avenue in the Wilshire Community Plan Area of the City of Los Angeles (see Figure II-1, Regional and Project Vicinity Map). As illustrated in Figure II-2, Aerial Map, the Project Site is bounded to the south and east by commercial buildings and parking structures, to the north by a multi-family residential building, and to the west by the Los Angeles County Museum of Art (LACMA) campus and Hancock Park, including the La Brea Tar Pits and George C. Page Museum.

Regional access to the Project Site is provided by the Hollywood Freeway (I-101) and the Santa Monica Freeway (I-10). Major north-south streets serving the area containing the Project Site include Fairfax Avenue, La Cienega Boulevard and La Brea Avenue. Primary east-west access to the Project area is provided by Wilshire Boulevard, 6th Street and Olympic Boulevard.

Description of the Project Site and Existing Land Uses

The total Project Site is approximately 7-1/2 acres (328,490 square feet); it is fully developed with a commercial office complex with an associated surface parking lot and parking structure; the northern portion of the parcel, approximately 117,890 square feet stretching between Curson Avenue and Masselin Avenue that would be redeveloped under the proposed project, is currently in use as a surface parking lot, a fenced trash enclosure area and a five-story parking structure. No structures are currently located on the portion of the site proposed for development of the new office building. There are 43 trees with a trunk diameter greater than eight inches (8") in diameter at breast height (DBH) located in the area of the Project Site that will be redeveloped; all of the trees are ornamental/non-native species. An approximately 12 foot high hedgerow of Indian Laurel Fig (*Ficus retusa nitida*) currently screens the surface parking lot from view along Curson Avenue. There are two Jacarandas (*Jacaranda mimosifolia*) planted as street trees in the parkway along Curson Avenue in front of the Proposed Project Site.

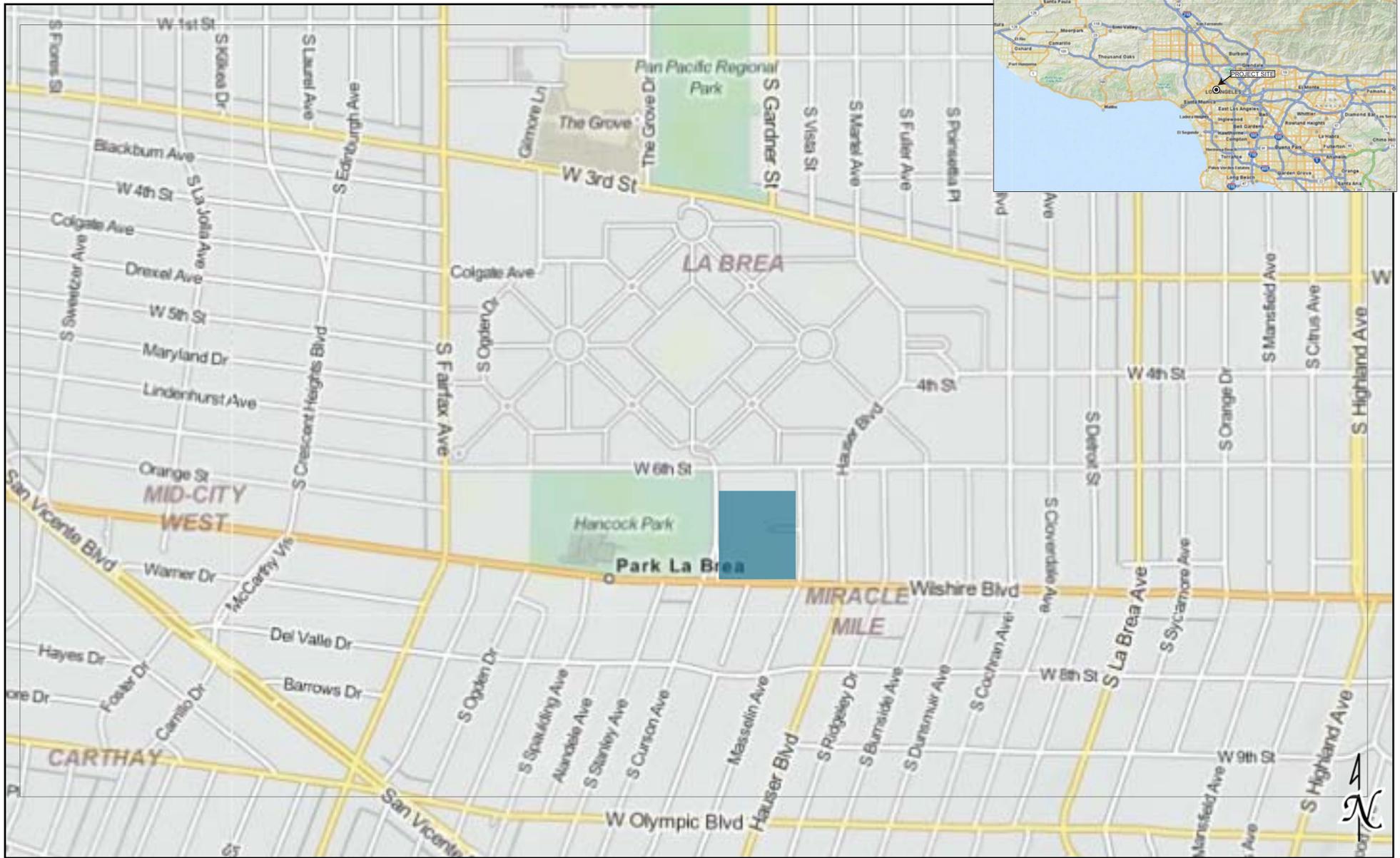
Description of Surrounding Area

The Project Site is located on a heavily trafficked segment of Wilshire Boulevard in the Miracle Mile area of the City west of downtown Los Angeles and Mid-City. The land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity commercial, institutional and residential uses, which vary widely in building style and period of construction.

The area immediately surrounding the Project Site is developed with a mix of multi-family residential, commercial, retail and institutional buildings with associated parking structures and surface parking lots, of varying architectural style and dates of construction. Sharing the block and to the immediate north of the Project Site are the five-story Museum Terrace Apartments building (600 S. Curson Avenue) and the five-story Masselin Park West apartment building (5700 W. 6th Street). To the north of that, across W. 6th Street, is the 160 acre, Park La Brea residential development which includes 18 Art Deco style apartment towers, along with numerous Modern Colonial style low-rise townhouse and garden apartment buildings, providing over 4,000 residences and affiliated on-site amenities. Sharing the parcel and to the south of the Project Site, fronting along Wilshire Boulevard, is the existing 11-story, approximately 530,000 square foot Museum Square Office building complex, which includes office, banking, concierge, conferencing facility, convenience store, dry cleaning and restaurant uses. Further south of the Project Site, across Wilshire Boulevard, is the Wilshire Courtyard complex (5700 and 5750 Wilshire Boulevard), comprised of two six-story commercial office buildings linked by a central drive and park-like open spaces. Directly east of the Project Site (across Masselin Avenue) are a two-story commercial retail building housing an Office Depot store and two five-story, multi-family residential developments; Renaissance Apartment Homes located at 630 Masselin Avenue and Tiffany Court Apartment Homes, located at 616 Masselin. West of the Project Site is the 20-acre, seven-building LACMA campus and Hancock Park, including the La Brea Tar Pits and the George C. Page Museum. The campus is currently undergoing a ten-year expansion and renovation known as the *Transformation* designed by the Renzo Piano Building Workshop.

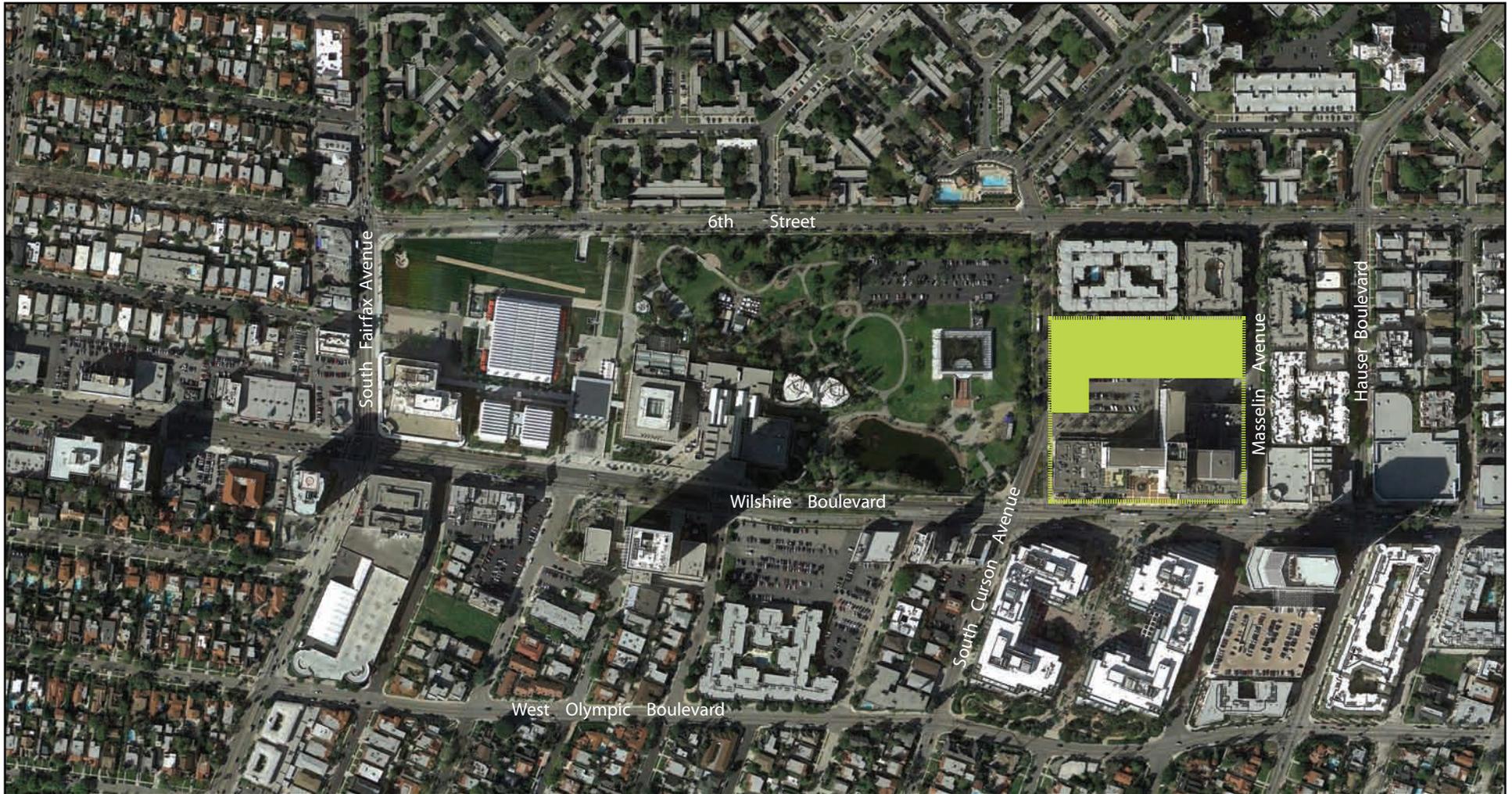
Current Land Use and Zoning Designations

The Project Site is located in the Wilshire Community Plan Area of the City of Los Angeles at 5757 Wilshire Boulevard (see Figure II-1, Regional Vicinity and Project Location). The Project Site is located partially within the Miracle Mile Community Design Overlay (CDO) area. The Project Site contains two zoning designations: [Q]C4-2-CDO (Commercial Zone) and QPB-2 (Parking Building Zone) The General Plan land use designation for the Project Site is 'Regional Center Commercial'.



 Project Site

Source: MapQuest, December 2012.



 Project Site

Source: Jerde, December 2012.





View 1: View from the northwest corner of Curson Avenue & 6th Street looking south toward the project site.



View 2: View down Curson Avenue looking south at the project site.



View 3: View of the project site looking east from across the street at ground level on the LACMA Art Park.

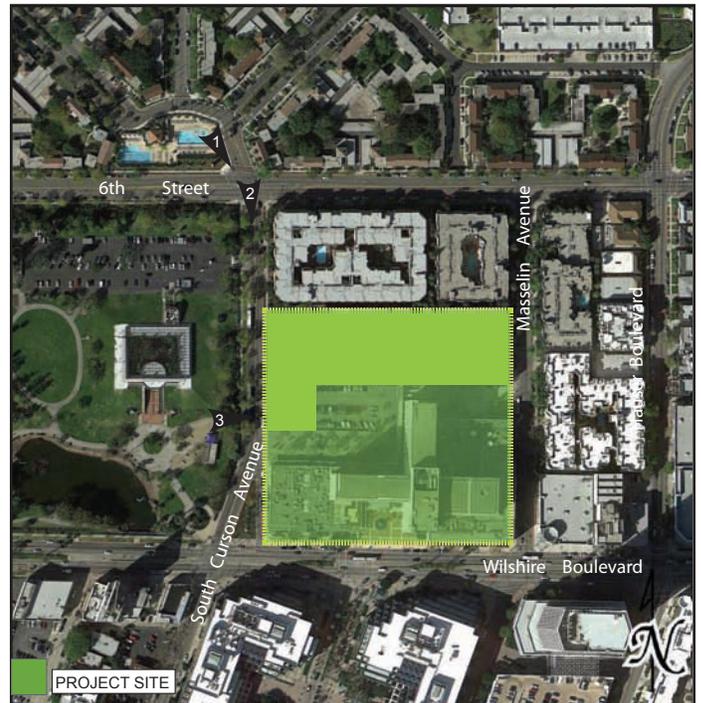


PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.



View 4: View of the project site looking east from across the street at the LACMA Art Park standing on the berm of the Page Museum.



View 5: View of the project site looking east at street level on Curson Avenue.



View 6: View looking south down Curson Avenue at Wilshire Boulevard.

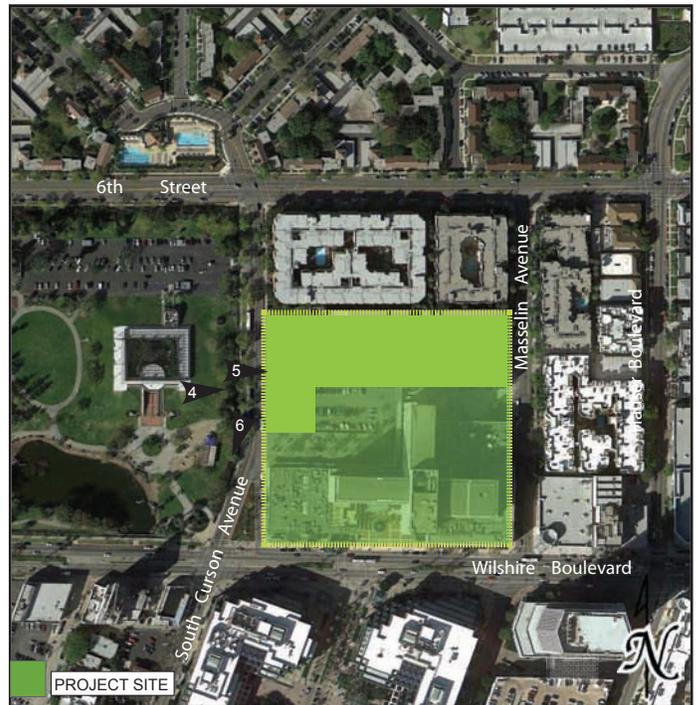


PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.



View 7: View from the southwest corner of Curson Avenue and Wilshire Boulevard looking northwest toward the LACMA Art Park and the Page Museum.



View 8: View from the southwest corner of Curson Avenue and Wilshire Boulevard looking east.



View 9: View from the southwest corner of Curson Avenue and Wilshire Boulevard looking north toward the project site.

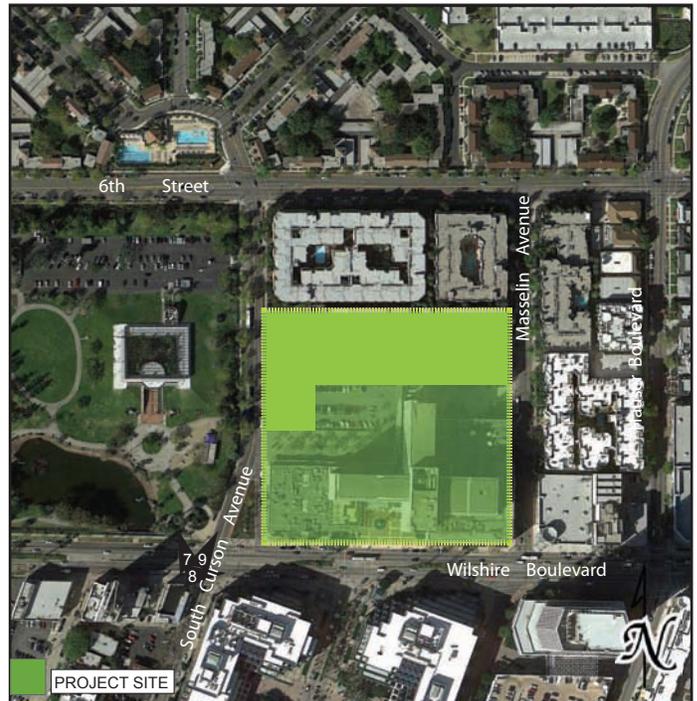


PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.



View 7: View from the southwest corner of Curson Avenue and Wilshire Boulevard looking northwest toward the LACMA Art Park and the Page Museum.



View 8: View from the southwest corner of Curson Avenue and Wilshire Boulevard looking east.



View 9: View from the southwest corner of Curson Avenue and Wilshire Boulevard looking north toward the project site.

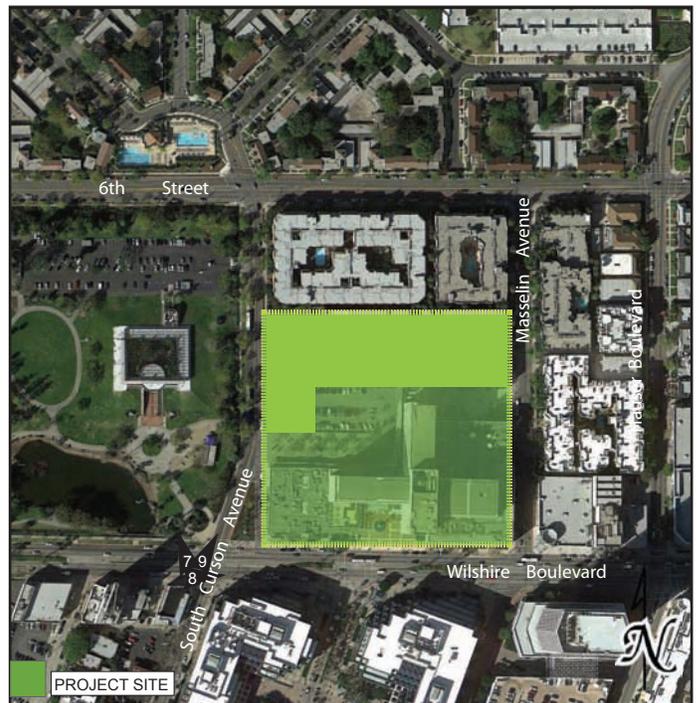


PHOTO LOCATION MAP

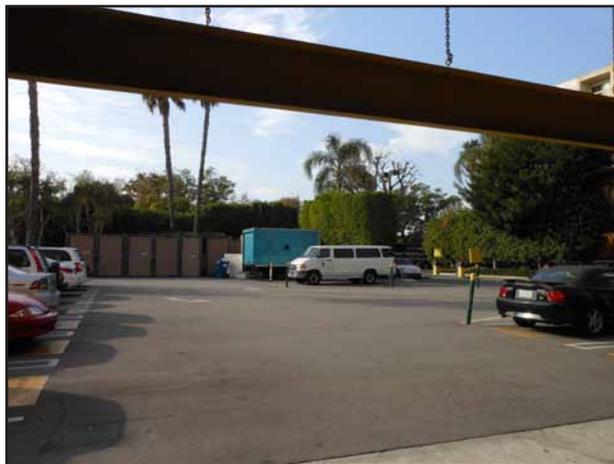
Source: EcoTierra Consulting, January 2013.



View 13: View of the project site looking north from the southern (internal) driveway.



View 14: View of the project site looking south from the northern (internal) driveway.



View 15: View of the project site looking west from the parking structure driveway.

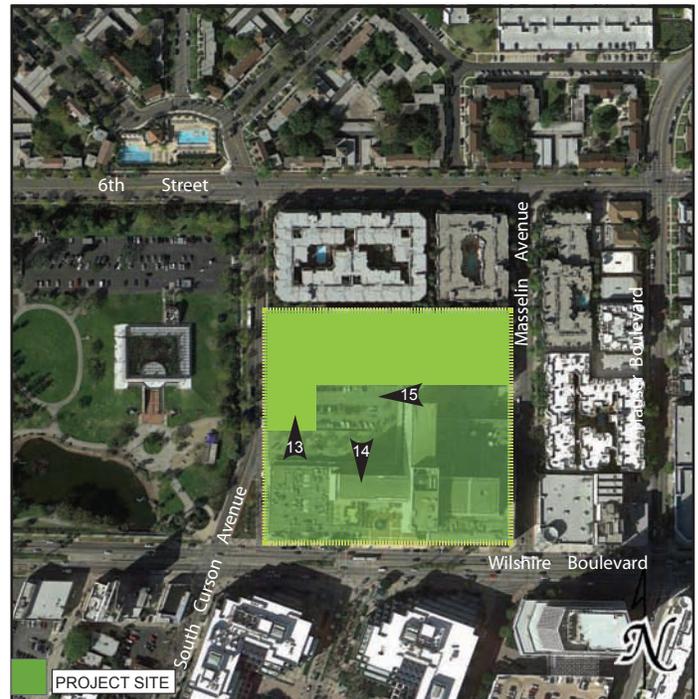


PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.



View 16: View from Curson Avenue looking south from in front of the project site.



View 17: View from Curson Avenue looking east that the project site – northern driveway entrance.



View 18: View from Curson Avenue looking north from in front of the project site.

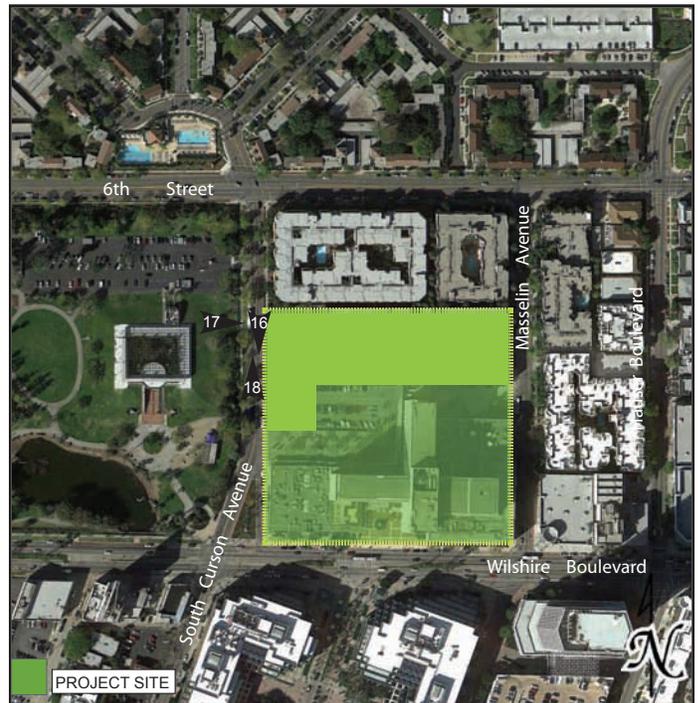


PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.



View 19: View from Masselin Avenue looking south at the Masselin Park West apartment building and the project site's five-story parking structure.



View 20: View from Masselin Avenue looking south at the Project Site's five-story parking structure and the Museum Square 11-story office building.



View 21: View from Masselin Avenue looking south at the Project Site's five-story parking structure and entry driveways, with the Museum Square 11-story office building.

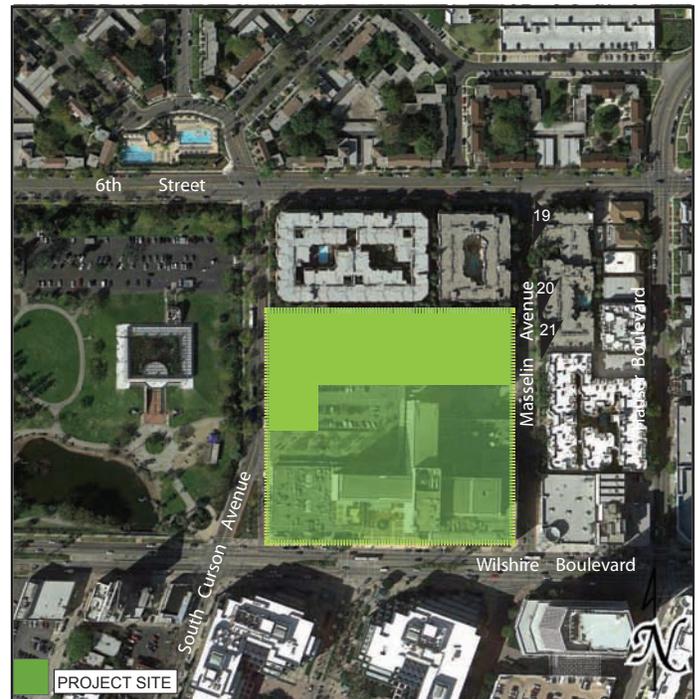


PHOTO LOCATION MAP

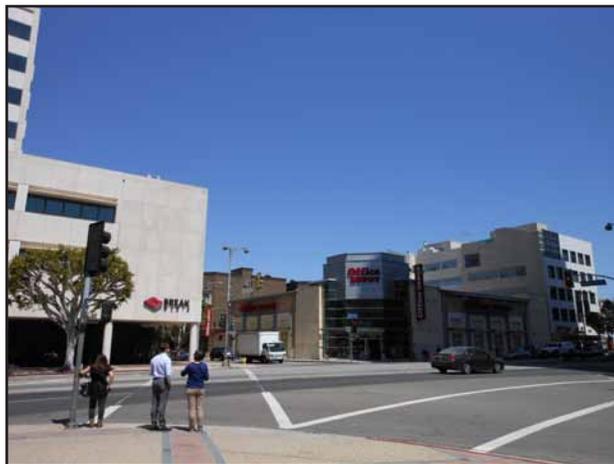
Source: EcoTierra Consulting, January 2013.



View 22: View of entry driveway to project site from Masselin Avenue.



View 23: View from Masselin Avenue looking north at the project site's five-story parking structure and entry driveways.



View 24: View from the southwest corner of Masselin Avenue looking north at the two-story commercial retail (Office Depot) building.

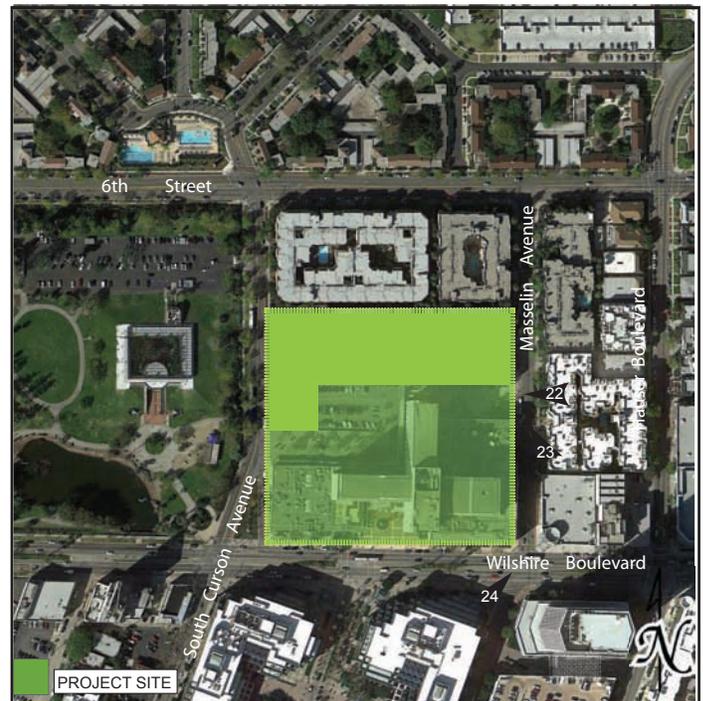


PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.



View 25: View from the northeast corner of Masselin Avenue looking north toward the Project Site.



View 26: View from the northwest corner of Masselin Avenue looking north toward the two-story commercial retail (Office Depot) building and the Renaissance Apartment Homes building.



View 27: View of the five-story Renaissance Apartment Homes building.

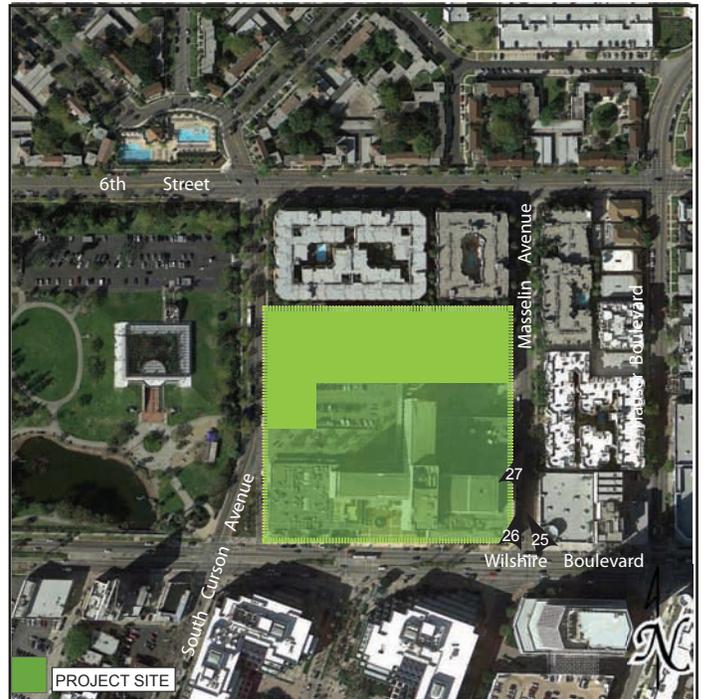


PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.



View 28: View from the top of the existing parking structure looking north toward the Masselin Park West apartment building.



View 29: View from the top of the existing parking structure looking northeast toward the Tiffany Court Apartment Homes.



View 30: View from the top of the existing parking structure looking east toward the Renaissance Apartment Homes building.

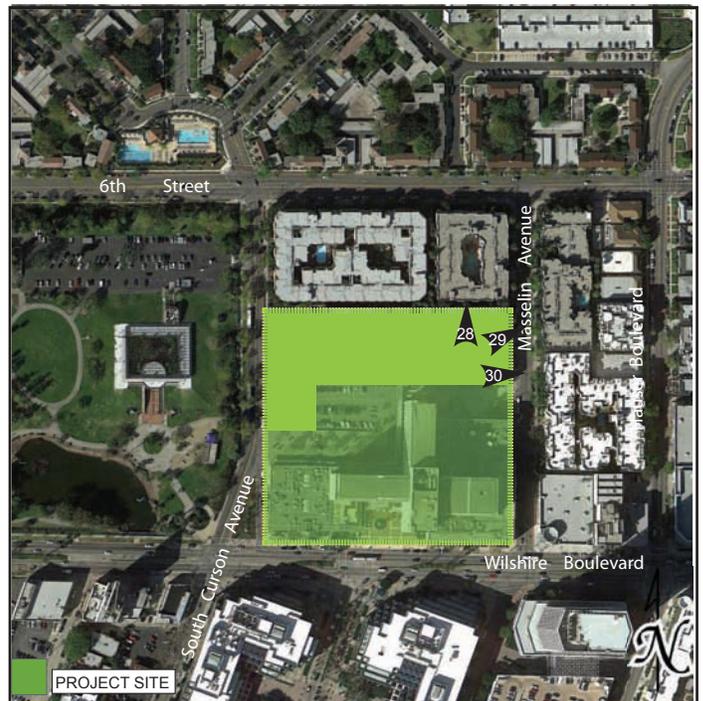


PHOTO LOCATION MAP

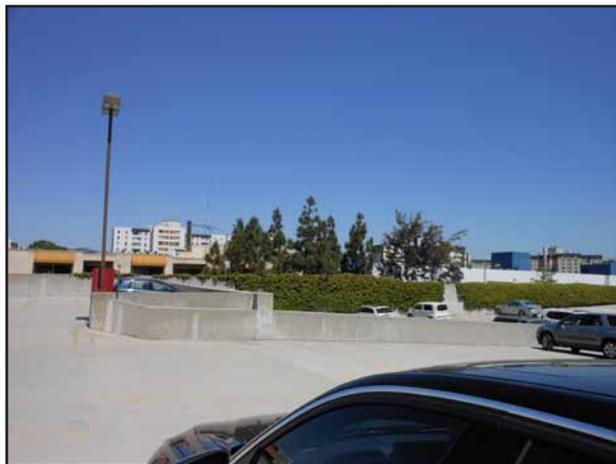
Source: EcoTierra Consulting, January 2013.



View 31: View from the top of the existing parking structure looking east toward the Masselin Park West apartment building (on the far left), Tiffany Court Apartment Homes (barely visible, center left) and the Renaissance Apartment Homes building (on the center right).



View 32: View from the top of the existing parking structure looking northwest toward the Museum Terrace Apartments building.



View 33: View from the top of the existing parking structure looking north toward the Museum Terrace Apartments building (on the left) and the Masselin Park West apartment building (on the right).

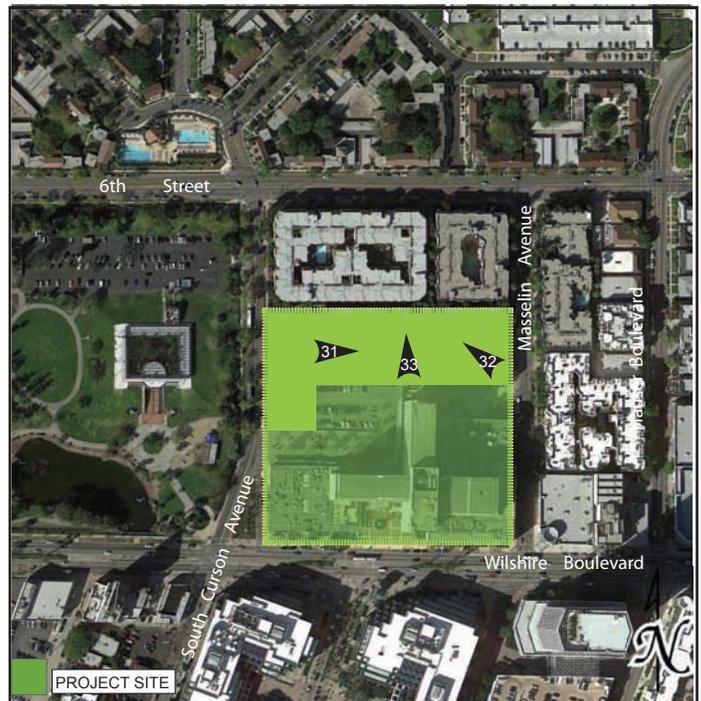
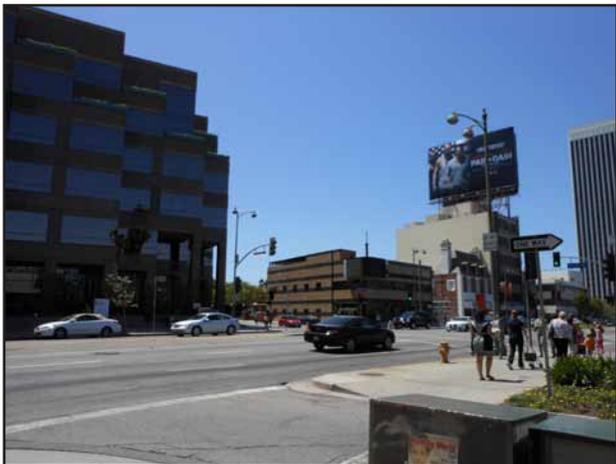


PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.



View 34: View from the northeast corner of Curson Avenue looking south.



View 35: View from in front of the Museum Square complex, looking south towards the Wilshire Courtyard complex.



View 36: View from in front of the Museum Square complex, looking south towards the Wilshire Courtyard complex, down the center internal access road.



PHOTO LOCATION MAP

Source: EcoTierra Consulting, January 2013.

PROPOSED PROJECT CHARACTERISTICS

The Proposed Project involves the demolition of an existing surface parking lot, construction of a new 13-story, approximately 253,962 square-foot commercial office building and the addition of two new levels of parking (approximately 162,768 square feet) to an existing five-level parking structure in the [Q]C4-2-CDO and QPB-2 zones.

The 13-story building will be 207 feet high and following the addition, the parking structure will be approximately 72 feet high. The Proposed Project would provide a total of 2,040 parking spaces; an addition of 550 net new spaces.

The proposed new Museum Square Office building would be designed in a modern vernacular. The new building would be visible from the LACMA campus and from distant vistas driving east on 6th Street and Wilshire Boulevard. The glass façade of the new building integrates screening as an element to soften the building face while offering privacy that will benefit both the neighboring residential units and the office tenants. The placement of the new office building would also screen the parking structure from direct view from the LACMA campus/Hancock Park. The service storage and access will be located to the north side of the building, keeping the lobby and the main entrance separate from the back of house functions. An approximately 68 foot setback on the northern property line and landscaping would serve to provide further privacy enhancement to residents of the Museum Square building and to pull the park edge into the Museum Square ground plane (refer to Figures II-10 through II-13).

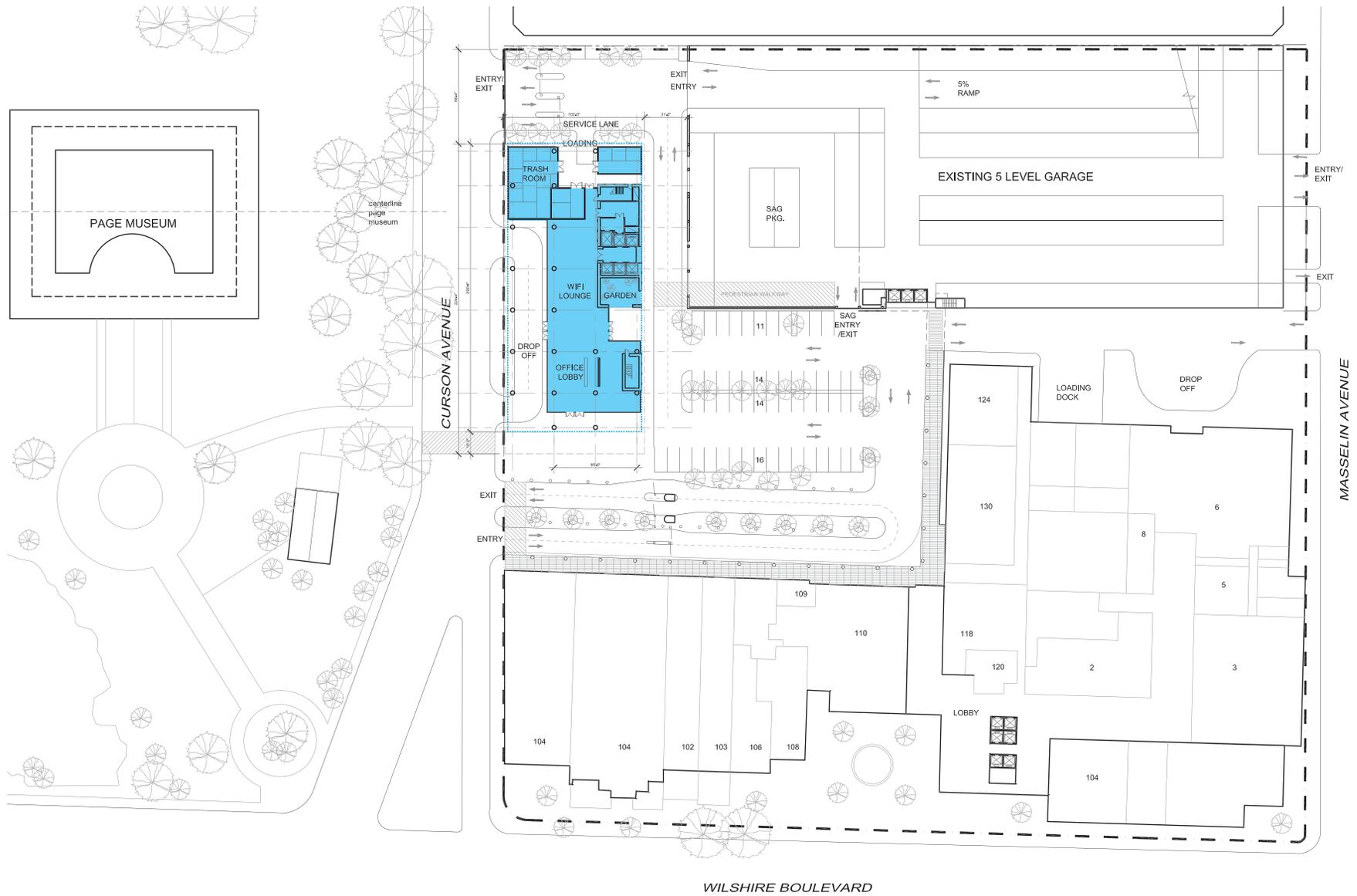
Access for pedestrians would be from Wilshire Boulevard and Curson Avenue, with vehicle access to the parking structure, for both tenants and visitors, provided along Curson Avenue and Masselin Avenue. Entries and exits from Curson Avenue will be indicated by formal tree canopies marking a clear vehicular circulation path. An additional service lane will be added to the north vehicular entry from Curson Avenue for easy access to the service entry and to ensure adequate ingress and egress for building patrons.

The current zoning across a portion of the Proposed Project Site is not consistent with the proposed use. In order to allow for the Proposed Project, the Project Applicant will seek a Zone Change to convert the approximately 114,080 square foot rear portion of the parcel land from QPB-2 zoning to Q-C4-2 zoning, consistent with the front two thirds of the parcel. Although an ordinance amendment adding the Project Site to the Miracle Mile Community Design Overlay (CDO) District is not proposed, the Project Site is part of the same parcel that is already within the Miracle Mile CDO District. Therefore, the Project Site must comply with and will be consistent to the CDO's Design Guidelines and Development Standards.

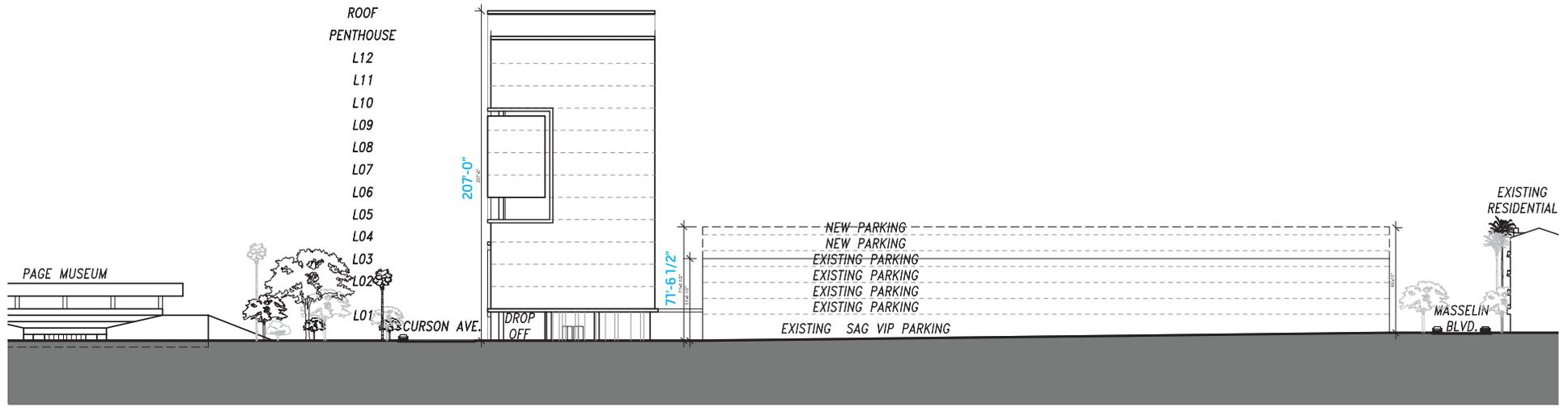


Source: Jerde, January 2013.

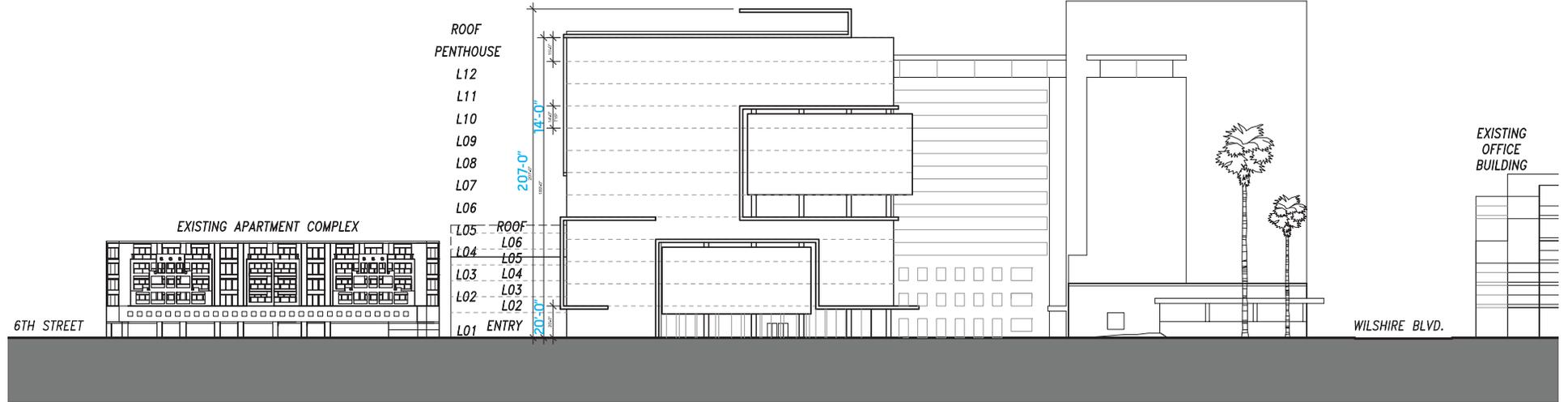




Source: Jerde, January 2013.



SOUTH ELEVATION



WEST ELEVATION

Source: Jerde, January 2013.



Source: Jerde, January 2013.

The Applicant will also be requesting a variance to permit one parking space per one hundred five square feet in lieu of the required one parking space per thirty five square feet required for auditorium space. This is consistent with the actual use of the auditorium space and commensurate available parking within the existing garage. The auditorium is not utilized on a regular basis, but rather is used intermittently and generally at off-peak hours, such that more parking is currently required than needed; and more than sufficient parking exists.

PROJECT OBJECTIVES

The objectives of the Proposed Project are as follows:

- To provide infill commercial development in an iconic building in the Miracle Mile community.
- To provide a development that is compatible and complementary with surrounding land uses.
- To provide adequate parking facilities to serve the proposed development tenants and visitors.
- To mitigate, to the extent feasible, the potential environmental impacts of the Proposed Project.

DISCRETIONARY ACTIONS REQUIRED

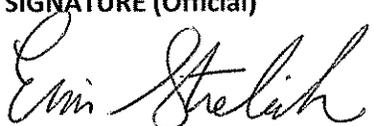
The City of Los Angeles Planning Department is the lead agency for the Proposed Project. In order to permit development of the Proposed Project, the City may require approval of one or more of the following discretionary actions:

- A Zone Change on a portion of the parcel from QPB-2 to [Q]C4-2.
- A Variance to permit one parking space per one hundred five square feet in lieu of the required one parking space per thirty five square feet required for auditorium space.
- Site Plan Review.
- Community Design Overlay Plan Approval.
- Other permits, ministerial or discretionary, may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, grading permits, Metro Rail Planning Area clearance, and installation and hookup approvals for public utilities and related permits.

Federal, state, and regional agencies that may have jurisdiction over some aspect the project include, but are not limited to:

- Regional Water Quality Board;
- South Coast Air Quality Management District; and
- California Department of Conservation, Division of Oil, Gas, and Geothermal Resources.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CD 4 – TOM LABONGE	
PROJECT TITLE: Museum Square Office Building	ENVIRONMENTAL CASE: ENV-2013-194-EIR	CASE NO. CPC-2013-193-ZC-ZV-CU-CDO	
PROJECT LOCATION: 5757 Wilshire Boulevard			
PROJECT DESCRIPTION: <p>The Proposed Project involves the demolition of an existing surface parking lot, construction of a new 13-story, approximately 253,962 square-foot commercial office building and the addition of two new levels of parking (approximately 162,768 square feet) to an existing five-level parking structure in the [Q]C4-2-CDO and QPB-2 zones.</p> <p>The 13-story building will be 207 feet high and following the addition, the parking structure will be approximately 72 feet high. The Proposed Project would remove approximately 117 surface parking spaces and add 667 structured parking spaces, providing a total of 2,040 parking spaces; an addition of 550 net new spaces.</p> <p>The applicant is requesting: (1) a Zone Change from QPB-2 to [Q]C4-2 for a portion of the site; (2) "Q" condition clarifications; (3) a Site Plan Review to allow construction of the commercial office building and parking structure expansion, and (4) Community Design Overlay Plan Approval.</p>			
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY 5757 Museum Square LLC 5757 W. Wilshire Boulevard, PH-30 Los Angeles, CA 90036			
FINDING: The Department of City Planning of the City of Los Angeles finds that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required (CONTINUED ON PAGE 2)			
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED			
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.			
NAME OF PERSON PREPARING FORM Erin Strelch	TITLE City Planning Assistant	TELEPHONE NUMBER 213-978-1351	
ADDRESS 200 North Spring Street EIR Unit, Room 750 Los Angeles, CA 90012	SIGNATURE (Official) 	DATE 5/9/13	

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

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 4 – TOM LABONGE	DATE: March 2013
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2013-194-EIR	RELATED CASES: CPC-2013-193-ZC-ZV-CU-CDO	
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.	
PROJECT DESCRIPTION: ZONE CHANGE, "Q" CONDITION CLARIFICATION, SITE PLAN REVIEW, COMMUNITY DESIGN OVERLAY PLAN APPROVAL.		
ENV PROJECT DESCRIPTION: <p>The Proposed Project involves the demolition of an existing surface parking lot, construction of a new 13-story, approximately 253,962 square-foot commercial office building and the addition of two new levels of parking (approximately 162,768 square feet) to an existing five-level parking structure in the [Q]C4-2-CDO and QPB-2 zones.</p> <p>The 13-story building will be 207 feet high and following the addition, the parking structure will be approximately 72 feet high. The Proposed Project would remove approximately 117 surface parking spaces and add 667 structured parking spaces, providing a total of 2,040 parking spaces; an addition of 550 net new spaces.</p>		
ENVIRONMENTAL SETTING: <p>The total Project Site is approximately 7-1/2 acres (328,490 square feet); it is fully developed with a commercial office complex with an associated surface parking lot and parking structure; the northwest corner of the parcel, approximately 36,500 square feet along Curson Avenue that would be redeveloped with a new commercial office building under the Proposed Project, is currently in use as a surface parking lot and fenced trash enclosure area. No structures are located on the portion of the Site proposed for development of the office building.</p> <p>The Project Site is located on a heavily trafficked segment of Wilshire Boulevard north of the I-10 Freeway and southwest of the I-101 Freeway. The land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity commercial, institutional and residential uses, which vary widely in building style and period of construction.</p>		
PROJECT LOCATION: 5757 Wilshire Boulevard		
COMMUNITY PLAN AREA: Wilshire	AREA PLANNING COMMISSION: Central	CERTIFIED NEIGHBORHOOD COUNCIL: Mid City West
STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> ADOPTED in 2001	<input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	
EXISTING ZONING: [Q]C4-2-CDO & QPB-2	MAX DENSITY ZONING:	LA River Adjacent: No
GENERAL PLAN LAND USE: Regional Center Commercial	MAX. DENSITY PLAN:	

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

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



Signature

City Planning Assistant
Title

213-978-1351
Phone

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

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

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

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

Background

PROPONENT NAME:
5757 Wilshire LLC

PHONE NUMBER:
(323) 857-5546

APPLICANT ADDRESS:
5757 Wilshire Blvd, PH-30
Los Angeles CA 90036

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:

PROPOSAL NAME (If Applicable):
Museum Square Office Building Project

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.</p>					
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input type="checkbox"/>	<input checked="" 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 (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input type="checkbox"/>	<input checked="" 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					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 GAME OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS					
	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
a.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	STRONG SEISMIC GROUND SHAKING?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	LANDSLIDES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h.	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"/>
VII. GREENHOUSE GAS EMISSIONS					
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS					
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE					
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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					
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					
a.	FIRE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	OTHER PUBLIC FACILITIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/CIRCULATION					
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

f.	CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVII. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

The Project as identified in the project description may cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report shall be prepared to address all potential adverse impacts on the environment.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 750, City Hall.

For City information, addresses, and phone numbers: visit the City’s website at <http://www.lacity.org>; City Planning- and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 750. Seismic Hazard Maps – <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information – <http://boemaps.eng.ci.la.ca.us/index0.1htm> or City’s main website under the heading “Navigate LA.”

PREPARED BY: Erin Strelch	TITLE: City Planning Assistant	TELEPHONE NO.: 213-978-1351	DATE: 05/09/2013
-------------------------------------	--	---------------------------------------	----------------------------

IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on the practices of the City of Los Angeles, the *L.A. CEQA Thresholds Guide 2006*, and other sources as noted.

IMPACT ANALYSIS

1. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether a project results in a significant impact on a scenic vista shall be made considering the following factors:

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

The nearest designated scenic highway to the Project Site is the 'Miracle Mile' section of Wilshire Boulevard, located immediately to the south of the Proposed Project Site.¹ The proposed new Museum Square Office Building has primary street frontage on South Curson Avenue on the northwestern portion of the Site. This position on the Site is set back from the predominant vehicular thoroughfare of

¹ *California Scenic Highway Mapping System, State of California Department of Transportation, website: <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>, and City of Los Angeles, Department of City Planning, Environmental and Public Facilities Maps, Scenic Highways, September 1, 1996.*

Wilshire Boulevard and only appears when driving eastbound on the opposite side of the street. Approaching the Site going westward on Wilshire, the new office building would be concealed visually by the existing Museum Square buildings. The Proposed Project is designed to offer a formalized backdrop to the seven-building Los Angeles County Museum of Art (LACMA) campus and Hancock Park while enhancing the surrounding public spaces by concealing the parking garage within the existing Museum Square Office Building complex. Thus the proposed Museum Square Office Building may contribute to improving the visual quality along the Miracle Mile Corridor. Scenic vistas of the Santa Monica Mountains to the north would not be adversely altered by the Proposed Project.

There are no significant natural features (such as trees, rock outcroppings, bodies of water, or substantial stands of native vegetation) found on the Project Site. In addition, there are no major open spaces found on the Project Site and there are no aesthetically significant man-made features (such as major architectural structures, monuments, or gardens) on the portion of the Project Site to be redeveloped. There are no protected trees as defined by the City of Los Angeles Protected Tree Ordinance No. 177,404 (i.e., native oaks [*Quercus sp.*], western sycamore [*Platanus racemosa*], Southern California black walnut [*Juglans californica*] and California bay [*Umbellularia californica*]) on the Project Site. The only vegetation on the Project Site consists of the ornamental trees and shrubbery planted throughout the parking lot and along Curson Avenue. The Proposed Project includes landscaping, which would include various shrubs, ground cover plants, and trees. Thus the removal and replanting of landscaping would not degrade the visual qualities of the Project Site and surrounding area and may actually improve them. Impacts to on-site scenic resources would be less than significant.

Under the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact occurs only when the proposed project adversely affects the public view of a scenic vista, and therefore, impacts to private views are not considered to be significant under the *Thresholds Guide*. Nevertheless, private views from nearby residential buildings are valued by existing residents, and an analysis of the Proposed Project's impacts to private views is included herein.

The Project Site does not contain any unique scenic vistas, as it is entirely comprised of surface parking lot and parking structure uses.

The adjacent LACMA campus and Hancock Park to the west of the Project Site could be considered scenic resources. However, because the existing five-story parking structure is approximately the same height as the five-story multi-family residential buildings to the east and northeast of the Project Site it currently blocks any potential views of the LACMA campus and Hancock Park (refer to Figures II-11 and II-12). Therefore no impacts to private views from buildings located along Masselin Avenue would occur as a result of the implementation of the Proposed Project. A small number of residential units on the top (fifth) floor of the Museum Terrace apartment building along the south side may have very limited views of the LACMA campus and Hancock Park (refer to Figure II-12, View #32). However, as these

views are already compromised, the elimination of these private views as a result of the implementation of the Proposed Project would be considered a less than significant impact.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?

No Impact. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur only if scenic resources would be damaged and/or removed by development of a project.

The nearest designated scenic highway to the Project Site is the 'Miracle Mile' section of Wilshire Boulevard, located immediately to the south of the Proposed Project Site.² As previously discussed, there are no scenic resources, such as native California trees or rock outcroppings on the Project Site. There are no buildings designated as historic on the Proposed Project Site; the Proposed Project Site would not be subject to a Historic Preservation Review, nor is it within a Historic Preservation Overlay Zone.³ The nearest designated state historic resource is Hancock Park (5801 Wilshire boulevard, State Monument #170, La Brea Tar Pits).⁴ The proposed new Museum Square Office Building is designed to offer a formalized backdrop to the seven-building LACMA campus and Hancock Park while enhancing the surrounding public spaces by concealing the parking garage within the existing Museum Square Office Building complex. Thus the proposed Museum Square Office Building may contribute to improving the visual quality along the Miracle Mile Corridor. The Proposed Project would not damage and/or remove any scenic resources within a state or city designated scenic highway, and therefore no impact would occur.

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

Potentially Significant Unless Mitigation Incorporated. For the purpose of this Initial Study, a significant impact may occur if the project introduced incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

² *California Scenic Highway Mapping System, State of California Department of Transportation, website: <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>, and City of Los Angeles, Department of City Planning, Environmental and Public Facilities Maps, Scenic Highways, September 1, 1996.*

³ *City of Los Angeles Department of Planning, Zone Information and Map Access System, 5701 W. Wilshire Blvd (et al), website: <http://zimas.lacity.org/>, November 28, 2012.*

⁴ *City of Los Angeles, Department of City Planning, Historic-Cultural Monument (HCM) Report, Wilshire Planning Community, website: http://cityplanning.lacity.org/complan/HCM/dsp_hcm_result.cfm?community=Wilshire, accessed December 21, 2012.*

General Character Significance Methodology

Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant aesthetic impact shall be made considering the following factors:

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

General Character of the Project Site and Surrounding Area

The Project Site is located within the Wilshire Community Plan area. The existing land uses located within the Wilshire Community Plan area are characterized by a dense concentration of medium to high intensity commercial, retail, mixed-use, multi-family and single-family residential uses. The Project Site is located within a portion of this area along on a segment of Curson Avenue and Masselin Avenue between Wilshire Boulevard and 6th Street.

The Project Site is located in an urbanized setting and is surrounded by commercial uses, institutional uses, multi-family residential uses and surface parking lots. High-density commercial and institutional uses are located along Wilshire Boulevard to the east and west of the Project Site. Directly to the north of the Project Site is the 212-unit, five-story Museum Terrace Apartments building (600 S. Curson Avenue); to the north of that, along W. 6th Street, is the 160 acre, Park La Brea residential development which includes 18, 13-story, approximately 121 foot Art Deco style apartment towers⁵, along with numerous Modern Colonial style low-rise townhouse and garden apartment buildings, providing over 4,000 residences and affiliated on-site amenities. On the eastern portion of the Project Site is the five level parking structure which serves the existing Museum Square Office building complex. Directly east

⁵ Emporis Research, *Building Data*, website: <http://www.emporis.com/complex/park-la-brea-apartment-village-los-angeles-ca-usa>, accessed December 21, 2012.

of the Project Site (across Masselin Avenue) are a two-story commercial retail building housing an Office Depot store and two five-story, multi-family residential developments; Renaissance Apartment Homes located at 630 Masselin Avenue and Tiffany Court Apartment Homes, located at 616 Masselin. On the Project Site to the south, fronting along Wilshire Boulevard, is the existing 11-story, approximately 530,000 square foot Museum Square Office building complex, which includes office, banking, concierge, conferencing facility, convenience store, dry cleaning and restaurant uses. Across Wilshire Boulevard, south of the Project Site, is the Wilshire Courtyard complex (5700 and 5750 Wilshire Boulevard), comprised of two six-story commercial office buildings linked by a central drive and park-like open spaces.

The nearest public open space area to the Project Site is the 20-acre, seven-building LACMA campus and Hancock Park located directly west of the Project Site across Curson Avenue.

Impact of Proposed Project on the General Character of the Surrounding Area

The Proposed Project would alter the visual character of the Project Site as it would replace the existing surface parking lot with a 13-story commercial development and a seven-story parking structure. The proposed building would have a visual impact without appropriate landscaping. The Project would not introduce incompatible visual elements to the Project Site or in the surrounding area. The proposed 13-story commercial use and parking structure would be consistent with the general character of the surrounding area and the existing uses in the immediate vicinity of the Project Site.

Heights and Massing

The Project proposes the construction of a 13-story, up to 207-foot tall commercial building. With respect to building height and massing, land uses in the immediate vicinity of the Project Site are typically two to 13-story residential buildings and up to 24-story commercial office buildings. Buildings located to the south of the Project Site along Wilshire Boulevard are generally over 10 stories; the existing Museum Square Office building is 11 stories and approximately 176 feet tall⁶, the building located at 5670 Wilshire Boulevard (the California Federal Savings & Loan Building) to the southeast of the Project Site, is 24-stories and approximately 363 feet tall.⁷ The project vicinity is continuously evolving into a denser urban environment with new commercial and multi-family uses of increasing height and density; including the five-story multi-family residential building immediately adjacent to the north of the Project Site. The building heights and massing that would be developed with the

⁶ Emporis Research, *Building Data*, website: <http://www.emporis.com/building/museumsquare-losangeles-ca-usa>, accessed December 21, 2012.

⁷ Emporis Research, *Building Data*, website: <http://www.emporis.com/building/5670-wilshire-boulevard-los-angeles-ca-usa>, accessed December 21, 2012

implementation of the Proposed Project would create a change in the visual character of the Project Site from what currently exists. However, it would be similar in height and massing compared to the recently developed commercial and residential structures surrounding the Project Site and is consistent with the evolving visual character of the area and the Regional Center land use designation for the area.

Architectural Style and Urban Design

The buildings surrounding the Project Site vary in age and architectural style from more contemporary structures to buildings that were constructed from the 1940's. The Proposed Project's design is a contemporary style that is more compatible with the more contemporary designs that have been incorporated in buildings constructed in the area over the past 20 years. The Proposed Project would include an architectural glass façade which would act to soften the building face while offering a subtle privacy veil that would benefit both the neighboring residential uses and the office tenants. Varying building materials are proposed such as concrete, metal panels, and other such contemporary materials to provide consistency with the recent development that has occurred near the Project Site, in particular the new Broad Contemporary Art Museum and the Resnick Pavilion on the LACMA campus. Roof top mechanical equipment, would be screened from adjacent street levels by raised parapet walls. These design features would be consistent with the design of the newer development located south of the Project Site along Wilshire Boulevard and north along 6th Street.

As a result of the building's architectural design and orientation on the Project Site, the Proposed Project would be effectively integrated into the aesthetics of the Project Site and project area by means of design, architecture, size, massing, and location. Furthermore, the Proposed Project's location, height, scale, and architectural features are generally compatible with existing and planned development for the Wilshire Community Plan area. Implementation of Mitigation Measure AES-1 would ensure that adequate landscaping is provided by the Proposed Project. With the inclusion of adequate landscaping, the impacts of the Proposed Project to the visual character or quality of the site and its surroundings would be less than significant.

Mitigation Measure

AES-1 All open areas not used for buildings, driveways, parking areas, or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the City of Los Angeles Department of Planning.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project introduces new sources of light or glare on or from the project site which would be incompatible

with the areas surrounding the project site, or which pose a safety hazard to motorists utilizing adjacent streets. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant nighttime illumination impact shall be made considering the following factors:

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

Light

The Project Site is located in a well-lit urban area where there are high levels of ambient nighttime lighting including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows) and automobile headlights. Artificial light impacts are largely a function of proximity. The Project Site is located within an urban environment, so that light emanating from any one source contributes to rather than is solely responsible for lighting impacts on a particular receptor. Since development surrounding the Project Site is already impacted by lighting from existing development within the area, new light sources must occupy a highly visible amount of the field of view of light-sensitive uses to have any notable effect.

The Proposed Project would have the potential to alter lighting patterns in the area of the Project Site as compared with existing uses. Exterior lighting would be wall mounted or ground mounted and would be directed downward and shielded away from adjacent residential uses. Wall-mounted security lighting would remain lit all night at each entrance and/or exit, but would be designed to prevent glare onto the adjacent residential property. Furthermore, the majority of lighting associated with the Proposed Project would be directed internally to the Project Site itself, away from neighboring land uses. Therefore, interior and exterior lights on the Project Site would not shine directly onto light-sensitive uses, and would not result in light trespass. In addition, while the majority of the lighting would be directed towards the interior of the Project Site and would be directed away from neighboring residential land uses, the implementation of Mitigation Measure AES-2 would ensure that any new light sources would not create significant lighting impacts on nearby residences. Therefore, impacts associated with illumination would be less than significant.

Glare

Glare is a common phenomenon in the southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potential reflective surfaces in the project vicinity include automobiles traveling and parked on streets in the vicinity of the Project Site and

exterior building windows. Excessive glare not only restricts visibility, but increases the ambient heat reflectivity in a given area.

Existing sources of glare within the Project Site include the reflection off existing residential buildings and their windows. The exterior portions of the proposed building would utilize various non-reflective material designed to minimize the transmission of glare from buildings. Implementation of Mitigation Measure AES-3 would ensure the inclusion of appropriate materials on the exterior of the building. In addition, the proposed building would incorporate exterior landscaping, as necessary, to reduce potential glare generated by windows and/or glass panels. As such, impacts associated with glare would be less than significant.

Mitigation Measures

AES-2 Outdoor lighting shall be designed and installed with downcast shielding, so that the light sources are shielded from adjacent properties and light does not fall on adjacent properties.

AES-3 The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and other fabricated wall surfaces designed to minimize glare and reflected heat.

Shade and Shadow Thresholds of Significance

Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project shading impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time between the first Sunday in November and the second Sunday in March, or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time between the second Sunday in March and the first Sunday in November.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project in combination with the related projects would result in further infilling of existing urban land uses in the City of Los Angeles. Development of the related projects is expected to occur in accordance with adopted plans and regulations. While many of the related projects and the Proposed Project would be visible from public and private properties, the combination of the related projects and the Proposed Project is not anticipated to significantly obstruct existing public scenic views in the immediate project vicinity. With respect to potential light/glare or shade/shadow impacts, each related project would be required to determine whether its development would result in impacts to these areas, and mitigation measures

would be adopted where necessary. With respect to scenic highways, the Proposed Project would have a less than significant impact to the 'Miracle Mile' corridor in the vicinity of the Proposed Project. In terms of the overall visual quality of the surrounding neighborhoods, each of the related projects would be required to submit a landscape plan and signage plan (if proposed) to the Los Angeles Department of City Planning for review and approval prior to the issuance of grading permits. Additionally, there are no related projects adjacent to, or in the immediate vicinity of, the Project Site that would result in any cumulative shade and shadow impacts when considered with the development of the Proposed Project. Therefore, cumulative impacts with respect to aesthetics would be less than significant.

2. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if the project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

The Project Site is fully developed with surface parking lot uses, and is located in a heavily urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.⁸ Therefore, no impact would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if the project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use.

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning

⁸ Source: State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2006, Map*, website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/los06.pdf>, access January 7, 2013

Code includes development standards for the various districts in the City of Los Angeles. The Project Site is currently zoned [Q]C4-2-CDO and QPB-2 and has a land use designation of Regional Commercial in the Wilshire Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.⁹ Therefore, no impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12222(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. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project were to result in the conversion of land zoned 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)).

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC, particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The Project Site is currently zoned [Q]C4-2-CDO and QPB-2 and has a land use designation of Regional Commercial in the Wilshire Community Plan. The Project Site is not zoned as forest land or timberland, and there is no Timberland Production at the Project Site. Therefore, no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project were to result in the loss of forest land or conversion of forest land to non-forest use.

The Project Site is fully developed with surface parking lot and parking structure uses, and is located in a heavily urbanized area of the City of Los Angeles. No forest land exists on or in the vicinity of the Project Site. Therefore, no impact would occur.

⁹ *Williamson Act Program, California Division of Land Resource Protection, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2006/fmmp2006_wallsizes.pdf, accessed January 7, 2013.*

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project results in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The Project Site is fully developed with surface parking lot uses and a parking structure, and is located in a heavily urbanized area of the City of Los Angeles. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses and, as discussed above (Section 2(a)), the Project Site is not classified in any "Farmland" category designated by the State of California. According to the City General Plan Conservation Element Exhibit B, the Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.¹⁰ The Project Site and the related projects are located in an urbanized area in the City and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

3. AIR QUALITY

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

Potentially Significant Impact. A significant impact may occur if the project is not consistent with the applicable air quality plan or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP) that is prepared by the South Coast Air Management District (SCAQMD).

This potential impact shall be evaluated in an EIR.

¹⁰ State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program*, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2006/fmmp2006_wallsize.pdf, accessed January 7, 2013.

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

Potentially Significant Impact. A project may have a significant impact where project-related emissions would exceed federal, state or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The City of Los Angeles utilizes the following thresholds for the environmental review of plans and development proposals within its jurisdiction.

Construction Period Emissions – Daily Mass Emissions of CO, VOC, NOx, SOx, and PM₁₀

The SCAQMD currently recommends that projects with construction-related emissions that exceed any of the following emissions thresholds should be considered significant:

- 550 pounds per day of carbon monoxide (CO)
- 75 pounds per day of volatile organic compounds (VOC)
- 100 pounds per day of nitrogen oxides (NOx)
- 150 pounds per day of sulfur oxides (SOx)
- 150 pounds per day of respirable particulate matter (PM₁₀)

Operational Emission Thresholds – Daily Mass Emissions of CO, VOC, NOx, SOx, and PM₁₀

The SCAQMD currently recommends that projects with operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 550 pounds per day of CO
- 55 pounds per day of VOC
- 55 pounds per day of NOx
- 150 pounds per day of SOx
- 150 pounds per day of PM₁₀

Ambient Air Quality Levels of CO, NOx, and PM₁₀

The SCAQMD recommends that projects that generate emissions within the project site that cause the state ambient air quality standards for CO and nitrogen dioxide (NO₂) to be exceeded at nearby receptors should be considered significant. Emissions associated with project-generated vehicles that cause localized levels of CO near roadways and intersections to exceed state standards for this pollutant should also be considered significant. Because the Basin is not in attainment of the state ambient air quality standard for PM₁₀, the SCAQMD recommends that projects that generate emissions within the project site that cause a substantial increase in 24-hour PM₁₀ levels at nearby sensitive receptors

(receptors where people would be expected to reside for 24 consecutive hours) should be considered significant. The SCAQMD currently defines a substantial increase in local PM₁₀ levels as 10.4 µg/m³ during construction and 2.5 g/m³ during operation of the project.

Toxic Air Contaminants Thresholds

The SCAQMD also recommends that projects that could emit carcinogenic or toxic air contaminants that exceed the maximum individual cancer risk of 10 in one million be considered significant and cumulatively considerable.

These potential impacts shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or state non-attainment pollutant.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur where a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when emissions generated at a project site causes localized CO and NO₂ levels to exceed state ambient air quality standards at sensitive receptors or where a project causes an increase in local PM₁₀ levels of 10.4 µg/m³ during construction and 2.5 g/m³ during operation of the project. A significant impact may also occur where a project would cause concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards and the traffic generated by the project contributes at least 1.0 parts per million (ppm) to the 1-hour concentrations or 0.45 ppm to the 8-hour concentrations.

This potential impact shall be evaluated in an EIR.

- e) Would the project create objectionable odors affecting a substantial number of people?**

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project-related significant adverse effect could occur if construction or operation of the project would result in generation of odors that would be perceptible in adjacent sensitive areas.

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The Proposed Project would include commercial uses and would not contain any of the above-listed odor producing uses. Therefore, no impact associated with objectionable odors would occur.

4. BIOLOGICAL RESOURCES

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is currently developed with a surface parking lot and parking structure, is located in a highly urbanized area, and does not contain any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). In addition, there are no known locally designated natural communities at the Project Site or in the Project vicinity. Therefore, the Project would have no impact on sensitive biological species or habitat.

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

Potentially Significant Unless Compliance Incorporated. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alternation of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is currently developed with a surface parking lot and parking structure, and is located in a heavily urbanized area of the City of Los Angeles. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.¹¹ Implementation of the project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

However, implementation of the Proposed Project may conflict with the following federal and state regulations.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA), first enacted in 1916, prohibits any person unless permitted by regulations, to:

“pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention . . . for the protection of migratory birds . . . or any part, nest, or egg of any such bird.” (16 U.S.C. 703).

The list of migratory birds includes nearly all bird species native to the United States; non-native species such as European starlings are not included. The statute was extended in 1974 to include parts of birds, as well as eggs and nests. Thus, it is illegal under MBTA to directly kill, or destroy a nest of, nearly any bird species, not just endangered species. Activities that result in removal or destruction of an active nest (a nest with eggs or young being attended by one or more adults) would violate the MBTA.

¹¹ *Environmental and Public Facilities Maps: Significant Ecological Areas, Los Angeles City Planning Department, September 1, 1996.*

Removal of unoccupied nests, or bird mortality resulting indirectly from a project, is not a violation of the MBTA. Any activity, such as grading or tree removal for construction at the Project Site, which results in destruction of one or more active nests of native birds would entail a violation of the MBTA.

California Fish and Game Code

California Fish and Game Code sections 3503, 3503.5, and 3512 prohibit take of birds and active nests. Any activity, such as grading or grubbing for construction of the project site, that results in destruction of one or more active nests of native birds would entail a violation of the Fish and Game Code. Construction activities that result in abandonment of an active bird nest in areas adjacent to the disturbance may also violate sections of the Fish and Game Code.

Though the project site is in an urban setting and is considered to have a moderately low value to wildlife, a number of common and urban-tolerant species probably utilize the project site for foraging. Some species (those adapted to urbanized areas) with high mobility, such as red-tailed hawk (*Buteo jamaicensis*), great horned owl (*Bubo virginianus*), and urban-tolerant songbirds could be expected to utilize the project area on a transitory and sometimes regular basis, depending on environmental factors present within their primary habitat and their degree of fear of humans and human activities. Urban-tolerant birds utilizing the site may include, but would not be limited to, American crow (*Corvus brachyrhynchos*), black phoebe (*Sayornis nigricans*), mourning dove (*Zenaida macroura*), and house finch (*Carpodacus mexicanus*). With implementation of Compliance Measure BIO-1, impacts of the Proposed Project would be less than significant.

Standard Compliance Measures:

BIO-1 To avoid impacting nesting birds, special status birds and/or raptors, one of the following must be implemented:

- Conduct vegetation removal and other ground disturbance activities associated with construction during September through January, when birds are not nesting. If feasible, initiate tree removal, vegetation clearing and grading activities prior to the breeding season (generally February 1st through August 31st) and keep disturbance activities constant throughout the spring to prevent birds from establishing nests in surrounding habitat in order to avoid abandonment of eggs or young if nesting establishes prior to construction activities; or
- Conduct pre-construction surveys for nesting birds if construction is to take place during the nesting season. A qualified wildlife biologist shall conduct a pre-construction survey no more than 30 days prior to initiation of tree removal or grading to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project site).

- If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFW and implemented to prevent abandonment of the active nest. At a minimum, tree removal and grading in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 50 feet for songbird nests, 100 feet for special status songbird nests, and 200 to 500 feet for raptor nests, shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area.
- A survey report by the qualified biologist verifying that the young have fledged shall be maintained in the project file, and submitted to the City of Los Angeles upon request. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The alternation of an existing wetland habitat.

The Project Site is developed with a surface parking lot and parking structure. Review of the National Wetlands Inventory identified no protected wetlands in the project area.¹² Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above) and no impacts to riparian or wetland habitats would occur with implementation of the Project.

d) Would the project 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?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

¹² *National Wetlands Inventory, U.S. Fish & Wildlife Service, website: <http://www.fws.gov/wetlands/Wetlands-Mapper.html>, accessed January 7, 2013.*

- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

As discussed in Section 4(a), the Project Site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the project vicinity. Therefore, the Project would not interfere with the movement of any resident or migratory fish or wildlife species.

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

Potentially Significant Unless Mitigation Incorporated. For the purpose of this Initial Study, a project-related significant adverse effect could occur if the project would cause an impact which is inconsistent with local regulations pertaining to biological resources, e.g the City of Los Angeles Protected Tree Ordinance No. 177,404. In addition to the Protected Tree Ordinance, it is the City's policy that all mature trees (at least eight-inches in diameter at breast height) that are removed at development sites as part of project implementation be replaced at a 1:1 ratio and the removal of any trees in the public right-of-way be approved by the Board of Public Works.

As discussed in Section 4(a), the Project Site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. There are no protected trees as defined by the City of Los Angeles Protected Tree Ordinance No. 177,404 (i.e., native oaks [*Quercus sp.*], western sycamore [*Platanus racemosa*], Southern California black walnut [*Juglans californica*] and California bay [*Umbellularia californica*]) on the Project Site. The only vegetation on the Project Site consists of the ornamental trees and shrubbery planted throughout the parking lot and along Curson Avenue. There are 43 trees with a trunk diameter greater than eight inches (8") in diameter at breast height (DBH) located in the area of the Project Site that will be redeveloped; all of the trees are ornamental/non-native species. All trees eight inches or more DBH that are removed will need to be replaced on a 1:1 ratio to reduce the biological impact to a less than significant level. With implementation of Compliance Measures BIO-2 through BIO-5, impacts of the Proposed Project would be less than significant.

Standard Compliance Measures:

- BIO-2 Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077.
- BIO-3 Prior to the issuance of any permit, a Tree Report shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. The required Tree Report shall include the location, size, type, and condition of all existing trees with an eight-inch or greater DBH, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground.

BIO-4 All significant (eight-inch or greater DBH, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

BIO-5 All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division of the Department of Public Works, Bureau of Street Services.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur if the project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the project.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS. No such habitat is expected to occur in the vicinity of the related projects and the Proposed Project due to the existing urban development. Local ordinances protecting biological resources are limited to the City of Los Angeles Protected Tree Ordinance. Although the Project Site does not contain any protected species trees, there is a possibility that some of the related projects could contain protected species trees. Any removal of protected species trees would be done in accordance with the City of Los Angeles Protected Tree Ordinance. Therefore, cumulative impacts to biological resources would be considered less than significant.

5. CULTURAL RESOURCES

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project would disturb historic resources which

presently exist within the project site. Section 15064.5 of the State CEQA Guidelines defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The Proposed Project Site has been in use as an office building complex with an associated surface parking lot and parking structure since 1950.¹³ According to the City of Los Angeles Parcel Profile Report, the Project Site is not located within any Historic Preservation Overlay Zones. The neighboring 20-acre, seven-building LACMA campus and Hancock Park is listed as State Monument #170 (La Brea Tar Pits).¹⁴ However, as previously discussed in the Aesthetics section 1 (c), the Project would not introduce incompatible visual elements to the Project Site or to the surrounding area. As such, the Proposed Project would not cause any substantial adverse change in the immediate surroundings such that the significance of the historical resource would be materially impaired and impacts would be less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources which presently exist within the Project Site.

¹³ *Environmental Site Assessment Phase I and Methane Soil Testing, Proposed Office Development Project, Commercial Property, Portion of APN 5508-015-007, 5711 Wilshire Boulevard, Los Angeles, CA 90036, by California Environmental Geologists and Engineers, dated January 2013, page 13.*

¹⁴ *City of Los Angeles, Department of City Planning, Historic-Cultural Monument (HCM) Report, Wilshire Planning Community, website: http://cityplanning.lacity.org/complan/HCM/dsp_hcm_result.cfm?community=Wilshire, accessed December 21, 2012.*

Based on a review of the City of Los Angeles Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas may contain archaeological sites or archaeological survey areas.¹⁵

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the Project Site.

No unique geologic features are located on the Project Site, which is entirely developed with surface parking lot and parking structure uses. Based on a review of City of Los Angeles Vertebrate Paleontological Resources and Invertebrate Paleontological Resource Sensitivity Areas Maps, the Project Site and immediately surrounding areas have the potential to contain both invertebrate and vertebrate paleontological resources.¹⁶

This potential impact shall be evaluated in an EIR.

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

Less Than Significant Impact. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains. Although no human remains are known to have been found on the Project Site, it is possible that unknown resources could be encountered during project construction, particularly during ground-disturbing activities such as excavation and grading. However, as required by state law, 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

¹⁵ City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996*, website: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.15.pdf, accessed January 8, 2013.

¹⁶ City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps: Vertebrate Paleontological Resources and Invertebrate Paleontological Resource Sensitivity Areas in the City of Los Angeles, September 1996*, website: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.15.pdf, accessed January 8, 2013.

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. Through compliance with these established procedures, project impacts to unknown human remains would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. Impacts related to cultural resources are site-specific and as such, are assessed on a site-by-site basis. As discussed previously, Mitigation Measures CUL-1 through CUL-7 are recommended to ensure the Proposed Project does not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, that the Proposed Project does not directly or indirectly destroy a unique paleontological resource and that the project does not adversely affect human remains. It is anticipated that comparable measures and compliance with existing regulations would be incorporated into the approval of each related project. Additionally, as discussed above, the Proposed Project would not result in any impacts to historic resources. As such, cumulative impacts to cultural resources would be less than significant.

6. GEOLOGY AND SOILS

The following analysis is based upon the Geotechnical Supplement to Environmental Impact Report (Geotechnical Report), prepared by Geotechnologies, Inc., February 8, 2013. A copy of the Geotechnical Study is provided in Appendix A-1.

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

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

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a Project Site is located within a state-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed.

The Project Site is located in the seismically active region of southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, there are no mapped active or potentially active faults identified by the State, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, known to be present on or beneath the Project Site.¹⁷ The distance to the nearest active fault to the site, the Santa Monica Fault, is approximately 2.22 miles (3.6 kilometers) to the northwest. The fault has not been designated with an Earthquake Fault Zone by the California Geological Survey. The distance of this fault from the Project Site indicates that the possibility of surface fault rupture affecting the site would be considered remote.

No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. In addition, the City of Los Angeles Uniform Building Code (UBC), upgraded since the 1994 Northridge Earthquake, contains construction requirements to ensure that habitable structures are built to a level of acceptable seismic risk. In addition, mitigation measure GEO-1 would require that the design and construction of the project shall conform to recommendations of the Geotechnical Report and the recommendations of a qualified structural engineer which would identify construction and building requirements. The project would be constructed in conformance with the UBC and the engineer's design recommendations in the Geotechnical Report subject to Department of Building and Safety and Fire Department approval. Therefore, impacts related to potential ground rupture would be less than significant and no additional mitigation measures are required.

Mitigation Measure

GEO-1 The design and construction of the project shall conform to recommendations of the Geotechnical Report, a qualified structural engineer and all relevant California Building Code and UBC seismic standards as required and approved by the City of Los Angeles Department of Building and Safety.

(ii) Strong seismic ground shaking?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a proposed project represents an increased risk to public

¹⁷ City of Los Angeles Department of Planning, *Zone Information and Map Access System, 5701 W. Wilshire Blvd (et al)*, website: <http://zimas.lacity.org/>, November 28, 2012.

safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region.

As discussed above in section 6.a), the Proposed Project Site could be subject to strong seismic shaking from regional conditions. However, this impact will be reduced to a less than significant level by following all relevant California Building Code and UBC seismic standards as well as the recommendations of the Geotechnical Report, as required by Mitigation Measure GEO-1, during construction.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project.

According to *City of Los Angeles Department of Planning, Zone Information and Map Access System*¹⁸, the Site is not located within an area identified as having potential for liquefaction. In addition, according to the City of Los Angeles General Plan, Safety Element (1996)¹⁹, the Site is not located within an area identified as having potential for liquefaction. Further, the Site is not located in an area that is mapped as a potentially liquefiable zone according to the California Department of Mines and Geology (now referred to as the California Geologic Survey) Seismic Hazard Zone Map (CDMG, 1999).

The soils encountered during Site exploration are generally consisted of a thin veneer of fill which overlies natural alluvial deposits consisting of interbedded silts, clays, and sands. The depth to groundwater beneath the subject property is approximately 5-10 feet below ground surface (bgs).²⁰ While a potable groundwater resource occurs in the Exposition Aquifer that is present at a depth of

¹⁸ *City of Los Angeles Department of Planning, Zone Information and Map Access System, 5701 W. Wilshire Blvd (et al), website: <http://zimas.lacity.org/>, November 28, 2012.*

¹⁹ *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit B: Areas Susceptible to Liquefaction in the City of Los Angeles, May 1995, website: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed January 8, 2023.*

²⁰ *Environmental Site Assessment Phase I and Methane Soil Testing, Proposed Office Development Project, Commercial Property, Portion of APN 5508-015-007, 5711 Wilshire Boulevard, Los Angeles, CA 90036, by California Environmental Geologists and Engineers, dated January 2013, page 11.*

approximately 125 feet below the ground surface, this resource is not near enough to the surface to be associated with a high risk of liquefaction. As such, the potential for liquefaction of Site soils is very low. Therefore, impacts with respect to potential liquefaction would be less than significant.

(iv) Landslides?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

According to *City of Los Angeles Department of Planning, Zone Information and Map Access System*²¹, the Site is not located within an area identified as having potential for landslides. In addition, according to the City of Los Angeles General Plan, Safety Element (1996)²², the Site is not located within an area identified as having potential for landslides.

The Project Site and surrounding vicinity slope gently to the south. The Project Site is in a densely developed area of the City and there are no known landslides near the site, nor is the site in the path of any known or potential landslides. As the probability of landslides, including seismically induced landslides, is considered to be very low at the Project Site, no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. During construction, grading and excavation would expose minimal amounts of soil for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading and excavation processes, substantial erosion would not occur. The Project Site is relatively flat and excavation of the Project Site would be limited to that necessary for the installation of foundations and utilities. All grading activities require grading permits and haul route approval from the Los Angeles Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, on-site grading and Site preparation must comply with all applicable

²¹ *City of Los Angeles Department of Planning, Zone Information and Map Access System, 5701 W. Wilshire Blvd (et al), website: <http://zimas.lacity.org/>, November 28, 2012.*

²² *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit C: Landslide Inventory and Hillside Areas in the City of Los Angeles, May 1995, website: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed January 8, 2023.*

provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavations, and fills.

The majority of the area surrounding the Project Site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Proposed Project. During construction, the Proposed Project would be required to prevent the transport of sediments from the Project Site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). These BMPs will be detailed in a Stormwater Pollution Prevention Program (SWPPP), which must be acceptable to the City Engineer and in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations.

Long-term operation of the Proposed Project would not result in substantial soil erosion or loss of topsoil as the majority of the Project Site would be covered by the structure and paving, while the remaining of the Project Site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the Proposed Project.

With implementation of the applicable grading and building permit requirements and the implementation of applicable BMPs, less-than-significant impacts would occur related to erosion or loss of topsoil. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary. Further discussion of erosion as it relates to surface water quality is provided in Section 9, Hydrology and Water Quality.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for proposed buildings, thus posing a hazard to life and property. Potential impacts with respect to liquefaction and landslide potential were determined to be less than significant based on the analysis presented in Sections 6(a)(iii) and (iv), above. With respect to lateral spreading, subsidence, or collapse, construction would comply with the City of Los Angeles UBC, which is designed to assure safe construction and includes building foundation requirements appropriate to the conditions present at the Project Site. Additionally, mitigation measure GEO-1 requires that the design and construction of the Project shall conform to recommendations of the Geotechnical Report and a qualified structural engineer. The owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval. The Project would comply with existing regulations, and would implement all site-specific requirements identified in the Geotechnical Report and by a qualified structural engineer. Following implementation of mitigation measure GEO-1, impacts associated with lateral spreading, subsidence, or collapse would be less than significant.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property.

Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. The soils encountered during Site exploration generally consisted of a thin veneer of fill which overlies natural alluvial deposits consisting of interbedded silts, clays, and sands. The depth to groundwater beneath the subject property is approximately 5-10 feet below ground surface (bgs).²³ However, construction of the Proposed Project would be required to comply with the City of Los Angeles UBC and the 2007 California Building Code, which include building foundation requirements appropriate to site-specific conditions. The UBC mandates that special foundation design consideration be employed if the Expansion Index is 20, or greater (UBC Table 18-1-B). As required by mitigation measure GEO-1, the design and construction of the Project shall conform to recommendations of Geotechnical Report. Further, structural systems would be designed by a qualified structural engineer which would identify appropriate foundation systems such as drilled pier and gradebeam systems or driven piles and structural gradebeam systems should Site soils be found to have an Expansion Index of 20 or greater. With compliance with existing regulations and implementation of all site-specific requirements identified in the Geotechnical Report, impacts associated with expansive soils would be less than significant and no further analysis of this issue in an environmental impact report is necessary.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, this question would apply to the project only if it was located in an area not served by an existing sewer system.

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

²³ *Environmental Site Assessment Phase I and Methane Soil Testing, Proposed Office Development Project, Commercial Property, Portion of APN 5508-015-007, 5711 Wilshire Boulevard, Los Angeles, CA 90036, by California Environmental Geologists and Engineers, dated January 2013, page 11.*

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that project impacts would be less than significant. Therefore, the Proposed Project would not contribute to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

7. GREENHOUSE GAS EMISSIONS

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

Potentially Significant Impact. Construction and operation (i.e., use of the residences by occupants and mobile emissions associated with such use) of the Proposed Project would generate greenhouse gas emissions. Generally, the evaluation of an impact under CEQA requires measuring data from a project against a "threshold of significance."²⁴ Furthermore, "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."²⁵ For greenhouse gas emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact.

Section 15064.4 of the revised CEQA Guidelines that became effective on March 18, 2010 states:

(b) A lead agency should consider the following factors, among others, when assessing the significance of greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of

²⁴ CEQA Guidelines Section 15064.7.

²⁵ CEQA Guidelines Section 15064.7(c).

greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

According to Appendix G of the *CEQA Guidelines*, as revised on March 18, 2010, a project could have a significant environmental impact if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As such, the Proposed Project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of Section 15064.4(b) of the State CEQA Guidelines or Appendix G to the CEQA Guidelines as set forth above.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant air quality impact may occur if a project is not consistent with the AB 32 Scoping Plan or other applicable plans designed to reduce greenhouse gas emissions such as a Climate Action Plan, or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of such a plan.

This potential impact shall be evaluated in an EIR.

Cumulative Impacts

This potential impact shall be evaluated in an EIR.

8. HAZARDS AND HAZARDOUS MATERIALS

The following section summarizes the information provided in the Environmental Site Assessment Phase I and Methane Soil Testing, Proposed Office Development Project, Commercial Property, Portion of APN 5508-015-007, 5711 Wilshire Boulevard, Los Angeles, CA 90036, by California Environmental Geologists and Engineers, dated January 2013 (Phase I ESA). The Phase I ESA, including all relevant maps, photos,

questionnaires, agency inquiry and response letters and laboratory test reports, is provided as Appendix A-2 to this Initial Study.

According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance with respect to hazards and hazardous materials shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The following specific checklist questions are evaluated applying the foregoing methodology.

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

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- The project involved the creation of any health hazard or potential health hazard.

Uses sensitive to hazardous emissions (i.e., sensitive receptors) in the area include multi-family residential uses adjacent to and in the vicinity of the Project Site. Other than typical cleaning solvents used for janitorial purposes, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the Proposed Project. In addition, as described in more detail below in Section 8(b), there are no Aboveground Storage Tanks (ASTs) or evidence of

Underground Storage Tanks (USTs) for storing hazardous materials on the Proposed Project Site.²⁶ However, project construction activities would result in a temporary increase in the use of typical construction materials at the site. Implementation of Mitigation Measure HAZ-1 would ensure that hazardous materials impacts during construction and operation of the project are reduced to the maximum extent feasible and a less than significant impact would occur.

b) Would the project create 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 Unless Mitigation Incorporated. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

The Phase I ESA was conducted in general conformance with the scope and limitations of ASTM Standard Practice E1527-05 and the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312). The analysis consisted of: (1) review of historical site use; (2) review of aerial photographs; (3) review of Sanborn Fire Insurance maps; (4) review of City directories; (5) regulatory agency records review; (6) regulatory data base records review; (7) interviews with owner, past owners and others; and (8) site inspection.

Review of Historical Site Use

The review of historical site use identified that the property has been used for commercial purposes since 1950. No evidence of the past use, treatment, storage, disposal or generation of hazardous substances were identified in association with the current or historical use of the property.

Review of Aerial Photographs

Aerial photographs from 1928 to 2005 were reviewed which confirmed the site use and surrounding uses. No potential environmental concerns were identified based on review of aerial photographs.

²⁶ *Environmental Site Assessment Phase I and Methane Soil Testing, Proposed Office Development Project, Commercial Property, Portion of APN 5508-015-007, 5711 Wilshire Boulevard, Los Angeles, CA 90036, by California Environmental Geologists and Engineers, dated January 2013, page 6.*

Review of Sanborn Fire Insurance Maps

Sanborn maps from 1927 to 1969 were reviewed which confirmed the site use and surrounding uses. No potential environmental concerns were identified based on review of Sanborn maps.

Review of Historical Topographic Maps

Historical Topographic maps from 1896 to 1994 were reviewed which confirmed the site use and surrounding uses. No potential environmental concerns were identified based on review of Sanborn maps.

Review of City Directories

Based on a review of City directories, the subject property was utilized for commercial purposes from 1951 up to the present time. No environmental concerns were noted during the City directory review.

Regulatory Agency Records Review

Local and state agencies, such as environmental health departments, fire prevention bureaus and building and planning departments were contacted to identify any current or previous reports of hazardous materials use, storage, and/or unauthorized releases that may have impacted the property. No information was found that would indicate any environmental concerns at the site.

Regulatory Data Base Records Review

Agency database lists were reviewed for known or suspected contaminated sites and for sites that store, generate or use hazardous materials near the subject property. The subject address (5711 Wilshire Blvd.) is not listed on the databases reviewed. The contiguous property (5757 Wilshire Blvd.) is listed on the LUST, EMI, CA FID UST, HAZNET and Cortese databases. Primary issues identified were removal of asbestos containing wastes and a leaky underground storage tank. The contiguous property was reported on EMI (1987) and HAZNET lists (2011). In 2011, approximately 1.2 tons of asbestos containing wastes were removed from the contiguous property and disposed of at a landfill. The contiguous property was also listed on the LUST database for a leaky underground storage tank. The Los Angeles RWQCB was the lead agency responsible for monitoring and oversight. The RWQCB issued case closure in 1996.

Seven environmental sites, listed on the LUST, Cortese, LOS ANGELES CO. HMS, SLIC, WIP, SWRCY, RCRA-SQG, FINDS, Historical Cleaners, HAZNET, EMI, UST, CA FID UST, SWEEPS UST, HIST UST, CA WDS and ERNS databases, are located nearby the Proposed Project Site. A listed environmental concern site is the George C. Page Museum (La Brea Tar Pits), located approximately 200 feet to the west. Another listed contaminated site to the subject property is California Federal Plaza Service Station, located approximately 200 feet to the south. A case was opened by the Regional Water Quality Control Boards

in 1993 for a leaky underground storage tank. No specific contaminants of concern were reported. The RWQCB was the lead agency responsible for oversight and issued case closure in 1998. It is considered unlikely that the soil or groundwater beneath the Project Site is impacted by the releases identified on the government environmental databases.

Landfills

The Major Waste System maps for Los Angeles County, the Solid Waste Information Systems (SWIS), and the Waste Management Unit Database (WMUD) were reviewed to identify landfills and transfer stations located near the property. Map no. 114-157 and the EDR database report indicate no landfills or transfer stations located within a 2,000-foot radius of the subject property. No active hazardous waste landfills are located within Los Angeles County.

Interviews

An Environmental Field Interview Questionnaire was completed on November 26, 2012 by key site manager Richard Corey. With the exception of the project's location in a Methane Zone, no potential environmental concerns were identified based on the interview responses.

Site Inspection

A Site reconnaissance of the Project Site and adjacent properties was conducted on November 21, 2012 in order to obtain information indicating the likelihood of Recognized Environmental Concerns (RECs) at the Site and adjacent sites as specified in ASTM Standard Practice E1527-05 sections 8.4.2, 8.4.3 and 8.4.4. The Project Site is developed with an asphalt paved parking areas, a five-story parking structure, planters, landscaping, and a trash storage enclosure. No RECs were observed during the site inspection.

Storage Tanks

No evidence of existing aboveground or underground storage tanks, clarifiers, sumps, or grease interceptors was observed on the Project Site at the time of the Site reconnaissance.

Asbestos-Containing Materials

The Proposed Project Site contains a five-story parking structure. However, the structure is built of steel-reinforced concrete with metal railings used throughout the stairwells. Consequently, no building components containing suspect asbestos containing materials were identified during the site inspection.

Lead-Based Paint

The Proposed Project Site contains a five-story parking structure. However, the structure is built of steel-reinforced concrete with metal railings used throughout the stairwells. Consequently, no building components containing suspect lead-based paint were identified during the Site inspection.

Solid Waste Disposal

Trash bins are located within an enclosure located at the northwest corner of the Project Site. No evidence of spills and/or staining was observed on the pavement beneath the bins. No evidence of onsite disposal or landfill of solid waste material was observed on the Project Site at the time of the Site reconnaissance.

Poly-Chlorinated Biphenyl's (PCBs)

No evidence of PCB containing transformers or equipment was observed on the Project Site at the time of the Site reconnaissance.

Heating/Cooling Equipment

The Proposed Project Site contains a five-story parking structure. However, the structure is open-air and not equipped with a mechanical ventilation system. No heating and cooling equipment was observed at the time of the Site reconnaissance.

Radon

According to the U.S. Environmental Protection Agency (EPA), the Project Site, being located in Los Angeles County, is situated within Radon Zone 2, with a predicted average indoor radon screening level between 2 and 4 picoCuries per Liter (pCi/L, moderate potential). Based on the January 2005 Radon Potential Zone Map for Southern Los Angeles County, published by the California Department of Health Services (DHS)²⁷, the Project Site is located in an area of low potential (six percent) for indoor radon levels above the 4.0 pCi/L action level. Therefore, impacts would be less than significant.

Wells

No evidence of dry wells, irrigation wells, injection wells, abandoned wells, monitoring wells or other wells was observed on the Project Site at the time of the Site reconnaissance.

²⁷ *Radon Potential Zone Map for Southern Los Angeles County, John G. Parrish, PhD., Sate Geologist, website: http://www.consrv.ca.gov/cgs/minerals/hazardous_minerals/radon/SR182Map.pdf, accessed January 11, 2013.*

Odor

No evidence of strong, pungent or noxious odors was noted on the Project Site at the time of the Site reconnaissance.

Stressed Vegetation

No evidence of stressed vegetation was observed on the Project Site at the time of the Site reconnaissance.

Staining or Residue

No evidence of staining or residue was observed on the Project Site at the time of the Site reconnaissance.

Pits, Ponds, or Lagoons

No evidence of pits, ponds, and/or lagoons was observed on the Project Site at the time of the Site reconnaissance.

Other Conditions of Concern

No other conditions of environmental concern regarding potential sources for soil and groundwater contamination were observed on the Project Site at the time of the Site reconnaissance.

Methane

The Project Site is located within the Salt Lake Oil Field and a "Methane Zone" as designated by Los Angeles Department of Building and Safety (LADBS).²⁸ Due to the potential environmental risk associated with Methane Zones, the property owner is required to conduct a methane assessment prior to the redevelopment of the Project Site (Division 71 of the Los Angeles Building Code).

An elevated concentration (40%) of methane gas was detected beneath the property during the soil-gas testing performed by California Environmental on November 21 and 26, 2012. As such a potential vapor encroachment condition (p-VEC, oil field-related gases), associated with a regional oil field exists at the property. In compliance with Division 71 of the Los Angeles Building Code the future structure will be required to have an LA City approved methane mitigation system (Design Level V).

²⁸ *Environmental Site Assessment Phase I and Methane Soil Testing, Proposed Office Development Project, Commercial Property, Portion of APN 5508-015-007, 5711 Wilshire Boulevard, Los Angeles, CA 90036, by California Environmental Geologists and Engineers, dated January 2013.*

As discussed in Section 8(a), no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the Proposed Project. Thus, there would not be a significant hazard related to accidental release of hazardous materials into the environment once the Project is occupied.

With implementation of the following mitigation measures, Project impacts associated with hazards and hazardous materials would be less than significant.

Mitigation Measures

HAZ-1 The Applicant shall ensure the following construction Best Management Practices (BMPs) are incorporated:

Hazardous materials shall be contained, stored, and used in accordance with manufacturer's instructions and handled in compliance with all applicable standards and regulations.

HAZ-2 As the Project Site is within a methane zone, the site shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the project Applicant. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

The closest schools to the Project Site are Cathedral Chapel School (755 S. Cochran Avenue), located approximately one-half mile southeast of the Project Site and Hancock Park Elementary School (408 S. Fairfax Avenue), located approximately one-half mile northwest of the Project Site. However, as stated in 8(a), above, the Proposed Project would use, at most, minimal amounts of hazardous materials for routine cleaning and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. Further, with implementation of Mitigation Measure HAZ-1 potential impacts due to the release of hazardous materials during construction would also be less

than significant. Therefore, the Proposed Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

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

No Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

As discussed in Section 8 (b), the Project Site is not on a list of hazardous materials sites. In addition, the Project Site is not a City designated Hazardous Waste / Border Zone Property.²⁹ Therefore no impact would occur related to hazardous materials sites.

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. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The closest public airports to the Project Site are the Burbank Airport, Santa Monica Airport and the Los Angeles International Airport (LAX). However, none of these airports are located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area.³⁰ Therefore, no impact would occur.

29 City of Los Angeles Department of Planning, *Zone Information and Map Access System*, 5701 W. Wilshire Blvd (et al), website: <http://zimas.lacity.org/>, November 28, 2012.

30 City of Los Angeles Department of Planning, *Zone Information and Map Access System*, 5701 W. Wilshire Blvd (et al), website: <http://zimas.lacity.org/>, November 28, 2012.

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

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard.

The Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved possible interference with an emergency response plan or emergency evacuation plan.

According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The degree to which a project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

The Proposed Project is not located on or near an adopted emergency response or evacuation route.³¹ The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur if the project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the areas in the event of a fire.

³¹ City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps: Safety Element Exhibit H: Critical Facilities & Lifeline Systems in the City of Los Angeles, April 1995*, website: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed January 8, 2023.

The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Fire High Fire Hazard Severity Zone (VHFHSZ).³² Therefore, no impacts from wildland fires would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. As with the Proposed Project, with respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with related projects. Therefore, with compliance with local, state and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less than significant cumulative impacts with respect to hazardous materials.

9. HYDROLOGY AND WATER QUALITY

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The Los Angeles Regional Water Quality Control Board (LARWQCB) issued a Municipal Storm Water NPDES Permit (No. CAS004001) in December 2001 that requires new development and redevelopment

32 City of Los Angeles Department of Planning, *Zone Information and Map Access System*, 5701 W. Wilshire Blvd (et al), website: <http://zimas.lacity.org/>, November 28, 2012.

projects to incorporate storm water mitigation measures. Under the Municipal Storm Water NPDES Permit, redevelopment is defined as any land-disturbing activity that “results in the creation, addition, or replacement of 5,000 sf or more of impervious surface area on an already developed site.”³³ Depending on the type of project, either a Standard Urban Stormwater Mitigation Plan (SUSMP) or a Site Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. Site Specific Mitigation Plans are required for the following uses:

- Single-Family Hillside Residences over one acre
- Housing developments (including single-family homes, multi-family homes, condominiums, and apartments) of ten or more units
- Industrial/Commercial developments of one acre or more of impervious surface area
- Automotive service facilities (SIC 5013, 5014, 5541, 7532-7534, and 7536-7539)
- Retail gasoline outlets
- Restaurants (SIC 5812)
- Parking lots with 5,000 square feet or more of surface area, including accessory driveways, or with 25 or more parking spaces
- Projects located in, adjacent to, or discharging directly to a designated Environmentally Sensitive Area (ESA)

The Proposed Project would not involve any of these uses. Therefore, the Proposed Project would not be required to implement a Site Specific Mitigation Plan.

The Proposed Project does not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe).

City’s Stormwater Low Impact Development (LID) Ordinance that was adopted by the Los Angeles Board of Public Works on July 1, 2011 and by the Los Angeles City Council on September 27, 2011; it became effective on May 12, 2012.

The LID Ordinance applies to all development and redevelopment in the City of Los Angeles that requires a building permit. The Ordinance requires adherence to the requirements listed in the 4th Edition of the Development Best Management Practices Handbook – Part B. As a redevelopment project, the Proposed Project would be required to comply with section 3.1.3, which requires that a LID Plan be prepared that includes the following provisions:

1. Stormwater runoff will be infiltrated, evapotranspired, captured and used, and/or treated through high removal efficiency Best Management Practices onsite, through stormwater

³³ *Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP)*. Los Angeles County Department of Public Works. September 2002 website: http://dpw.lacounty.gov/wmd/npdes/SUSMP_MANUAL.pdf accessed April 16, 2013.

management techniques as identified in the 4th Edition of the Development Best Management Practices Handbook – Part B, Section 4.1. The onsite stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, and/or treat through a high removal efficiency biofiltration/biotreatment system, without any stormwater runoff leaving the site to the maximum extent feasible, for at least the volume of water produced by the water quality design storm event that results from:

- The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area using a 48 to 72-hour drawdown time, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or
 - The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook – Industrial/Commercial, (2003); or
 - The volume of runoff produced from a 0.75 inch storm event.
2. Pollutants shall be prevented from leaving the development site for a water quality design storm event as defined above unless it has been treated through an onsite high removal efficiency biofiltration/biotreatment system.
 3. Hydromodification impacts shall be minimized to natural drainage systems.

Following the implementation of the LID Plan, impacts to water quality standards or waste discharge requirements would be less than significant.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on groundwater level if it would:

- Change potable water levels sufficiently to:
 - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
 - Reduce yields of adjacent wells or well fields (public or private); or

- Adversely change the rate or direction of flow of groundwater; or
- Result in demonstrable and sustained reduction in groundwater recharge capacity.

As previously discussed, the depth to perched groundwater³⁴ beneath the Project Site is approximately 5-10 feet bgs. While a potable groundwater resource occurs in the Exposition Aquifer that is present at a depth of approximately 125 feet below the ground surface, because of the natural alluvial deposits consisting of interbedded silts, clays, and sands that underlie the property and the current level for development which covers nearly 90% of the Proposed Project Site, existing groundwater recharge from the Project site is considered to be negligible. Further, no groundwater production wells are located within one mile of the property.³⁵ Due to the proximity of perched groundwater, dewatering may be required during Project construction. However, because dewatering would only occur temporarily, as needed during construction, no long-term impacts are anticipated.

Construction of the Proposed Project would be required to comply with the City of Los Angeles UBC and the 2010 California Building Code. With compliance with existing regulations, implementation of all site-specific requirements identified in the Geotechnical Report and by a qualified structural engineer (as required by Mitigation Measure GEO-1), and implementation of an approved LID Plan, impacts associated with the depletion of groundwater supplies or interference with groundwater recharge would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in erosion or siltation during construction or operation of a project. As stated previously, the Project Site is almost entirely covered by impervious surfaces and most of the runoff flows to the local stormdrain system during a storm event. As noted, the Proposed Project would not increase the amount of impervious surfaces at the site, the amount of runoff from the site would not substantially change, and all the runoff associated with the Proposed Project would be either directed to landscaped areas or directed to the existing stormdrain system and

³⁴ *Perched groundwater is an isolated body of groundwater that is resting above and separated from the main water table by an 'aquiclude', i.e., an impermeable body of rock or stratum of sediment that acts as a barrier to the flow of groundwater. websites, http://www.superglossary.com/Definition/Geology/Perched_Groundwater.html & <http://www.thefreedictionary.com/aquiclude>, accessed April 19, 2013.*

³⁵ *Environmental Site Assessment Phase I and Methane Soil Testing, Proposed Office Development Project, Commercial Property, Portion of APN 5508-015-007, 5711 Wilshire Boulevard, Los Angeles, CA 90036, by California Environmental Geologists and Engineers, dated January 2013, page 11.*

would not encounter unprotected soils. During project construction, a temporary alteration of the existing on-site drainage pattern may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed via an approved LID Plan as discussed under Section 9(a) above. As such, any alteration of the existing drainage pattern would not result in substantial erosion or siltation on- or off-site and project impacts related to this issue would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water hydrology if it would:

- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

The Project Site is located in a highly urbanized area and is served by existing City storm drain infrastructure. The Project Site, under current conditions, is almost entirely covered with impermeable surfaces. Furthermore, the Project Site is not located adjacent to any stream or river, and project runoff would continue to drain into existing City storm drain infrastructure, particularly in light of the implementation of an approved LID Plan. Therefore, the Proposed Project would not have the potential to result in flooding due to altered drainage patterns and impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the project site were to increase to a level which exceeds the capacity of the storm drain system serving the project site. A project-related significant adverse effect would also occur if the

project would substantially increase the probability that polluted runoff would reach the storm drain system.

Construction-Related Project Impacts

Three general sources of potential short-term construction-related stormwater pollution associated with the Proposed Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures, also sometimes called Best Management Practices (BMPs), can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze or other fluids on the construction site are also common sources of stormwater pollution and soil contamination.

Grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants. During construction, the Applicant shall be required to implement all applicable and mandatory BMPs in accordance with the approved LID Plan and the City of Los Angeles Stormwater Management Program. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to a less than significant level.

Operation-Related Project Impacts

Activities associated with operation of the Proposed Project would generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by cars in the parking garage could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the Proposed Project must comply with water quality standards and wastewater discharge BMPs set forth by the City of Los Angeles, the SWRCB and the Proposed Project's approved LID Plan. Compliance with existing regulations and the approved LID Plan would reduce the potential for the Proposed Project to exceed the capacity existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff impacts to a less than significant level.

f) Would the project otherwise substantially degrade water quality?

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

Other than the sources discussed above, as described in Sections 8(a) and 8(e), the project does not include other potential sources of contaminants which could potentially degrade water quality. Therefore, the project would not degrade water quality. No impact would occur.

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

No Impact. This question would apply to the project only if it were placing housing in a 100-year flood zone.

The Project Site is not in an area designated as a 100-year flood hazard area.³⁶ Therefore, the Project would not have risks of flooding. No impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if the project was located within a 100-year flood zone, which would impede or redirect flood flows.

As mentioned in Section 8(g), the Project Site is not in an area designated as a 100-year flood hazard area.³⁷ The Project Site is located in a highly urbanized area and would not have the potential to impede or redirect floodwater flows. No impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which

³⁶ City of Los Angeles Bureau of Engineering, *Navigate LA*, website: http://navigate.lacity.org/common/mapgallery/pdf/la_flood_haz_map.pdf, Accessed January 8, 2013

³⁷ *Ibid.*

is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

The Project Site is not located within a potential inundation area.³⁸ As such, there would be no impacts related to potential inundation from the failure of a levee or dam.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Project Site is located at least 11 miles from the Pacific Ocean and is not in the vicinity of any other major water bodies; therefore, risks associated with seiches or tsunamis would be considered extremely low at the Project Site. Furthermore, the Project Site is located in the highly urbanized Wilshire Center community of the City, where little open space exists. Therefore, the potential for mudflows to impact the Project Site would also be highly unlikely. As such, there would be no impacts related to risk of loss, injury, or death by seiche, tsunami, or mudflow.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

Potentially Significant Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and

³⁸ City of Los Angeles Department of City Planning, *General Plan, Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, March 1994*, website: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>, accessed January 8, 2013.

- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if the project is inconsistent with the General Plan or zoning designations currently applicable to the project site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans;

This potential impact shall be evaluated in an EIR.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a project-related significant adverse effect could occur if the project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in an area which has been previously developed with commercial uses, and is also within a heavily urbanized area of Los Angeles. Therefore the Project would not have the potential to cause such effects.

11. MINERAL RESOURCES

a) Would the project 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. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is currently developed with a surface parking lot and parking structure. The State of California Division of Oil, Gas and Geothermal Resources (DOGGR) online mapping systems indicates the Project Site is within the boundary of the Salt Lake Oil Field. DOGGR Map No. 118 indicates that the Project Site is located within the southern portion of the Salt Lake Oil Field. Most of the wells within the Salt Lake Oil Field have been abandoned. There are no nearby active oil wells to the Project Site. The nearest oil well to the Project Site is the abandoned well, Chevron “Salt Lake 406” located on an offsite property, approximately 400 feet to the northeast. Numerous abandoned oil wells are located beneath the Park La Brea development, north of the property in the vicinity of 6th Street.³⁹ According to the Los Angeles City General Plan Safety Element Exhibit E, Oil Field and Oil Drilling Areas, the Project Site is not located near or in any oil field or major oil drilling area, and according to the City General Plan Conservation Element Exhibit A, the Project Site is not located near or in any mineral resources zone. The Proposed Project would not result in the permanent loss of, or loss of access to, a mineral resource. Therefore, no impacts would occur in association with the Project.

³⁹ *Environmental Site Assessment Phase I and Methane Soil Testing, Proposed Office Development Project, Commercial Property, Portion of APN 5508-015-007, 5711 Wilshire Boulevard, Los Angeles, CA 90036, by California Environmental Geologists and Engineers, dated January 2013.*

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

No Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur if the project site is located in an area used or available for extraction of a locally-important mineral resource, or if the project development would convert an existing or future locally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for locally-important mineral resource extraction. According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

Because the Project Site is subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code), it is subject to development standards for the various districts in the City of Los Angeles. The Project Site is not zoned for oil extraction and drilling or mining of mineral resources, and there are no such sites at the Project Site.

The Project would involve the development of a commercial building and additions to an associated parking structure, and would not involve any new oil or mineral extraction activities. Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Thus, no impact associated with mineral resources would occur.

12. NOISE

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

Potentially Significant Impact. Although not specified in the City of Los Angeles *LA CEQA Thresholds Guide 2006*, a significant impact may occur where a project would not comply with the City of Los Angeles General Plan Land Use Compatibility Standards for Noise or the City of Los Angeles Noise Ordinance (Municipal Code Ordinance No. 144,331).

This potential impact shall be evaluated in an EIR.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and in the U.S. is referenced as vibration decibels (VdB).

The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Railway Administration's vibration impact thresholds for sensitive buildings. These thresholds are 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences). No thresholds have been adopted or recommended for commercial and light industrial uses.

This potential impact shall be evaluated in an EIR.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. A significant impact may occur if the project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. Based upon the criteria established in the City of Los Angeles' *Draft L.A. CEQA Thresholds Guide*, a project would typically have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact.

This potential impact shall be evaluated in an EIR.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. A significant impact may occur if the project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the project. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA [CNEL] or more at a noise sensitive use;

- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA [CNEL] or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5dBA [CNEL] at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

This potential impact shall be evaluated in an EIR.

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater.

The closest public airports to the Project Site are the Burbank Airport and the Los Angeles International Airport (LAX). However, the Project Site is not located within two miles of a public airport and furthermore, the Project Site is not in an airport land use plan area.⁴⁰ Therefore, no impact would occur.

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. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater. This question would apply to a project only if the project site were in the vicinity of a private airstrip and would subject area residents and workers to substantial noise levels from aircraft operations.

The Project Site is not located in the vicinity of a private airstrip. No such facilities are located in the vicinity of the Project Site, and as such, no impact would occur.

⁴⁰ City of Los Angeles Department of Planning, *Zone Information and Map Access System, 5701 W. Wilshire Blvd (et al)*, website: <http://zimas.lacity.org/>, November 28, 2012.

13. POPULATION AND HOUSING

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

Less Than Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude. As part of its comprehensive planning process for the Southern California region, the SCAG has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which combines all areas, including those which are other incorporated cities (i.e. Beverly Hills, Culver City, San Fernando, Santa Monica and West Hollywood) and those areas not within the boundaries of an incorporated city (i.e. those pockets of land remaining under Los Angeles County jurisdiction) within the wider boundaries of the City of Los Angeles. In 2008, the City of Los Angeles Subregion had an estimated permanent population of approximately 3,770,500 persons and approximately 1,309,900 residences.⁴¹ By the year 2020, SCAG forecasts an increase to 3,991,700 persons, a 5.8 percent increase, and 1,455,700 residences, an 11.7 percent increase. Because population and housing impacts are most importantly recognized at the local level, analyzing housing and population characteristics by Community Plan Area (CPA) can be a more accurate method of predicting potential impacts. The Project Site is located within the Wilshire CPA. The Proposed Project's impacts with respect to population and housing are discussed below.

Population

The construction of the Proposed Project would not include any residential uses. As such, the Proposed Project would not introduce permanent residents to the Wilshire CPA. Therefore, the Project would have no impact on population growth. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

The construction of the Proposed Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process. Project-related construction workers would not be likely to relocate their household's place of residence as a consequence of working on the Proposed Project and, therefore, no permanent residents would be generated as a result of the construction of the Proposed Project.

⁴¹ SCAG, *Adopted 2012 RTP Growth Forecast, by City*, website: <http://www.scag.ca.gov/forecast/index.htm>, accessed January 8, 2013.

The commercial component of the Proposed Project would generate approximately 888 jobs.⁴² While new employment opportunities would be created with the project, most of the expected employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. It is possible that some of the future employees would be permanent residents to the area; however, it is unlikely that this growth would be substantial in the context of the growth forecasted for the City of Los Angeles or the Wilshire CPA. Thus, any impacts on area population growth would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Housing

The Proposed Project does not include a residential component and there are no existing residential uses on the Project Site that would be demolished as part of the Project; therefore, the Proposed Project would not exceed any housing projections for the region, city, or CPA. Therefore, no impact would occur with respect to housing projections. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing, necessitating construction of replacement housing elsewhere. The Project Site is currently occupied by a surface parking lot and parking structure. The existing Project Site does not contain any existing housing; therefore, development of the Proposed Project would not demolish any existing housing and would not require construction of replacement housing. No impact would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing residents, necessitating the construction of replacement housing elsewhere. Based on the existing on-site uses, no people currently reside on the Project Site. Therefore, no people would be displaced by the Proposed Project and no impact would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

⁴² Assumes 3.4965 employees per 1,000 sf of office uses. Source: School Fee Justification Studies for Los Angeles Unified School District, September 2002.

Cumulative Impacts

Less Than Significant Impact. As discussed above, the Proposed Project would not result in any significant impacts to population growth or housing. Regardless of any potential impacts that could occur as a result of development of the related projects, the Proposed Project would not contribute to any cumulative impacts related to population and housing. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

14. PUBLIC SERVICES

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

(i) **Fire protection?**

Less Than Significant Impact. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Proposed Project would include the construction of a new 13-story, approximately 253,962 square-foot commercial office building and the addition of two new levels of parking (approximately 162,768 square feet) to an existing five-level parking structure. Therefore, the Proposed Project could potentially increase the demand for LAFD services.

The Proposed Project site is within the service area of LAFD Battalion 18, which covers the communities of Palms, Cheviot Hills, South Robertson, South Carthay, West Los Angeles, Park La Brea, Fairfax, Miracle Mile, (west) Hancock Park, Mid-City, Lafayette Square, Century City, Rancho Park, the Crenshaw District and Baldwin Hills. There are six fire stations: Fire Station 43, Fire Station 58, Fire Station 61, Fire Station 68, Fire Station 92 and Fire Station 94 under the direction of Battalion 18.

The Proposed Project is approximately 0.6 mile from Fire Station No. 61, located at 5821 W. Third Street in the Fairfax Area. The station also serves as the headquarters for Battalion 18. Fire Station No. 61 has an Engine and Task Force Truck Company, two paramedic rescue ambulances, and a staff of 14. Fire Station No. 29, which is under the command of Battalion 11, is approximately 2.3 miles from the Project Site, located at 4029 Wilshire Boulevard. Fire Station No. 29 is equipped with an Engine and two Trucks, two paramedic rescue ambulances, and a staff of 14.⁴³

The LAFD has a fire station within 1.5 miles, which houses a truck and engine company. Further, the LAFD has stated that no special concerns related to the Proposed Project.⁴⁴ Therefore, since the LAFD could adequately serve the project without the addition of a new or expanded station, the impact related to fire protection would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. On this basis, it is expected that cumulative impacts on fire protection would be less than significant.

(ii) Police protection?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD

⁴³ Written (via email) correspondence from Captain Luke Milick, Los Angeles Fire Department, February 14, 2013.

⁴⁴ Written (via email) correspondence from Captain Luke Milick, Los Angeles Fire Department, February 14, 2013.

services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and

- Whether the project includes security and/or design features that would reduce the demand for police services.

The LAPD Wilshire Community Police Station serves the Project Site under the jurisdiction of the West Bureau which serves the communities of Arlington Heights, Brookside Park, Carthay Circle, Country Club Park, Fairfax, Greater Wilshire, Hancock Park, Harvard Heights, Larchmont Village, Little Ethiopia, Mid-City, Mid-Wilshire, Miracle Mile, Olympic Park, Park La Brea, South Carthay, Wellington Square, Western Heights, Wilshire Center, Wilshire Vista, Windsor Square.⁴⁵ The Wilshire Community Police Station is located at 4861 West Venice Boulevard, approximately 1.3 miles southeast of the Project Site.

The Proposed Project would include the construction of a new 13-story, approximately 253,962 square-foot commercial office building and the addition of two new levels of parking (approximately 162,768 square feet) to an existing five-level parking structure. The Proposed Project would incorporate crime prevention measures into Project design as well as implement comprehensive safety and security measures, including adequate and strategically positioned functional lighting to enhance public safety. Additionally, the Proposed Project would undergo plan review by the LAPD as part of the LADBS plan check process and provide guidance on design features that would minimize the opportunity for crime, which would minimize demand police protection services. Given the already highly urbanized nature of the surrounding area, development of the Proposed Project is not expected to require the construction of a new or expanded police station. Therefore, the impact related to police protection would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further

⁴⁵ Los Angeles Police Department website: http://www.lapdonline.org/wilshire_community_police_station, Accessed April 16, 2013.

decrease the demand for police protection services. Therefore, a less-than-significant cumulative impact on police protection services would occur.

(iii) Schools?

No Impact. A significant impact may occur if a Proposed Project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the schools serving the project site. The Proposed Project is in an area that is currently served by several Los Angeles Unified School District (LAUSD) public schools, as well as several private schools and after-school programs.

The Proposed Project would redevelop an existing commercial site in a highly urbanized area in the Miracle Mile district. The Proposed Project would not generate any permanent residents. The approximately 888 people that would be employed by the project's 253,962 square foot commercial uses are not anticipated to generate significant numbers of new students that would be introduced to project area schools. Using figures from the LAUSD Commercial/Industrial Development School Fee Justification Study completed in September 2002, it is estimated that the project commercial uses would generate a total of 23 students throughout the City of Los Angeles, of which approximately four would be elementary students (based on 0.0156 students per 1,000 square feet of commercial use), two would be a middle school student (based on 0.0070 students per 1,000 square feet of commercial use), and 17 would be high school students (based on 0.067 students per 1,000 square feet of commercial use). As such, the Proposed Project would not exceed the capacity of any existing or proposed schools. Furthermore, although the Proposed Project's impact to schools would be less than significant, the payment of school fees in conformance with SB 50 would be mandatory, and therefore no impact would occur with respect to schools. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project would not generate any new permanent residents who would introduce new students into project area schools, but the Proposed Project's commercial use may generate approximately 23 new students. As a result of the development of the project in combination with the related projects, it is anticipated that a cumulative increase in the demand for school services would occur. The evaluation of related project's impacts on schools would be conducted on a project-by-project basis in conjunction with each individual project proposal. It is likely that the small number of students generated by the Proposed Project's commercial use, as well as some of the students generated by the related projects, would already reside in areas served by the LAUSD and be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all the students generated by the Proposed Project commercial use and the related projects would be new to the LAUSD.

Additional schools are being constructed in the Project area. However, there is no excess capacity to house the projected student enrollment and the construction of the new schools may not alleviate overcrowding. Therefore, to be conservative, it is concluded that the LAUSD schools that would serve the Proposed Project and the related projects would operate over capacities with cumulative student generation, and new or expanded schools could be needed. However, as mandated by state law, the Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees which a developer may be required to pay to mitigate a project's impact on school facilities. As such, the applicants of the related projects, in addition to the Proposed Project, would be required to pay a school fee to the LAUSD to help reduce cumulative impacts on school services. Compliance with the provisions of SB 50 is deemed to provide full and complete mitigation of school facilities impacts. The Proposed Project as well as the related projects would be required to pay these fees as applicable. Therefore, the full payment of all applicable school fees would reduce potential cumulative impacts to schools to less than significant levels.

(iv) Parks?

No Impact. A significant impact to parks may occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts.

The City of Los Angeles Department of Recreation and Parks manages all municipally owned and operated recreation and park facilities within the City. Within the Wilshire CPA, there are approximately 39 acres of neighborhood, community, and regional parks (not including the 20-acre, seven-building LACMA campus and Hancock Park).⁴⁶

The following parks are located within a two-mile radius of the Proposed Project:

- LACMA Campus and Hancock Park, 5801 Wilshire Boulevard;
- Pan Pacific Park, 7600 Beverly Boulevard;
- Carthay Circle Park, 6356 Commodore Sloat Drive;
- Harold A. Henry Park, 4332 West 9th Street;
- LA High Memorial Park, 4625 West Olympic Boulevard;
- Genesee Avenue Park, 2305 South Fairfax Avenue; and

⁴⁶ City of Los Angeles, *Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Table R-1: City Parks in each CPA, January 19, 1995, page 2.14-3, website: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.14.pdf, accessed January 14, 2013*

- Victoria Park, 1384 West Boulevard.

The following recreation centers are located within a two-mile radius of the Proposed Project:⁴⁷

- Pan Pacific Recreation Center, 7600 Beverly Boulevard;
- Queen Anne Recreation Center, 1240 West Boulevard;
- Fairfax Senior Center, 7929 Melrose Avenue; and
- Claude Pepper Senior Center, 1762 S. La Cienega Boulevard.

In general, employees of commercial sites are less likely to patronize parks during working hours as they are more likely to use parks and recreational facilities near their homes during non-work hours. The Proposed Project would not introduce any permanent residents to the Project area. As such, the Project would not be anticipated to increase the demand for parks in the vicinity. Therefore, no impact would occur with respect to demand for parks. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. As discussed above, the Proposed Project would not generate any permanent residents that would increase demand for parkland in the project area. As such, the Proposed Project would not have the potential to combine with the related projects to increase the demand for parks in the Project area. With respect to the related projects, the evaluation of impacts to parks would be conducted on a project-by-project basis in conjunction with the development proposals for each project. However, it is anticipated that the related residential projects would be required to dedicate onsite parkland and/or pay Quimby or Parkland Fees to alleviate their impacts to parks, which would generally reduce impacts to a less than significant level. Therefore, the Proposed Project would not combine with the related projects to create a cumulatively considerable impact to parks or recreational facilities, and the cumulative park impacts would be less than significant.

(v) Other public facilities (including roads)?

No Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the project site, necessitating a new or physically altered library, the construction of which would have significant physical impacts on the environment. The impact of a project on library services is based mainly on the future residential population that would be served by

⁴⁷ City of Los Angeles Department of Parks and Recreation, Center Locator, website: <http://routemap.lacity.org/rp/rp.htm>, accessed January 14, 2013.

the library. The project area is served by the Los Angeles Public Library's Fairfax Branch Library, located at 161 S. Gardner Street, approximately 0.6 miles north of the Project Site.⁴⁸ This branch is within the City's standard two-mile radius of the Project Site.⁴⁹ The Proposed Project, which would provide approximately 253,962 square feet of commercial uses, would not introduce any permanent residents to the Project area, and as such, would not be anticipated to increase the demand for library facilities in the vicinity; in general, employees of commercial sites are less likely to patronize libraries during working hours, as they are more likely to use library facilities near their homes during non-work hours. Therefore, no impact would occur with respect to library demand. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. As discussed above, the Proposed Project would not generate any permanent residents that would increase library demands in the project area. As such, the Proposed Project would not have the potential to combine with the related projects to increase the demand for library facilities in the Project area. With respect to the related projects, the evaluation of impacts to libraries would be conducted on a project-by-project basis in conjunction with the development proposals for each project, and mitigation measures required would be implemented to reduce any potentially significant impacts. As the Proposed Project would not combine with residential related projects to create a cumulative demand for library facilities in the Project area, cumulative library impacts would be less than significant.

15. 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?

No Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities.

⁴⁸ City of Los Angeles Public Library, Branch Libraries: Fairfax Branch Library, website: <http://www.lapl.org/branches/11.html>, accessed January 14, 2013.

⁴⁹ City of Los Angeles, Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Figure L-1, page 2.13-8, January 1995, website: http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEI R2.13.pdf, accessed January 14, 2013.

The Proposed Project would provide approximately 253,962 square feet of commercial uses. As such, the Proposed Project would not introduce permanent residents to the Project area. Therefore, the Proposed Project would not increase the use or deterioration of parks and recreational facilities in the vicinity, and no impact would occur with respect to the deterioration of park or recreational facilities. No additional mitigation measures would be required and no further analysis of this issue in an environmental impact report is necessary.

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?

No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities, the construction of which would have a significant adverse effect on the environment.

The Proposed Project would provide approximately 253,962 square feet of commercial uses. As such, the Proposed Project would not introduce permanent residents to the project area and the Proposed Project would not increase the demand for park and recreational facilities in the vicinity. Furthermore, the Proposed Project does not include nor would it necessitate a park or recreational facility component, the construction of which could have an adverse environmental impact. Therefore, no impact would occur with respect to the construction or expansion of recreational facilities. No mitigation measures would be required and no further analysis of this issue in an environmental impact report is necessary.

Cumulative Impacts

Less Than Significant Impact. As analyzed in the cumulative impact section of Question 14(a)(iv), the Proposed Project would not generate any permanent residents that would necessitate parkland or recreational facilities in the Project area. As such, the Proposed Project would not have the potential to combine with the related projects to increase the demand for parks or recreational facilities in the Project area. With respect to the related projects, the evaluation of impacts on recreational facilities would be conducted on a project-by-project basis in conjunction with the development proposals for each project. However, it is anticipated that the related residential projects would be required to dedicate onsite parkland and/or pay Quimby or Parkland Fees to alleviate their impacts to parks and recreational facilities, which would generally reduce impacts to a less than significant level. As the Proposed Project would not combine with residential related projects to create a cumulative demand for new, or deterioration of existing recreational facilities in the project area, cumulative recreational facility impacts would be less than significant.

16. TRANSPORTATION AND TRAFFIC

- a) **Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Potentially Significant Impact. A significant impact would occur if the change in traffic volumes at the study-area intersections associated with project equals or exceeds the thresholds of significance adopted by the City of Los Angeles. These thresholds are based on the Critical Movement Analysis (CMA) method and Levels of Service (LOS). The CMA procedure uses a ratio of the traffic volume to the intersection capacity to define the proportion of an hour necessary to accommodate all the traffic moving through the intersection. The CMA procedure adds the highest combination of conflicting traffic volume (V) at an intersection and divides the sum by the intersection capacity value for a V/C ratio. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. V/C ratios provide an ideal means for quantifying intersection operating characteristics for planning purposes. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to estimate the level of congestion generally accepted by drivers and to grade the stability of traffic flow. Definitions of the LOS grades are shown in Table IV-1.

**Table IV-1
V/C Level of Service Definitions**

Level of Service	Definition	Equivalent V/C
A	<u>EXCELLENT</u> - Free flow conditions with low traffic density.	0.00 - 0.60
B	<u>VERY GOOD</u> - A stable flow of traffic.	0.61 - 0.70
C	<u>GOOD</u> - Light congestion but stable, occasional backups behind left-turning vehicles.	0.71 - 0.80
D	<u>FAIR</u> -Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.81 - 0.90
E	<u>POOR</u> - At or near capacity with some long lines for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 - 1.00

**Table IV-1
V/C Level of Service Definitions**

Level of Service	Definition	Equivalent V/C
F	FAILURE - Jammed conditions with stoppages of long duration and long queues.	>1.00

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.

According to the standards adopted by the City of Los Angeles, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds as provided below in Table IV-2:

**Table IV-2
Significant Project Traffic Impact**

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	>0.700 – 0.800	Equal to or greater than 0.040
D	>0.800 – 0.900	Equal to or greater than 0.020
E, F	>0.900	Equal to or greater than 0.010

This potential impact shall be evaluated in an EIR.

- b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. A significant impact may occur if the project would cause a substantial change in freeway conditions or Congestion Management Program (CMP)-designated surface streets when compared to conditions without the project.

This potential impact shall be evaluated in an EIR.

- c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No impact. This question would apply to the project only if it involved an aviation-related use or would influence changes to existing flight paths.

The Project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in the Los Angeles Basin. Therefore, no impact would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions.

Vehicular access to the parking structure will be via two driveways with full movement access on both Curson Avenue and Masselin Avenue. Driveway location and design will be subject to LADOT approval at the time of building permit issuance which will ensure that City standards regarding sight lines and turning movements that provide for safe access for the project and surrounding uses are implemented. Therefore, Project driveways would not substantially increase hazards due to a design feature and impacts would be less than significant.

e) Would the project result in inadequate emergency access?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

This potential impact shall be evaluated in an EIR.

f) Would the project conflict with adopted polices, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site.

This potential impact shall be evaluated in an EIR.

17. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. For the purpose of this Initial Study, a significant impact may occur if a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency.

This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements.

The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the Project area. The Project will convey wastewater via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility, and, therefore, is subject to the state's wastewater treatment requirements. As such, wastewater from the Project Site is treated according to the wastewater treatment requirements enforced by the RWQCB, and no impact would occur.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;

- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the project site. The LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved.

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of approximately 50 to 150 mgd, depending on the season.⁵⁰ As shown in Table IV-3 (Estimated Average Daily Water Demand for the Proposed Project), the Proposed Project would consume a total of approximately 40,476 gallons per day (gpd) or 0.04 mgd of water. Consequently, implementation of the proposed project is not expected to measurably reduce the

⁵⁰ Los Angeles Department of Water and Power, *Urban Water Management Plan website*:
<http://www.ladwp.com/ladwp/cms/ladwp007157.pdf>.

LAAFP's capacity; therefore, no new or expanded water treatment facilities would be required. Therefore, with respect to water treatment facilities, impacts would be less than significant.

In addition to supplying water for domestic uses, the LADWP also supplies water for fire protection services, in accordance with Fire Code. The LAFD requires a water flow of 6,000-9,000 gpm flowing from four fire hydrants simultaneously for commercial development. The project site is served by existing water lines maintained by LADWP. There are currently no water service problems or deficiencies in the project area. However, if water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the applicant or LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate project vicinity. Therefore, potential impacts resulting from water infrastructure improvements, if any are required, would be less than significant.

As shown on Table IV-3 (Estimated Average Daily Water Demand for the Proposed Project), the average daily water demand for the Proposed Project is estimated to be approximately 40,476 gpd. The Proposed Project would be within the growth projections of the LADWP and it is, therefore, anticipated that the LADWP would be able to meet the Proposed Project's water demand. However, if water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed either by the applicant or by LADWP, and a disruption in service may occur. In addition, proper notification to LADWP customers would take place if a disruption in water service were to occur. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3) any foreseeable infrastructure improvements would be limited to the immediate project vicinity. Therefore, potential impacts resulting from water infrastructure improvements, if any are required, would be less than significant.

**Table IV-3
Estimated Average Daily Water Demand for the Proposed Project**

Land Use	Size	Consumption Rate ^a	Total Consumption (gpd)
Commercial Office	253,962 sf	144 gpd/1,000 sf	36,570 gpd
Parking	162,768	24 gpd/1,000 sf	3,906 gpd
Total Water Consumption			40,476 gpd
<i>Notes: gpd = gallons per day sf = square feet</i>			
<i>^a L.A. CEQA Thresholds Guide 2006, Exhibit M.2-12, Water consumption is assumed to be 120% of wastewater generation.</i>			

Furthermore, the Proposed Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. The LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or would be, available to treat the LADWP's projected water supply, as well as the LADWP's expected water sources. Compliance with water conservation measures, including Title 20 and 24 of the California Administrative Code would serve to reduce the projected water demand. Chapter XII of the LAMC comprises the City of Los Angeles Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the state level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. Therefore, the Proposed Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies.

Wastewater Treatment Facilities and Existing Infrastructure

The Los Angeles Bureau of Sanitation provides sewer service to the project area. The existing residential uses have sewer connections to the City's sewer system. Sewage from the project site is conveyed via sewer infrastructure to the HTP. Since 1987, the HTP has had capacity for full secondary treatment. Currently, the plant treats an average daily flow of 362 mgd, and has capacity to treat 450 mgd. This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.⁵¹ As shown in Table III-28 (Estimated Average Daily Wastewater Generation for the Proposed Project) below, the Proposed Project would generate 17,160 gpd of wastewater. The addition of only 17,160 gpd of wastewater to the HTP is less than one one-hundredth of one percent (<0.01%) of the remaining HTP capacity.

⁵¹ City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm.

Therefore, the HTP would have adequate capacity to serve the Proposed Project. As such, with respect to the capacities of wastewater treatment facilities, impacts would be less than significant.

Table IV-4
Estimated Average Daily Wastewater Generation for the Proposed Project

Land Use	Size	Generation Rate ^a	Total Generation
Commercial Office	253,962 sf	120 gpd/1,000 sf	30,475 gpd
Parking	162,768	20 gpd/1,000 sf	3,255 gpd
Total Wastewater Generation			33,720 gpd
Notes: gpd = gallons per day sf = square feet			
^a L.A. CEQA Thresholds Guide 2006, Exhibit M.2-12.			

With respect to wastewater infrastructure, wastewater service is provided to the project site by existing sewer lines maintained by the Bureau of Sanitation. Sewer infrastructure in the vicinity of the project site includes existing 8-inch lines in both Curson Avenue and Masselin Avenue for which no gauging information is available; however they each have a 50% Design capacity of 229,323 gpd.⁵² An 18-inch line runs through Wilshire Boulevard with a 50% Design Capacity of 4.18 million gallons per day; this line is currently gauging at 20% of capacity.⁵³ Based on the estimated wastewater generation of 33,720 gpd for the Proposed Project it is reasonable to assume that the existing sewer lines have sufficient capacity and would thus be able to accommodate the additional flow. The City will require detailed gauging and evaluation of the Proposed Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Applicant would be required, at its own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation, which would be a temporary action and would not result in any adverse environmental impacts. As such, no new or expanded wastewater infrastructure would be required to serve the Proposed Project and impacts would be less than significant.

c) Would the project 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?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities.

⁵² Written correspondence from Ali Poosti, Division Manager of Wastewater Engineering Services division, Los Angeles Department of Water and Power, March 28, 2013.

⁵³ *Ibid.*

As described in Section 9(e), the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site is and would continue to be collected on the site and directed towards existing storm drains in the vicinity. Therefore, the Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and no impact would occur.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Department of Water and Power's most current water management plan indicates that a sufficient water supply is expected to be available to serve the Proposed Project. Sufficient water supplies would be available to serve the Proposed Project from existing entitlements and resources, therefore, new or expanded entitlements will not be necessary. The Project will be required to incorporate the Department of Water and Power's water-saving Compliance Measures to ensure that the Project will have a less than significant impact on the City's water supply.

Standard Compliance Measures:

UTIL-1 The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early

morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

UTIL-2 In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:

- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff

UTIL-3 If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.

UTIL-4 Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.

UTIL-5 Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

UTIL-6 A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.

UTIL-7 Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

UTIL-8 Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.

UTIL-9 Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

As stated in Section 17(b), the sewage flow from operation of the Proposed Project would ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Proposed Project.⁵⁴ Therefore, impacts would be less than significant.

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether the project results in a significant impact on solid waste shall be made considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan

⁵⁴ Written correspondence from Ali Poosti, Division Manager of Wastewater Engineering Services division, Los Angeles Department of Water and Power, March 28, 2013.

(CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

It is assumed that the Applicant would contract with a local commercial solid waste hauler following completion of the Proposed Project. As is typical for most solid waste haulers in the greater Los Angeles Area, the hauler would most likely separate and recycle all reusable material collected from the project site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. However, over 90 percent of the construction and residential solid waste generated in the City of Los Angeles is disposed of at the Sunshine Canyon Landfill. The capacity and estimated closure date for the landfill is included in Table IV-5 (Landfill Capacity and Intake).

**Table IV-5
Landfill Capacity and Intake**

Landfill Facility	Estimated Closure Date	Permitted Daily Intake (tons/day)	Average Daily Intake (tons/day)	Remaining Permitted Daily Intake (tons/day)
Sunshine Canyon ^a	2037	12,100	9,200	2,900
Chiquita Canyon ^b	2019	6,000	4,995	1,005
Total Remaining Intake				3,905
<i>Notes:</i>				
^a Sunshine Canyon Landfill website, http://www.sunshinecanyonlandfill.com/home/Future.html .				
^b California Department of Resources Recycling and Recovery website, www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0052 .				

Construction activities generate a variety of scraps and wastes, with the majority of recyclables being wood waste, drywall, metal, paper, and cardboard. The construction of the Proposed Project is estimated to generate a total of approximately 2,338 tons of solid waste over the approximately 24-month construction period⁵⁵; approximately 46.25 cubic yards of demolition debris per day over the one-month demolition period (20 working days) and approximately 1.82 tons of construction waste per day over the 24-month construction period. The remaining combined daily intake of the Sunshine Canyon Landfill and Chiquita Canyon Landfill is 3,905 tons per day. As such, they would have adequate capacity to accommodate the construction waste generated by the Proposed Project over its entire construction period. Therefore, a less than significant impact associated with construction waste would occur.

⁵⁵ *Approximately 25,000 square feet of asphalt to be removed (one foot layer of asphalt over the project site) = 925 cubic yards of existing surface parking lot to be removed, and 4.02 lb./sq.ft. of commercial construction (USEPA Report No. EPA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, page A-1) x 416,730 sq.ft. new building = 838 tons.*

Nevertheless, the City of Los Angeles prefers to impose Compliance Measures UTIL-10 and UTIL-11 which are intended to assure that solid waste impacts remain less-than-significant.

As shown in Table IV-6 (Estimated Average Daily Solid Waste Generation for the Proposed Project), the operation of the Proposed Project would generate approximately 1,687 pounds per day.

This increase in solid waste per day is modest and would be handled by a local existing waste collection service. Additionally, the amount is minimal compared to daily capacities of nearby recycling or disposal facilities and transfer stations and these modest amounts would be further reduced through source reduction and recycling programs (as required by AB 939) and the implementation of Compliance Measure UTIL-12. Furthermore, the Proposed Project would not conflict with solid waste policies or objectives that are required by law, statute, or regulation. Therefore, the Proposed Project would result in a less than significant impact with respect to operational waste.

Table IV-6
Estimated Average Daily Solid Waste Generation for the Proposed Project

Land Use	Size	Generation Rate ^a	Total Generation (lbs/day)
Commercial - Office	253,962 sf	6 lbs / 1,000 sf	1,524
Parking	162,768 sf	1 lb / 1,000 sf	163
Total Solid Waste Generation			1,687
Notes: lbs = pounds sf = square feet			
^a Cal Recycle, website: http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm .			

Standard Compliance Measures:

Construction

UTIL-10 Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction related wastes.

UTIL-11 To facilitate on-site separation and recycling of demolition and construction related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program.

Operation

UTIL-12 Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations.

The Proposed Project would generate solid waste that is typical of commercial office and parking operations and be consistent with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, impacts would be less than significant.

18. MANDATORY FINDINGS OF SIGNIFICANCE

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

Potentially Significant Unless Compliance Measures Incorporated. For the purpose of this Initial Study, a significant impact may occur only if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections.

The Proposed Project Site is currently developed with a surface parking lot and parking structure and is located in a densely populated urban area. As discussed in section 4. Biological Resources and section 5. Cultural Resources, the Proposed Project would have no unmitigated significant impacts with respect to biological resources or cultural resources. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, following implementation of the required Compliance Measures, a less than significant impact would occur.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project, in conjunction with other related projects in the area of the project site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded in this analysis, the Proposed Project’s incremental contribution to cumulative impacts related to agriculture and forestry resources, biological resources, cultural resources, geology/soils, hazards/hazardous materials, hydrology/water quality, mineral resources, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. As such, the Proposed Project’s contribution to cumulative impacts would be less than significant.

The potential cumulative impacts associated with the Project and cumulative development relating to aesthetics, air quality, greenhouse gas emissions, land use, noise and transportation/traffic shall be evaluated in an EIR to determine whether these cumulative impacts are significant and, if so, whether the contribution of the Project to cumulative impacts would be considerable.

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

Potentially Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project has the potential to result in significant impacts, as discussed in the preceding sections.

All potentially significant impacts to human beings, either directly or indirectly, relating to aesthetics, air quality, greenhouse gas emissions, land use, noise and transportation/traffic shall be evaluated in an EIR.

IV. PREPARERS OF THE INITIAL STUDY

Lead Agency

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012
Erin Strellich, Planning Assistant

Project Applicant

5757 Museum Square LLC
5757 W. Wilshire Boulevard, PH-30
Los Angeles, CA 90036
Kacy Keys, Senior Vice President and General Counsel

Environmental Consultant

EcoTierra Consulting, Inc.
555 W. 5th Street, 31st Floor
Los Angeles, CA 90014
(213) 235-4770
Craig Fajnor, Principal
Lynn Kaufman, Senior Project Manager
Jennifer Johnson, Environmental Planner

Traffic Consultant

Crain & Associates of Southern California
300 Corporate Pointe, Suite #470
Culver City, CA 90230
Roy Nakamura, Senior Transportation Engineer

Air Quality/GHG/Noise Consultant

Cadence Environmental Consultants
816 Sausalito Drive
Camarillo, CA 93010
Michael Brown, President

Geology Consultant

Geotechnologies, Inc
439 Western Avenue
Glendale, CA 91201-2837
Reinard T. Knur, G.E. 2755, C.E.G. 1547

Hazardous Materials and Methane Assessment Consultant

California Environmental Geologists & Engineers
30423 Canwood Street, Suite 208
Agoura Hills, CA 91301
Charles Buckley, Jr., Project Manager

V. ACRONYMS & ABBREVIATIONS

AB	Assembly Bill
ARB	California Air Resources Board
ASTM	American Society for Testing Materials
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
APN	Assessor Parcel Number
bgs	Below ground surface
BID	Business Improvement District
BMPs	Best Management Practices
CAPCOA	California Air Pollution Control Officer's Association
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAT	Climate Action Team
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CH ₄	Methane
CMP	Congestion Management Program
CO ₂	Carbon Dioxide
CORTESE	California Hazardous Waste and Substances
cy	Cubic yards
dba	A-weighted decibel
du	Dwelling unit
EPA	Environmental Protection Agency (see also USEPA)
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
gpd	Gallons per day

GFA	Gross floor area
GHG	Greenhouse gas
gpm	Gallons per minute
HFC	Hydrofluorocarbons
H ₂ O	Water Vapor
HTP	Hyperion Treatment Plant
IS	Initial Study
LACRA	City of Los Angeles Redevelopment Agency
LADRP	City of Los Angeles Department of Recreation and Parks
LAFD	City of Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LAX	Los Angeles International Airport
lbs	Pounds
LOS	Level of Service
LST	Localized Significance Threshold
LUST	Leaking Underground Storage Tank
mgd	Million gallons per day
MRZ-2	Mineral Resource Zone 2
MTA	Los Angeles County Metropolitan Transit Authority
NAHC	Native American Heritage Commission
N ₂ O	Nitrous Oxide
NPDES	National Pollution Discharge Elimination System
PFC	Perfluorocarbon
PSI	Pounds per square inch
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Compensation and Recovery Act

RD	Reporting District
ROWD	Report of Waste Discharge
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	Square foot
SF ₆	Sulfur Hexafluoride
SOPA	Society of Professional Archaeologists
SRA	Source Receptor Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
T-FAR	Transfer of Floor Area
USEPA	United States Environmental Protection Agency (see also EPA)
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
V/C	Volume/capacity
VOC	Volatile Organic Compound