



CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

SUSTAINABLE COMMUNITIES PROJECT CEQA EXEMPTION

6435 Wilshire Boulevard Project Case Numbers: ENV-2021-9238-SCPE

Project Location: Street addresses associated with the Project Site include 6435 West Wilshire Boulevard, Los Angeles, California, 90048. The Assessor's Parcel Numbers (APNs) for the Project Site is 5510-023-BRK.

Community Plan Area: Wilshire

Council District: 5 – Paul Koretz

Project Description: The Project Site consists of two (2) parcels located mid-block on the north side of Wilshire Boulevard, with a frontage of approximately 100 feet. Sweetzer Avenue is located to the west and La Jolla Avenue is located to the east. Commercial uses currently exist along Wilshire Boulevard on both sides and residential uses abut the property to the north. The Project proposes the demolition of a vacant commercial office building and associated surface parking, and the development of an approximately 17,713 square-foot (0.40 acre) site with a mixed-use building containing approximately 68 new apartment units including seven (7) Extremely Low Income units. The Project would include approximately 5,744 square feet of open space, including an 826 square-foot fitness center, 87 vehicular parking spaces, 54 long-term bicycle parking spaces and six (6) short-term bicycle parking spaces. The building would be eight (8) stories over two subterranean garage levels and approximately 90 feet tall. The total floor area of the Project would be approximately 64,226 square feet, resulting in a Floor Area Ratio (FAR) of 4.18:1. The Project would utilize Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program) base incentives for increased density of up to 70 percent, increased floor area from 3:1 to 4.18:1, and reduced parking of 0.5 space per unit, as well as two additional incentives for up to a 25 percent reduction in required open space and reduced side and rear yard setbacks of 5 feet consistent with the RAS3 Zone in lieu of the otherwise required 11-foot side yard setback and 20-foot rear yard setback.

In order to permit development of the Project, the City would require approval of the following actions: (1) Director's Determination for a TOC Program project with base and additional incentives pursuant to LAMC Section 12.22.A.31 and the City's adopted TOC Guidelines; (2) Site Plan Review pursuant to LAMC Section 16.05.C.1(b); (3) Pursuant to LAMC 17.50, a Vesting Tentative Tract Map (No. 83436) for the subdivision of the Project Site; (4) demolition, grading, excavation, and building permits; and (5) other permits, ministerial or discretionary, as may be necessary in order to execute and implement the Project.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

EcoTierra Consulting

APPLICANT:

Black Equities

July 2022

Sustainable Communities Project CEQA Exemption

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Sustainable Communities Project CEQA Exemption

1. Project Description

a) Project Location

The Project Site is located in a highly developed urban neighborhood in the Wilshire Community Plan (“Community Plan”) area. The address associated with the Project Site is 6435 Wilshire Boulevard, Los Angeles, California, 90048. The Assessor’s Parcel Numbers (APNs) for the Project Site is 5510-023-BRK. The Project Site consists of two (2) parcels located mid-block on the north side of Wilshire Boulevard, with a frontage of approximately 100 feet. Sweetzer Avenue is located to the west and La Jolla Avenue is located to the east. Commercial uses currently exist along Wilshire Boulevard on both sides and residential uses abut the property to the north. The relatively flat Project Site is approximately 17,713 square feet (0.40 acre) in size.

Regional access to the area of the Project Site is provided by the Santa Monica Freeway (“I-10”) via La Cienega Boulevard approximately 2.0 miles to the south and Santa Monica Boulevard (“SR 2”) via San Vicente Boulevard approximately 1.8 miles to the northwest. Local access to the Project Site is provided via Wilshire Boulevard. The Los Angeles County Metropolitan Transportation Authority (Metro) and the Antelope Valley Transit Authority (AVTA) provide regional light rail and bus service in the Project Site area, and construction of the Metro Purple (D Line) Extension Transit Project (PLE) is ongoing in the vicinity of the Project Site, which will bring subway rail service along Wilshire Boulevard. Section 1 of the PLE includes stations at the La Cienega/Wilshire Boulevard and Fairfax Avenue/Wilshire Boulevard intersections, located approximately 0.4 mile west and 0.5 mile east of the Project Site, respectively. Accordingly, the Project Site is within a half-mile of a planned major transit stop.¹ Metro currently estimates service on the Section 1 segment of the PLE will begin in 2024.

b) Existing Conditions

The Project Site is relatively flat and currently developed with a vacant five-story commercial office use, which was previously operating as a school, and an associated surface parking lot paved by concrete and asphalt. There are three street trees located along the frontage of the Project Site. Vehicular access to the Project Site is currently provided by one existing driveway on Wilshire Boulevard.

¹ A major transit stop is defined as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” (Public Resources Code (PRC) § 21064.3.) In addition, for purposes of determining eligibility as a transit priority project that may qualify for CEQA streamlining, PRC § 21155(b) expands this definition to include major transit stops that are included in the applicable regional transportation plan.

The Project Site has a General Plan land use designation of Regional Center Commercial, which has corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The Regional Center Commercial land use designation permits a range of corresponding commercial and residential zones that allow for a variety of commercial and residential uses and intensities.

The Project Site is zoned [Q]C4-2D-O. The [Q] condition imposes additional standards regarding air quality, water conservation, noise, wall, lighting, energy conservation, landscaping and graffiti. Land uses allowed in the C4 zone include a wide range of commercial uses (including retail stores, restaurants/bars, offices, hotels, drug stores, grocery stores, etc.) as well as any residential land use allowed in the R4 zone (including multiple family dwellings with a minimum lot area of 400 square feet per dwelling unit).² The Project Site is located in Height District No. 2D, which permits unlimited building height, but restricts the FAR to 3:1 or up to 4.5:1 provided that the additional floor area is used for residential purposes or for ground floor retail uses. The Project Site is also located within an Oil Drilling District (O). Properties within Oil Drilling Districts are subject to regulations pertaining to oil drilling activities.

In addition, the Project Site is located within the Metro Right-of-Way (ROW) Area (Purple Line), which requires consultation with Metro prior to the issuance of any building permit for projects within 100-feet of Metro-owned Rail or Bus Rapid Transit ROW. The Project Site is not located in a Historic Preservation Review or Overlay Zone. Further, the Project Site is not in a Hillside Area or subject to Hillside Construction Regulation and is not located in a Clean Up-Green Up (CUGU) area. The Project Site is located within an Urban Agriculture Incentive Zone, however, the Project does not involve a contract to use vacant property for agricultural purposes in exchange for reduced property taxes.

The Project Site is not located within a Very High Fire Severity Zone, Flood Zone, Watercourse, Hazardous Waste zone, a High Wind Velocity zone, a Landslide area, Preliminary Fault Rupture Study Area, or a Tsunami Inundation Zone; but the Project Site is located within a Methane Buffer Zone and is located in a liquefaction zone. The Project Site is located 2.50 miles from the Newport-Inglewood Fault and is not located within an Alquist-Priolo zone.³

The Project Site is not located within 500 feet of a school (Futures Academy-Beverly Hills is located approximately 1,930 feet west) and not located within 500 feet of a park or an Airport Hazard area. Fire protection service is provided by Fire Station 61, Battalion 18 of the Los Angeles Fire Department. Police services are provided by Reporting District 732, Wilshire Division, West Bureau of the Los Angeles Police Department.⁴

The Project Site is located within a transit priority area (TPA) pursuant to Senate Bill (SB) 743, and a City-verified Tier 3 Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program) Area as the Project Site is within a 2,640-foot radius of a Metro rail station that qualifies as a Major Transit Stop (i.e., the planned Wilshire/Fairfax Purple Line

² LAMC Section 12.16.A.

³ City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org/>, accessed October 2021.

⁴ City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org/>, accessed October 2021.

Station), as defined in Public Resources Code Section 21064.3 and the City's TOC Guidelines.⁵ The City's Zoning Information (ZI) File No. 2452 also identifies the Project Site as within a TPA.⁶

The City's Mobility Plan 2035 classifies Wilshire Boulevard as Avenue I (Secondary Highway).

c) Surrounding Land Uses

The Project Site is located within an urbanized setting in the Wilshire community of the City of Los Angeles. Property in the surrounding area is characterized by a mix of commercial uses, including high rises, and multi-family residential. Specifically, the property immediately to the west is zoned [Q]C4-2D-O and is improved with a 12-story office building. The properties to the north are zoned [Q]R3-1-O and are improved with multi-family residential uses. The property immediately to the east is zoned [Q]C4-2D-O and is improved with a two-story commercial building and a vacant lot with surface parking. Properties to the south, across Wilshire Boulevard, are zoned Q]C4-2D-O and improved with high rise office buildings, approximately 22-stories.

d) Project Overview

The Project proposes the demolition of a vacant commercial office building and associated surface parking, and the development of an approximately 17,713 square-foot (0.40 acre) site with a mixed-use building containing approximately 68 new apartment units including seven (7) Extremely Low Income units.

The Project would be comprised of an eight-story building, approximately 90 feet in height, with two levels of subterranean parking. The Project proposes a floor area ratio (FAR) of 4.18:1. The Project qualifies for TOC Program Affordable Housing Program Incentives pursuant to LAMC Section 12.22 A.31 and the City's adopted TOC Guidelines, including base incentives allowing a 70 percent bonus density, a FAR increase of up to 50 percent, and reduced required parking of 0.5 space per unit pursuant to the inclusion of 10 percent of the Project's units as Extremely Low Income affordable housing units. The Project also qualifies for the following additional TOC Program incentives: (1) a 25 percent open space reduction and (2) to permit RAS3 Zone yard requirements for both side yards and the rear yard of five feet in lieu of the otherwise required setback of 11 feet for side yards and 20 feet for the rear yard. The Project is also requesting a Vesting Tentative Tract Map (No. 83436) for the subdivision of the Project Site, Pursuant to LAMC 17.50.

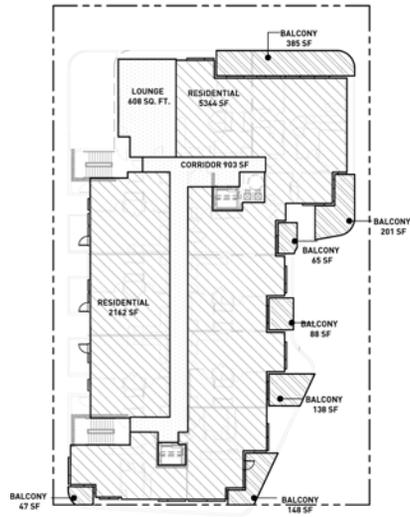
Refer to **Figure 1-1, Site Plan**, and **Table 1-1, Project Development Summary** for a summary of the Project.

⁵ City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org/>, accessed October 2021; and Department of City Planning Case Number PAR-2018-2995-TOC.

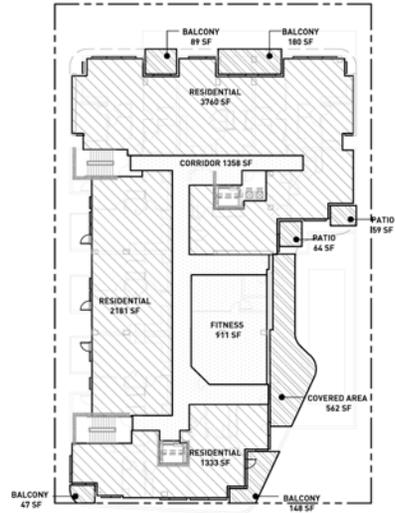
⁶ City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org/>, accessed October 2021.

**Table 1-1
Project Development Summary**

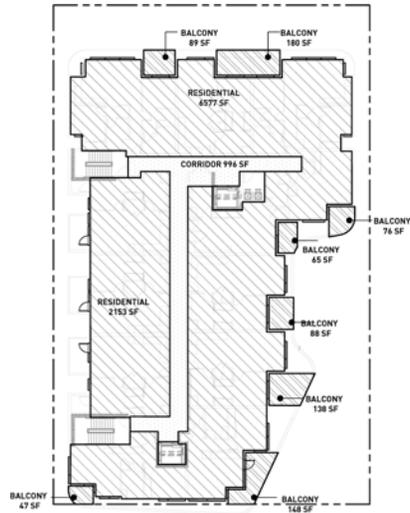
Land Use	Amount
<i>Residential Units (du)</i>	
Studio	11
One-Bedroom	46
Two-Bedroom	10
Three-Bedroom	1
Total Units	68 du
<i>Parking Spaces</i>	
Residential (Vehicle)	87
Total Vehicle Parking Spaces	87
Long-Term Residential (Bicycle)	54
Short-Term Commercial (Bicycle)	6
Total Bicycle Parking Spaces	60
<i>Open Space (sf)</i>	
<i>Common Open Space</i>	
Dog Run	426 sf
Fitness Center	826 sf
Pool Deck	742 sf
Roof Deck	400 sf
Lounge	600 sf
<i>Private Open Space</i>	
Balconies	2,750 sf
Total Open Space (sf)	5,744 sf
<i>du = dwelling units; sf = square feet</i>	
<i>Source: Studio Eleven, February 2021.</i>	



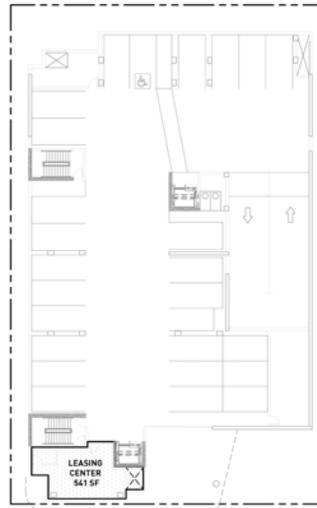
F.A.R ANALYSIS - LEVEL 5 | 5
1/8" = 1'-0"



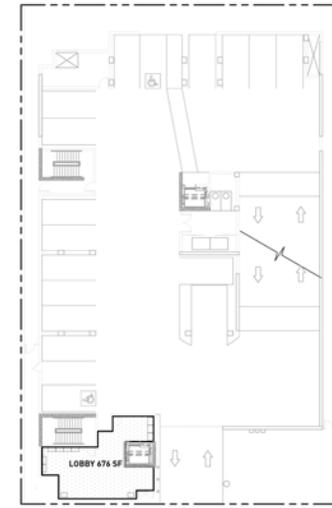
F.A.R ANALYSIS - LEVEL 3 | 3
1/8" = 1'-0"



F.A.R ANALYSIS - LEVELS 4-7 | 4
1/8" = 1'-0"



F.A.R ANALYSIS - LEVEL 2 | 2
1/8" = 1'-0"



F.A.R ANALYSIS - LEVEL 1 | 1
1/8" = 1'-0"



Source: Studio Eleven, February 2021.

Figure 1-1
Site Plans

(1) Design and Architecture

The Project's height, scale and massing have been designed to be compatible with surrounding existing development and consistent with the City's goals to place new density near transit options. The Project's architecture has been designed and configured to reflect the manner in which residents live and interact with their neighboring community. Each side of the building contains windows, architectural vertical features, and balconies. The Project's use of different textures, colors, setbacks, materials, and distinctive architectural treatments is designed to create visual interest, avoid repetitive facades, and break up the building's mass. Pedestrian entrances are oriented toward the street and public right of way. Refer to **Appendix A** for conceptual site plans.

In accordance with the Citywide Design Guidelines, the building provides a variety of architectural materials and building planes while creating a pedestrian-scaled project at the street level with glass and varietal materials. The lobby area on the ground floor is finished with glass, differentiating the lower façade from the articulated balconies of the apartments above. The glass provides a change in material and additional transparency at the pedestrian level to promote public safety and to add interest for the ground-floor viewer. Those portions of the ground floor that are not composed of glass are wrapped with a neutral sand finish cement plaster. This area is differentiated from the upper floors which contain balconies and windows, providing articulation and breaks in plane.

(2) Open Space and Landscaping

The Project's required open space was calculated pursuant to LAMC Section 12.21.G, based on the size and number of dwelling units. As shown on the **Table 1-1, Project Development Summary**, the Project proposes 68 housing units. For each unit with less than three habitable rooms, 100 square feet of open space is required, for each unit with three habitable rooms, 125 square feet of open space is required, and for each unit with more than three habitable rooms, 175 square feet of open space is required. Thus, a total of 7,125 square feet of open space is required for this Project.⁷ As a TOC Incentive, the Project Applicant is requesting a 25 percent reduction in open space requirement, which reduces the requirement to 5,344 square feet. As also shown on **Table 1-1, Project Development Summary**, the Project would provide approximately 5,744 square feet of open space. In addition, in conformance with LAMC Section 12.21.G, 25 percent of the provided common open space would be landscaped, or a minimum of 392 square feet.

The Project's open space and amenities would include a first-floor dog run (426 square feet), fitness center (826 square feet), lounge area (600 square feet), third-floor pool deck, and a roof deck courtyard with landscaping and seating. A portion of the dwelling units would include private balconies.

⁷ 11 studio units plus 46 one-bedroom units equals 57, which multiplied by the 100-square-foot requirement equals 5,700 square feet of required open space. 10 two-bedroom units multiplied by the 125-square-foot requirement equals 1,250 of required open space. 1 three-bedroom units multiplied by the 175-square-foot requirement equals 175 of required open space. 5,700 plus 1,250 plus 175 equals 7,125 square feet of required open space.

There are three (3) existing street trees in the parkway adjacent to the Project Site. Two of these trees would be replaced as part of the Project, in order to repair and replace up-rooted sidewalk and to locate electrical equipment along the street frontage clear to the street per LADWP requirements. Tree removal and replacement is subject to Department of Urban Forestry approval.

(3) Access, Circulation, and Parking

Pedestrian access to the Project would be provided from the sidewalk along Wilshire Boulevard, with access via an entry lobby. Vehicle access to the subterranean parking would be provided off of Wilshire at the front of the Project Site.

Pursuant to the TOC Program, the Project is entitled a reduced parking requirement of 0.5 space per unit. Accordingly, the Project would be required to provide a minimum of 34 spaces for the proposed 68 units. The Project meets and exceeds this requirement, providing a total of 87 spaces (five tandem, three compact spaces and 79 standard spaces) within the subterranean garage, including one non-required loading space. Up to 32 percent of all the spaces would be equipped to be Electric Vehicle (EV) spaces and of those, 28 percent would be installed with Electric Vehicle Charging Stations (EVCS).

The Project is required to provide 54 long-term bicycle parking spaces and six short-term bicycle parking spaces for the Project. As shown on **Table 1-1, Project Development Summary**, the Project meets this requirement with a total of 60 bicycle parking spaces (54 long-term and six short-term spaces). All 54 long-term bike parking spaces are located within the P1 level of the garage, in a bicycle room containing 100 square feet of workspace and double-stacked bike racks. The six short-term bike parking spaces are proposed to be located in the public right-of-way along Wilshire Boulevard.

(4) Lighting and Signage

New Project signage would be used for building identification, wayfinding, and security markings. Exterior lights would be wall- or ground-mounted and shielded away from adjacent land uses in accordance with the LAMC's requirements. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn but would be designed to prevent light trespass onto adjacent properties.

(5) Site Operation and Security

Given the residential uses on the Project Site, the Project would operate 24 hours per day. The Project would provide security features including, but not limited to, controlled access and video surveillance.

(6) Sustainability Features

As described in the in the Energy and Water Efficiency Compliance Report for the Project (refer to **Appendix B**), the Project is designed to exceed 2019 California Title 24 requirements by at

least 15 percent. Each of the units will maximize the indoor environmental quality with the inclusion of Energy Star air conditioning with fresh air intake, natural cross ventilation, exhausting kitchen hood and fans, no VOC paints, natural flooring, and formaldehyde free cabinetry, counters and shelving. All bathroom and plumbing fixtures will be water-conserving fixtures. Overall energy efficiency will be maximized with Energy Star-rated appliances, advanced lighting, dual glazed windows with low-e coating and energy efficient thermal building envelope.

In accordance with new CAL-Green requirements, the Project includes the required 15 percent of the total available roof areas as solar-ready. The proposed landscaping plan provides a mix of ground cover and trees to complement the architecture. Plant material has been selected for temperature hardiness and low water use. Overall water consumption will be minimized with the inclusion of water efficient appliances and fixtures throughout the development. As described in the Energy and Water Efficiency Compliance Report (refer to **Appendix B**) for the Project, the Project would achieve 25 percent less water usage than the average household use in the region.

The Project would support fewer vehicle trips by locating 68 new housing units (and approximately 153 new residents⁸) in a neighborhood that is currently served by several bus lines including the Metro and the AVTA, which both run bus lines along Wilshire Boulevard. The Project Site is also located within a half-mile of the planned Wilshire/Fairfax PLE rail station.

(7) Anticipated Construction Schedule

The Project would be constructed in approximately 28 months beginning in first quarter of 2024 with occupancy projected for the third quarter of 2026. Construction activities would include the demolition of the existing on-site structures and surface parking, grading, excavation, and building construction. The Project would require the net export of approximately 10,750 cubic yards of soil.

⁸ Based on rate of 2.25 persons per multi-family dwelling unit ($2.25 \times 68 = 153$). Source: City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1, page 10.

2. Sustainable Communities Strategy Criteria

I. SUSTAINABLE COMMUNITIES STRATEGY CRITERIA		
Public Resources Code (PRC) Section 21155(a). Is the proposed project consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in an adopted Sustainable Community Strategy?		
	Yes	No
<p>The Southern California Association of Governments (SCAG) adopted Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) on September 3, 2020. The RTP/SCS is a long-range plan intended to improve overall mobility, reduce greenhouse gases and enhance the quality of life for the region's residents. With this plan, SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets set by the CARB, as required by SB 375. The 2020 RTP/SCS provides an alternative to "business as usual" development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit.</p> <p>In preparing the 2020 RTP/SCS, SCAG focused on transportation infrastructure and existing job centers in order to determine where future growth of employment and households would likely occur. Specifically, as set forth in the 2020 RTP/SCS's Sustainable Communities Strategy Technical Report, SCAG identified Priority Growth Areas in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e., spheres of influence). These Priority Growth Areas⁹ include Transit Priority Areas, High Quality Transit Areas, Job Centers, Livable Corridors, and Neighborhood Mobility Areas. Collectively, these Priority Growth Areas are anticipated to contain 95 percent of the growth in the region through the horizon year of 2045. As shown in Appendix C, the Project Site falls within an identified Priority Growth Area under the 2020 RTP/SCS, and is also located within a Transit Priority Area,¹⁰ High Quality Transit Area,¹¹ and Livable Corridor¹². Therefore, the Project and the Project Site are consistent with SCAG's forecasted development pattern for the region, including the general use designation, density, building intensity, and applicable policies specified for the area. The Project is also consistent with the goals and policies in 2020 RTP/SCS, as outlined in Appendix D of this document. As such, the Project is consistent with this criterion.</p>	X	
<p><i>If answered "No" to the above question, the Project does not qualify for CEQA Exemption or Streamlining under the Sustainable Communities Strategy.</i></p>		

⁹ Exhibit 1, Connect SoCal Forecasted Development Regional Development Pattern, of the Sustainable Communities Strategy Technical Report.

¹⁰ Southern California Association of Governments, 2020-2045 RTP/SCS, Exhibit 3.7, Priority Growth Area - Transit Priority Areas.

¹¹ Southern California Association of Governments, 2020-2045 RTP/SCS, Exhibit 3.8, Priority Growth Area - High Quality Transit Areas.

¹² Southern California Association of Governments, 2020-2045 RTP/SCS, Exhibit 3.10, Priority Growth Area - Livable Corridor.

II. TRANSIT PRIORITY PROJECT DEFINITION CRITERIA		
PRC Section 21155(b). To meet the definition of a Transit Priority Project (TPP) the proposed project must meet all of the following criteria:		
	Yes	No
<p>Based on total building square footage, does the proposed project contains at least 50 percent residential use?</p> <p>The Project would involve the development of an approximately 17,713 square-foot site with an approximately 64,226 square foot residential project containing 68 new apartment units, including 10 percent (or 7 dwelling units) of the total proposed residential units for Extremely Low Income Households, as well as residential amenity and common and private open space areas. Accordingly, the Project is comprised of 100 percent residential uses and therefore meets this criterion.</p> <p>And, if project contains between 26 percent and 50 percent of non-residential uses, would the Floor Area Ratio be greater than 0.75?</p> <p>As noted above, the Project does not contain any non-residential uses; notwithstanding, the Project proposes a 4.18:1 FAR. Therefore, the Project meets this criterion.</p>	X	
<p>Would the proposed project include a minimum net density of at least 20 dwelling units per acre?</p> <p>The Project would develop 68 residential units on a lot comprising approximately 0.40 acre (17,713 square feet). The net density of the Project would be approximately 170 units per acre. The Project therefore meets this criterion.</p>	X	
<p>Is the project site located within one-half mile of either of the following which have been included in a Regional Transportation Plan (RTP)?</p> <p>(a) a major transit stop that contains an existing rail station, a ferry terminal served by transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods (also includes major transit stops that are included in the applicable RTP); or,</p> <p>(b) a high quality transit corridor that has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.</p> <p>Metro is currently constructing the PLE rail project in the vicinity of the Project Site, which will bring new subway rail service along Wilshire Boulevard. Specifically, Section 1 of the PLE includes stations at the La Cienega/Wilshire Boulevard and Fairfax Avenue/Wilshire Boulevard intersections, located approximately 0.4 mile west and 0.5 mile east of the Project Site, respectively. The PLE and its proposed station stops are included in SCAG's 2020 RTP/SCS;¹³ accordingly, the Project Site is within a half-mile of a qualifying major transit stop.</p> <p>Furthermore, SCAG has identified the Project Site as being located within both a High Quality Transit Area (HQTA)¹⁴ and Transit Priority Area (TPA)¹⁵, see figures in Appendix C. In addition, the City's ZIMAS system identifies the Project Site as being located within a TPA, defined as an area within one-half mile of a major transit stop that is existing or planned.¹⁶ Consistent with these designations, the Project Site is served by numerous bus lines including Metro bus lines 20 and 720 and AVTA bus line 786, which run along Wilshire</p>	X	

¹³ Southern California Association of Governments, 2020-2045 RTP/SCS, Transportation System Project List Technical Report, p 55.

¹⁴ Southern California Association of Governments, 2020-2045 RTP/SCS, Exhibit 3.8, Priority Growth Area - High Quality Transit Areas.

¹⁵ Southern California Association of Governments, 2020-2045 RTP/SCS, Exhibit 3.7, Priority Growth Area - Transit Priority Areas.

¹⁶ City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org/>, accessed October 2021.

II. TRANSIT PRIORITY PROJECT DEFINITION CRITERIA
PRC Section 21155(b). To meet the definition of a Transit Priority Project (TPP) the proposed project must meet all of the following criteria:

	Yes	No
Boulevard, and Metro bus line 105, which runs along La Cienega Boulevard. As such, the Project is consistent with this criterion.		
<i>If answered "No" to any of the above questions, the Project does not meet the definition of a Transit Priority Project and does not qualify for a full CEQA exemption under PRC Section 21155.1.</i>		

III. SUSTAINABLE COMMUNITIES PROJECT CRITERIA
PRC Section 21155.1(a). To be considered a Sustainable Communities Project, the TPP must comply with all of the following environmental criteria

	Yes	No
<p>(1) The TPP is adequately served by existing utilities and the project sponsor has paid, or has committed to pay, all applicable development fees.</p> <p>The Project Site is currently served by existing utilities. The Los Angeles Department of Water and Power (LADWP) would provide water and electrical service to the Project utilizing existing water and power infrastructure in the vicinity of the Project Site. The water infrastructure in the vicinity of the Project Site includes an existing 8-inch line on Wilshire Boulevard, and there are no existing water system deficiencies. In addition, two existing fire hydrants are located on Wilshire Boulevard: directly western of the Project Site and directly south of the Project Site, across Wilshire Boulevard.¹⁷ The electrical distribution system is comprised of three underground 34.5 kV circuits that run along Wilshire Boulevard, one overhead 4.8 kV circuit that runs along the rear of the property line and one underground 4.8 kV circuit that runs along Wilshire Boulevard. Per the Will Serve letter received from LADWP (included as Appendix E.1), LADWP has stated that, "in general, projects that conform to the demographic projections from SCAG's RTP/SCS and are currently located in the City's service area are considered to have been included in the LADWP's water supply planning efforts; therefore, projected water supplies would meet projected demands."¹⁸ As discussed in further detail in Appendix D, the Project would be consistent with the regional growth projections of SCAG's 2020-2045 RTP/SCS. Therefore, the water demand for the Project would be within the LADWP water demand projections for the service area. Furthermore, construction of the Project would include all necessary connections to adequately link the Project to the existing City water and power system, and the proposed sizes and locations for the domestic water and fire water points of connection will be determined by the LADWP and City of Los Angeles Fire Department, respectively. Moreover, if water main or infrastructure upgrades are required, the LAMC requires the Project Applicant to pay for such upgrades, which would be constructed by either the Project Applicant or LADWP. Also, LADWP outlines in Appendix E.1, the applicant must apply for a Service Advisory Request (SAR/Fire Flow Report). As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow. In addition, as analyzed in the Project's Energy and Water Efficiency Report (Appendix B), and in compliance with the recommendations of the LADWP Will-Serve Letter, the Project will be approximately 16.8 percent more energy efficient than current Title 24 requirements, and will also achieve an approximately 64 percent reduction in water usage as compared to the</p>	X	

¹⁷ Los Angeles GeoHub, ArcGIS City of Los Angeles Fire Hydrants, website: <https://geohub.lacity.org/datasets/lahub::fire-hydrants-dwp/explore?location=34.064181%2C-118.369540%2C18.99>, accessed September 2021.

¹⁸ Written correspondence from City of Los Angeles, Department of Water and Power, Will Serve Letter, Charles C. Holloway, Manager of Environmental Planning and Assessment, November 9, 2021, found in **Appendix E** of this document.

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	Yes	No
<p>average household use in the region, which will further ensure that existing water and power supplies and infrastructure will be sufficient to serve the Project.</p> <p>The City’s Bureau of Sanitation provides sewer service to the Project area. The sewer infrastructure in the vicinity of the Project Site includes an existing 8-inch line on Wilshire Boulevard. The sewage from the existing 8-inch line feeds into a 33-inch line on Schumacher Drive before discharging into a 42-inch line on La Cienega Boulevard. Per the Wastewater Service Information letter received from Los Angeles Bureau of Sanitation (included as Appendix E.2), based on current estimated flows, the sewer system should be able to accommodate the total flow of the Project. Further detailed gauging and evaluation would be needed as part of the permit process to identify a specific sewer connection point and if it is determined at that time that the public sewer lacks sufficient capacity, then the developer would be required to build sewer lines to a point in the sewer system with sufficient capacity.¹⁹ In April 2018, the City prepared the <i>One Water LA 2040 Plan (One Water LA Plan)</i>, an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management.²⁰ The One Water LA Plan proposes a collaborative approach to managing the City’s future water, wastewater treatment, and stormwater needs with the goal of yielding sustainable, long-term water supplies for Los Angeles to ensure greater resilience to drought conditions and climate change. Sewage from the Project Site is conveyed via existing sewer infrastructure to the Hyperion Treatment Plant (HTP). Based on the One Water LA 2040 Plan—Wastewater Facilities Plan, the average wastewater flow rate in the Hyperion Sanitary Sewer System was 314 mgd in 2016 (consisting of 250 mgd at the HWRP, 47 mgd at the Donald C. Tillman Water Reclamation Plant, and 17 mgd at the Los Angeles—Glendale Water Reclamation Plant).²¹ Therefore, it is estimated that HTP has sufficient capacity for the Project.</p> <p>Due to the largely impervious existing Project Site conditions and the Project’s proposed increase in the amount of landscaping and other pervious surfaces, the Project would not result in a significant increase in Project Site runoff, or any changes in the local drainage patterns. Runoff from the Project Site is and would continue to be collected on the Project Site and directed towards existing storm drains in the vicinity. As described in the Bureau of Sanitation’s letter, the Project would be subject to the provisions of the City’s Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. Therefore, the Project’s runoff would not exceed the capacity of the existing or planned stormwater drainage system.</p> <p>Natural gas is supplied to the Southern California region through a system of interstate pipelines. The <i>2020 California Gas Report</i> projects that California natural gas demand is expected to decline at an annual rate of 1.0 percent per year from 2020 to 2035 in the SoCalGas service area.²² Current capacities in the interstate pipeline system can provide approximately 3,775 million cubic feet (cf) of gas per day for Southern California</p>		

¹⁹ *Written correspondence from City of Los Angeles, Bureau of Sanitation, Request For Wastewater Service Information, Lenise Marrero, Interim Division Manager, Wastewater Engineering Services Division, October 18, 2021, found in Appendix E of this document.*

²⁰ *City of Los Angeles, One Water LA 2040 Plan, Volume 1, Summary Report, April 2018.*

²¹ *City of Los Angeles, LASAN, One Water LA 2040 Plan, Volume 2, Wastewater Facilities Plan, April 2018, page 59.*

²² *The California Gas and Electric Utilities, 2020 California Gas Report, page 4.*

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	Yes	No
<p>customers.²³ SoCalGas provides natural gas resources to the City through existing gas mains located under the streets and public rights-of-way. Natural gas services are provided in accordance with SoCalGas’s policies and extension rules on file with the CPUC at the time contractual agreements are made. Natural gas is delivered to the Project Site through natural gas facilities underneath the adjacent public streets. Consistent with standard building practice, a detailed natural gas survey of the local infrastructure equipment would be completed prior to construction to ensure that the current infrastructure can adequately sustain the demand for the Project. Based on the Project’s small fraction of total natural gas consumption for the region, ongoing SoCalGas long-range planning efforts to provide natural gas for this service region, and sufficient existing infrastructure, SoCalGas’ existing and planned natural gas supplies and infrastructure would be sufficient to meet the Project’s demand for natural gas.</p> <p>As required by City Ordinance No. 181,519, the construction and demolition waste would be delivered to City certified construction and demolition waste processors where it would be recycled as feasible. The Countywide Integrated Management Plan 2019 Annual Report concludes that there is current capacity of 148.40 million tons available throughout the County for the disposal of inert waste.²⁴ Therefore, the Project-generated demolition debris would represent a very small percentage of the inert waste disposal capacity in the region. As shown in Table 1, Estimated Daily Solid Waste Consumption (found in Appendix L), during Project operation, it is conservatively assumed that all 832 pounds per day of the Project’s estimated solid waste generation would be disposed of at regional landfills. The average daily intake of the Sunshine Canyon Landfill is approximately 6,387 tons and the permitted daily intake is 12,100 tons per day.²⁵ According to the 2019 Annual Report, the Sunshine Canyon Landfill had approximately 55.2 million tons of remaining capacity.²⁶ As such, the landfill’s permitted daily intake of 12,100 tons per day would accommodate the daily operational waste generated by the Project of 832 pounds per day. The Project would be required to comply with CalGreen and with AB 939 requirements, requiring that 50 percent of the Project’s waste would be diverted for reuse or recycling. The Project would not generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.</p>		
<p>(2) The TPP site does not contain wetlands or riparian areas, does not have significant value as a wildlife habitat, and implementation of the project would not harm protected species. The TPP does not cause destruction or removal of any species protected by a local ordinance.</p> <p>The Project Site is currently developed with a vacant commercial office building that occupies approximately 40,880 square feet of floor area,²⁷ and an associated surface parking lot all within a heavily urbanized area of the City. The City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa</p>	X	

²³ *The California Gas and Electric Utilities, 2020 California Gas Report, Figure 20 – Receipt Point and Transmissions Zone Firm Capacities, page 114.*

²⁴ *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2019 Annual Report, September 2020, page 32.*

²⁵ *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2019 Annual Report, September 2020, page 67.*

²⁶ *County of Los Angeles Department of Public Works, Countywide Integrated Management Plan 2019 Annual Report, September 2020, page 67.*

²⁷ *The Stanley – Trip Generation and Vehicle Miles Traveled Screening Assessment, 6435 Wilshire Boulevard, Linscott Law & Greenspan, Engineers, May 24, 2021, found in **Appendix K** of this document.*

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	Yes	No
<p>Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The heavily urbanized portions of the City contain fewer natural areas.²⁸ The Project Site and immediately surrounding area are not identified as a biological resource area.²⁹ Moreover, the Project Site is not within a designated or proposed Significant Ecological Area.³⁰</p> <p>The Project Site does not contain any habitat capable of sustaining 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 or U.S. Fish and Wildlife Service. There are no known locally designated natural communities at the Project Site. Furthermore, the Project Site is not located immediately adjacent to undeveloped natural open space or a natural water source that may otherwise serve as habitat for State or federally listed species. No riparian or other sensitive habitats are located on or adjacent to the Project Site. Review of the National Wetlands Inventory identified no protected wetlands in the immediate Project Site area.³¹ The Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Furthermore, nearly the entire Project Site is occupied by the existing building or paved by concrete and asphalt except for three (3) street trees located along Wilshire Boulevard. There are no protected native trees as defined by Article 6, Sec. 46.01 of the LAMC.³² The three (3) mature street trees are proposed to be removed and replaced with suitable trees with less invasive roots and smaller, less dense crowning that can tolerate an urban setting. All removal and replacement planting of trees in the public right-of-way shall be undertaken pursuant to current Urban Forestry Division standards and subject to Board of Public Works approval.</p> <p>The existing three trees, located in the public right-of-way, could contain nests for migratory birds, which are protected under the Migratory Bird Treaty Act, or the MBTA Section 3503, 3503.5, and 3513 of the California Fish and Game Code. The MBTA prohibits taking of all birds and their active nests, including raptors and other migratory nongame birds. As discussed in Appendix J, consistent with Mitigation Measures PMM BIO-1 through PMM BIO-4 included in SCAG's 2020 RTP/SCS Final Program EIR, the removal or pruning of trees would occur in accordance with the MBTA and applicable federal and state laws as well as the California Fish and Game Code; as a result, the Project would not have any substantial adverse impact, directly or through habitat modifications, on any protected species, and is consistent with this criterion.</p>		
<p>(3) The TPP site is not located on any list of hazardous waste sites compiled pursuant to Section 65962.5 of Government Code (Cortese List).</p> <p>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</p>	X	

²⁸ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.

²⁹ City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-2, Biological Resource Areas (Metro Geographical Area).

³⁰ Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, Figure 9.3 Significant Ecological Areas and Coastal Resource Areas Policy Map.

³¹ U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <https://www.fws.gov/wetlands/data/mapper.html>, accessed September 2021.

³² 6435 Wilshire Boulevard, Los Angeles LNDG Job #200-781, L. Newman Design Group, Inc., June 28, 2021, found in **Appendix F** of this document.

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	Yes	No
<p>known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis, where it is to be compiled on a list commonly known as the “Cortese List.” Because this statute was enacted more than 20 years ago, some of its provisions refer to agency activities that were conducted many years ago and are no longer being implemented; in some cases, the information required to be compiled on the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including the Department of Toxic Substances Control’s (DTSC’s) online EnviroStor database and the State Water Resources Control Board’s (SWRCB’s) online GeoTracker database.³³</p> <p>A Preliminary Endangerment Assessment (PEA) was prepared by Partner Engineering and Science, Inc., in April 2022 (this report is available in Appendix G). As set forth in the PEA, the Project Site has historically been occupied by professional office uses, and no potential environmental concerns were identified in association with this historic use. The regulatory database report provided by ERIS for the PEA documents the listing of sites identified on federal, state, county, city, and tribal (when applicable) standard source environmental databases within the approximate minimum search distance (AMSD) specified by ASTM E1527-13 and E1527-21 (Phase I Environmental Site Assessment standards). The records search includes the Hazardous Waste and Substances Sites (Cortese) List, the subject of this criteria. The Cortese List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. This list is published by California Department of Toxic Substance Control. As demonstrated in the PEA, the was not identified on the Cortese List.³⁴</p> <p>Accordingly, the Project Site is not located on any list of hazardous waste sites compiled pursuant to Section 65962.5 of Government Code (Cortese List).</p>		
<p>(4) The TPP is subject to a preliminary endangerment assessment to determine the existence of any hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from the area.</p> <p>(a) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements;</p> <p>(b) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.</p> <p>As discussed above, a PEA has been prepared; in addition to providing records search results of hazardous waste lists, the PEA assesses the potential presence of a public health or environmental risk at the Project Site due to current or historical operations.³⁵ As set forth in the PEA, the Project Site has historically been occupied by professional office uses, and no potential environmental concerns were identified in association with this historic use. A</p>	X	

³³ California Environmental Protection Agency (CalEPA). *Background and History, Cortese List*. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/Background/>

³⁴ *Preliminary Endangerment Assessment Report Wilshire Redevelopment, 6435 Wilshire Boulevard, Los Angeles, CA 90048*, by Partner Engineering and Science, Inc, April 2022, found in **Appendix G** of this document.

³⁵ *Preliminary Endangerment Assessment Report Wilshire Redevelopment, 6435 Wilshire Boulevard, Los Angeles, CA 90048*, by Partner Engineering and Science, Inc, April 2022, found in **Appendix G** of this document.

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	Yes	No
<p>review of regulatory records was also conducted for the Project Site, which revealed one Hazardous Waste Manifest (HAZNET), Historical Hazardous Waste Manifest database listing associated with the removal of asbestos-containing waste from the Project Site in 1989. The tracking number associated with this activity has been inactive since October 2000, and based on the nature of the wastes removed, this listing is not expected to represent a significant environmental concern. Accordingly, the regulatory record search did not evidence of a release of hazardous substances at the Project Site was identified that would result in a public health or environmental risk.</p> <p>As described in the PEA, several nearby properties are identified on various environmental databases pertaining to hazardous materials; however, as summarized below, no releases were identified on these properties that may have impacted the Project Site:</p> <ul style="list-style-type: none"> <p>6420 Wilshire Boulevard: This property is located to the south of the Project Site, across Wilshire Boulevard, and was identified as a RCRA-SQG, RCRA Non-Generator, and LA City HAZMAT site in the regulatory database report. The property is situated hydrologically down-gradient from the Project Site and has been permitted to generate hazardous waste since July 28, 1993, with no violations reported by the RCRA database. This facility was also permitted by DTSC to generate photochemicals and photoprocessing waste and asbestos containing waste between 1995 and 1997. Based on the lack of documented release or violation and inferred direction of groundwater flow, these listings are not expected to represent a significant environmental concern. In addition, this property is identified as the site of removal of asbestos-containing waste and polychlorinated biphenyls (PCBs) in 1993 and 1994, and the removal of asbestos-containing waste again in 2019. These removal activities were likely the result of renovation activities, and based on the types of waste generated and the inferred direction of groundwater flow, these listings are not expected to represent a significant environmental concern; and</p> <p>6500 Wilshire Boulevard: This property is located to the south of the Project Site, across Wilshire Boulevard, and was identified a SWEEPS UST, RCRA-SQG, LA City HAZMAT, CERS and Emissions site in the regulatory database report. The property is situated hydrologically down-gradient. The property is identified an inactive UST site, and while the size and contents of the UST were not provided in the regulatory database, no releases were reported for the site. This facility has also been permitted to generate hazardous waste including ignitable hazardous wastes and spent non-halogenated solvents since May 21, 2008, and no violations were reported by the RCRA database. In addition, this property is identified as the location of the removal of wastes consisting of alkaline solutions, unspecified solvent mixtures, and surplus organics, likely generated during general maintenance operations, as well as a chemical storage facility and a hazardous materials site associated with a medical center tenant. No releases have been reported for this property, and no violations indicative of a release of hazardous materials have been identified. Based on the types of waste generated, the lack of</p> 		

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	Yes	No
<p>reported releases, and the inferred direction of groundwater flow, these listings are not expected to represent a significant environmental concern.</p> <p>Based on the finding that no reported releases have occurred at any of the proximate properties, vapor migration is not expected to represent a significant environmental concern at this time.</p> <p>The United States Environmental Protection Agency (USEPA) has enacted strict requirements on the use, handling, and disposal of asbestos-containing materials (ACM) under the Toxic Substances Control Act (TSCA). These regulations include the phase out of friable asbestos and ACM in new construction materials beginning in 1979. Thus, any building, structure, surface asphalt driveway or parking lot constructed prior to 1979 could potentially contain ACM. In addition, the USEPA's National Emission Standards for Hazardous Air Pollutants (40 Code of Federal Regulations 61 Part M) mandate the removal of friable ACM before a building is demolished. Responsibility for implementing these USEPA regulations has been delegated to the State of California, which in turn has delegated this responsibility in the Southern California region to the South Coast Air Quality Management District (SCAQMD). Accordingly, SCAQMD's Rule 1403 specifies required agency notifications, appropriate removal procedures, and required handling and cleanup procedures for the removal of ACM.</p> <p>Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has a one milligram per square centimeter (mg/cm²) (5,000 microgram per gram (µg/g) or 0.5% by weight) or more of lead. The US Consumer Product Safety Commission (16 Code of Federal Regulations [CFR] 1303) banned paint containing more than 0.06 percent lead for residential use in 1978. Buildings built before 1978, such as those on the Project Site, are much more likely to have LBP. The abatement and removal of LBP is governed by both Federal and State regulations, including Title 17, California Code of Regulations, Division 1, Chapter 8, which establishes criteria for the removal of LBP, requires that all contractors involved in LBP removal be certified, and requires notification of the California Department of Health prior to LBP abatement activities are undertaken.</p> <p>As reflected in the PEA, an inspection of the Project Site conducted in January 2022 revealed the presence of both ACM and LBP in the Project Site's existing building; accordingly, as recommended by the PEA, such materials would be abated and safely removed from the Project Site in connection with the development of the Project. As required by existing regulations, including but not limited to SCAQMD Rule 1403 and Title 17 of the California Code of Regulations, all removal and abatement of ACM and LBP will be conducted in compliance with all required protocols. Such regulatory compliance would also be consistent with SCAG PMM-HAZ-4 and its recommended protocols regarding the removal of ACM and LBP. Accordingly, through compliance with applicable regulatory requirements, the identification and removal of ACM and LBP will not result in the potential for exposure to significant health hazards at the Project Site.</p> <p>The Project Site, along with the County of Los Angeles, is located within Radon Zone 2 of the California Radon Map. Radon Zone 2 areas have a predicted average indoor radon screening level between 2.0 picocuries per liter (pCi/L) and 4.0 pCi/L, below the 4.0 pCi/L action level set by the USEPA. As reflected in the PEA, based upon the radon zone classification, radon is not considered to be a significant environmental concern.</p>		

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	Yes	No
<p>The Project Site is located in a City-designated methane buffer zone. LAMC, Chapter IX, Article 1, Division 71, Section 91.7103, also known as the Los Angeles Methane Seepage Regulations, establishes prescriptive requirements for buildings and paved areas located in methane zones and methane buffer zones. Requirements for new construction within such zones include methane gas sampling and, depending on the detected concentrations of methane and gas pressure at the site, application of design remedies for reducing potential methane impacts. Site testing is required to determine the design concentration, unless the developer accepts the most stringent methane requirements (Level V). In accordance with these regulatory requirements, a methane assessment will be required prior to the redevelopment of the Project Site, and appropriate prescriptive design remedies will be required to ensure that potential methane-related risks are addressed.³⁶</p> <p>Therefore, as concluded by the PEA, based on the Project Site’s historical use as a professional office as well as a review of regulatory records, no evidence of a release of hazardous waste/substances/materials was identified or suspected to have occurred that has resulted in a public health or environmental risk at the Project Site. Furthermore, no such releases were identified or suspected on adjoining or surrounding properties that may have impacted the Project Site. As a result, no sampling activities or human health screening evaluations are warranted for the Project Site, and there is no potential for exposure of future occupants to significant health hazards from the area. Therefore, the Project is consistent with this criterion.</p>		
<p>(5) The TPP would not have a significant impact on historical resources.</p> <p>Section 15064.5 of the State CEQA Guidelines defines an historical resources 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 project-related significant adverse effect would occur if the Project were to adversely affect a 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.</p> <p>As discussed in the Historical Resources Assessment (HRA) for 6435 Wilshire Boulevard, prepared by Chattel, Inc. on March 3, 2020 (available in Appendix H), the Project Site is developed with a five-story commercial building designed in the Late Moderne architectural style and constructed in 1950. It was previously identified in the “Wilshire Community Plan Area Historic Resources Survey Report” prepared by Architectural Resources Group in 2015 for SurveyLA, the citywide survey of historic resources, as eligible for individual listing at the national, state, and local levels. The property was evaluated under the historic context “Architecture and Engineering: L.A. Modernism” as an example of the Late Moderne architectural style.</p>	X	

³⁶ Division 71 of the Los Angeles Building Code.

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	Yes	No
<p>In April 2019, an HRA was prepared for the Project Site by Sapphos Environmental, Inc. to evaluate the existing building’s potential eligibility as an historical resource. After careful research and evaluation, Sapphos concluded that the building was ineligible for individual listing in the National Register of Historic Places, California Register of Historical Resources, or as a City of Los Angeles Historic-Cultural Monument (HCM). Additionally, Sapphos found that the property would not contribute to an existing or potential Historic Preservation Overlay Zone (HPOZ) and ultimately did not meet the criteria to be considered a historical resource under CEQA.</p> <p>The 2020 HRA prepared by Chattel considered the SurveyLA findings as well as the conclusions of the 2019 Sapphos HRA, and also utilized site-specific and contextual research in primary and secondary sources; application of criteria of significance within the appropriate historic context(s); direct observations of the subject property made by professionals meeting the Secretary of the Interior’s Professional Qualifications Standards; and, comparative analysis. After analyzing the Project Site’s existing building under the relevant federal, state, and local eligibility criteria, the Chattel HRA concluded the following:</p> <ul style="list-style-type: none"> • Under Criterion A/1/1, the subject property was not found to be associated with any events that have made a significant contribution to the broad patterns of history. • Under Criterion B/2/2, the subject property was not found to be associated with any important person in our past. • Under Criterion C/3/3, the subject property does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values. • Under Criterion D/4, the subject property cannot reasonably be expected to yield information important in prehistory or history. <p>The Chattel HRA also included a comparative analysis of the Project Site’s existing building with other Late Moderne buildings in the Los Angeles area. As the result of this analysis, the HRA concluded that while the subject property is an example of a commercial building designed in the Late Moderne architectural style, it is an unremarkable example of the style, was not designed by a master architect, and had no innovative or historic events occur in it, particularly in comparison to multiple other buildings assessed in the HRA and found to be exemplars of the Late Moderne architectural style. Therefore, it was concluded that the property is an unremarkable example of the Late Moderne architectural style and does not appear eligible for individual listing in the National Register or California Register, eligible as a contributor to a listed or potential National Register or California Register historic district, individually eligible as an HCM, or eligible as a contributor to an existing or potential HPOZ. Accordingly, the existing building is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines and would not result in a substantial adverse change to historical resources pursuant to Section 15064.5(b) of the CEQA Guidelines.³⁷</p>		
<p>(6) The TPP is not subject to any of the following:</p> <p>a. a wildland fire hazard;</p> <p>As a result of the Oakland Hills Fire of 1991, AB 337 was passed in 1992 requiring CAL FIRE to work with local governments to identify high fire hazard severity zones within local responsibility areas throughout each county in the State. In response, the City first</p>	X	

³⁷ *Historical Resources Assessment for 6435 Wilshire Boulevard, Los Angeles, CA, by Chattel, Inc., March 3, 2020, found in **Appendix H** of this document.*

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PRC Section 21155.1(a). To be considered a Sustainable Communities Project, the TPP must comply with all of the following environmental criteria

	Yes	No
<p>established the Very High Fire Hazard Severity Zone (VHFHSZ) in 1999. The VHFHSZ replaced the older “Mountain Fire District” and “Buffer Zone.” The VHFHSZ comprises most of the hilly and mountainous regions of the City. The Project Site is not located in a VHFHSZ; the nearest VHFHSZ is the Santa Monica Recreational Area located approximately 2.25 miles to the north.³⁸</p> <p>The State Responsibility Area (SRA) is the area in the State where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA is comprised of over 31 million acres across the entire State to which the State Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services. The Project Site is located in a developed, urban area in the Wilshire Community Plan area and is not located in or near the SRA.³⁹</p> <p>b. an unusually high risk of fire or explosion from materials stored or used on nearby properties;</p> <p>As discussed above, a PEA was prepared by Partner Engineering and Science, Inc., in April 2022 (this report is available in Appendix G). As part of the report, regulatory databases such as those required by California Government Code Section 65962.5 were reviewed for the Project Site and properties within the standard search radii. The Project Site was not included in the Cortese List. Based on the Project Site’s historical use as a professional office as well as a review of regulatory records, no evidence of a release of hazardous waste/substances/materials was identified or suspected to have occurred that has resulted in a public health or environmental risk at the Project Site. In addition, the PEA included the results of both regulatory database searches as well as visual observations of adjacent and proximate properties, which concluded that the Project Site is surrounded by a mix of commercial uses and multi-family residential uses. No evidence of a release of hazardous waste/substances/materials were identified or suspected on adjoining or surrounding properties that may have impacted the Project Site. As a result, no sampling activities or human health screening evaluations are warranted for the Project Site, and there is no potential for exposure of future occupants to significant health hazards from the area. These adjacent land uses are also not typical operations associated with high risk of fire or explosions, such as industrial or warehousing facilities. Moreover, these surrounding properties were not identified on any regulatory database as containing hazardous uses that would be associated with a high risk of fire or explosions.</p> <p>According to the records of the California Geologic Energy Management Division (CalGEM), the Project Site is located within the Salt Lake, South oil field.⁴⁰ Due to the close proximity of significant oil production areas, the Project Site has been identified as being located in a City-designated methane buffer zone. As previously discussed, due to the potential environmental risk associated with construction in Methane Zones, the property owner is required to conduct a methane assessment prior to the redevelopment of the Project Site and comply with the City’s prescriptive methane design standards to eliminate</p>		

³⁸ City of Los Angeles Fire Department, Fire Zone Map Viewer, website: <https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map>, accessed October 2021.

³⁹ California Board of Forestry and Fire Protection, State Responsibility Area Viewer, website: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=468717e399fa4238ad86861638765ce1>, accessed October 2021.

⁴⁰ California Well Finder, CalGEM GIS, website: <https://maps.conservation.ca.gov/doggr/wellfinder/#/-118.36954/34.06418/17>, accessed October 2021.

III. SUSTAINABLE COMMUNITIES PROJECT CRITERIA

PRC Section 21155.1(a). To be considered a Sustainable Communities Project, the TPP must comply with all of the following environmental criteria

	Yes	No
<p>potential methane-related risks.⁴¹ Therefore, the Project Site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties.</p> <p>c. risk of a public health exposure at a level that would exceed federal and state standards;</p> <p>As discussed above, as concluded by the PEA (this report is available in Appendix G), based on the Project Site’s historical use as a professional office as well as a review of regulatory records, no evidence of a release of hazardous waste/substances/materials was identified or suspected to have occurred that has resulted in a public health or environmental risk at the Project Site. Furthermore, no such releases were identified or suspected on adjoining or surrounding properties that may have impacted the Project Site. As a result, no sampling activities or human health screening evaluations are warranted for the Project Site, and there is no potential for exposure of future occupants to significant health hazards from the area.</p> <p>In addition, as reflected in the PEA, an inspection of the Project Site conducted in January 2022 revealed the presence of both ACM and LBP in the Project Site’s existing building; accordingly, as recommended by the PEA, such materials would be abated and safely removed from the Project Site in connection with the development of the Project. As required by existing regulations, including but not limited to SCAQMD Rule 1403 and Title 17 of the California Code of Regulations, all removal and abatement of ACM and LBP will be conducted in compliance with all required protocols. Such regulatory compliance would also be consistent with SCAG PMM-HAZ-4 and its recommended protocols regarding the removal of ACM and LBP. Accordingly, through compliance with applicable regulatory requirements, the identification and removal of ACM and LBP will not result in the potential for exposure to significant health hazards at the Project Site.</p> <p>As such, the Project would not result in a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.</p> <p>d. seismic risk as a result of being within a designated earthquake fault zone or seismic hazard zone; and</p> <p>As indicated in the Geotechnical Engineering Exploration Report (these findings are available in Appendix I), the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. However, the Project Site is located in a liquefaction zone and is therefore located within a seismic hazard zone, which is based on correlation of a combination of factors including: surface distribution of soil deposits; physical relief; depth to historic high groundwater; shear strength of the soils; and occurrence of past seismic deformation.⁴² Accordingly, the Geotechnical Engineering Exploration Report performed an analysis of potential liquefaction hazards at the Project Site, identified anticipated liquefaction-induced differential settlement, and proposed that the Project utilizes a mat-type foundation and comply with applicable ASCE standards regarding building construction. The Los Angeles Department of Building and Safety (LADBS) has reviewed and approved the Geotechnical Engineering Exploration Report and its foundation design recommendations, and these recommendations will be incorporated into the final design-level geotechnical report for the</p>		

⁴¹ Division 71 of the Los Angeles Building Code.

⁴² Geotechnical Engineering Exploration for Proposed Mixed-Use Residential/Commercial Building, Lots 7 & 8, Block 3, Tract 7555, 6435 Wilshire Boulevard, Los Angeles, CA, by Irvine Geotechnical Inc., June 2021, found in **Appendix I** of this document.

III. SUSTAINABLE COMMUNITIES PROJECT CRITERIA

PRC Section 21155.1(a). To be considered a Sustainable Communities Project, the TPP must comply with all of the following environmental criteria

	Yes	No
<p>Project, as required by current City regulations. Accordingly, the Project would not result in seismic risk as a result of being within a seismic hazard zone.</p> <p>e. landslide hazard, flood plain, flood way, or restricted zone. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone X – Area of Minimal Flood Hazard, which is a designation for areas determined to be outside the 100-year flood hazard area.⁴³ Thus, the Project Site is not located within a designated 100-year flood plain area, and the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. Additionally, the Project Site is not located within a potential tsunami inundation area. However, the Project Site is located in a potential inundation area due to its proximity to Franklin Canyon Reservoir, located 4.3 miles northwest of the Project Site.⁴⁴ It should be noted that for purposes of conservatively mapping a dam failure inundation area, the water level contained by each dam is assumed to be the peak storage capacity, and the failure is assumed to be catastrophic (i.e., instantaneous). The greatest hazard is closest to the dam where the flood waters would have the greatest volume (and depth) and velocity which causes direct impact to structures, flooding, and severe erosion. Some property damage and injury could be caused at much greater distances due to collateral considerations (e.g., vehicle accidents, electrical shock). The State Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. Dam safety regulations and flood plain ordinances are the main means of mitigating damage or injury due to dam failure inundation; even so, dam failure inundation has a relatively low probability of occurrence.⁴⁵ Therefore, impacts associated with flooding, including flooding due to the failure of a levee or dam, would be less than significant.</p>		
<p>(7) The TPP site is not located on developed open space. The Project Site is located within a highly urbanized area that includes a mixture of mid- to high-rise buildings containing a variety of uses including commercial, retail, office, and residential uses. The Project Site is currently developed with a vacant commercial office building and associated surface parking. The Project Site is designated for Regional Center Commercial in the City of Los Angeles General Plan with corresponding zoning designation of [Q]C4-2D-O. The [Q]C4-2D-O zone permits a wide range of commercial uses (including retail stores, restaurants/bars, offices, hotels, drug stores, grocery stores, etc.) as well as any residential land use allowed in the R4 zone (including multiple family dwellings with a minimum lot area of 400 square feet per dwelling unit).</p> <p>Neither the City nor any other governmental entity has identified the Project Site as a park or open space. The Project Site currently does not contain any of the traditional aspects of developed open space, such as playgrounds, swimming pools, ballfields, enclosed child play areas, or picnic facilities. There are no building permit records which indicate that the Project Site has been developed with any recreational amenities or landscaping which is intended to be identified as open space.</p> <p>The City's Zoning Information and Map Access System (ZIMAS) identifies parks and other</p>	X	

⁴³ Preliminary Endangerment Assessment Report Wilshire Redevelopment, 6435 Wilshire Boulevard, Los Angeles, CA 90048, by Partner Engineering and Science, Inc, April 2022, found in **Appendix G** of this document

⁴⁴ City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit G: Inundation & Tsunami Hazard Areas in the City of Los Angeles.

⁴⁵ City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Section 2.17, Geologic/Seismic Conditions, pages 2.17-38, 2.17-40, 2.17-61 – 2.17-62.

III. SUSTAINABLE COMMUNITIES PROJECT CRITERIA

PRC Section 21155.1(a). To be considered a Sustainable Communities Project, the TPP must comply with all of the following environmental criteria

	Yes	No
<p>open space facilities using a number of symbols to denote the various types of facilities.⁴⁶ The Project Site is not identified with any such symbol. Nor is Project Site currently zoned as Open Space; it is not identified as having any park or recreational facility on ZIMAS; nor is it currently used for developed open spaces uses. Therefore, the Project Site is not located on a site with developed open space.</p>		
<p>(8) The TPP building would be 15 percent more energy efficient than Title 24 standards, and the TPP building and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.</p> <p>As described in the Energy and Water Efficiency Compliance Report for the Project (refer to Appendix B), the Project has been designed to exceed Title 24 by 16.8 percent and to achieve 64 percent less water usage than the average household use in the region.⁴⁷ Each of the units will maximize the indoor environmental quality with the inclusion of energy star air conditioning with fresh air intake, natural cross ventilation, exhausting kitchen hood and fans, no VOC paints, natural flooring, and formaldehyde free cabinetry, counters and shelving. All bathroom and plumbing fixtures will be water-conserving fixtures. Overall energy efficiency will be maximized with energy star rated appliances, advanced lighting, dual glazed windows with low-e coating and energy efficient thermal building envelope.</p> <p>Furthermore, in accordance with new CAL-Green requirements, the Project includes the required 15 percent of the total roof areas as solar-ready. The proposed landscaping plan provides a mix of ground cover and trees to complement the architecture. Plant material has been selected for temperature hardiness and low water use. Overall water consumption will be minimized with the inclusion of water efficient appliances and fixtures throughout the development.</p> <p>Therefore, the Project would be designed to be 15 percent more energy efficient than the applicable Title 24 of the California Code of Regulations (CCR) standards and to achieve at least 25 percent less water usage than the average household use in the region.</p>	X	

⁴⁶ See ZIMAS Legend at <http://zimas.lacity.org/MapLegends/MasterLegend.pdf>, accessed October 2021.

⁴⁷ CEQA Exemption Energy and Water Efficiency Compliance, The Stanley, 6435 Wilshire Boulevard, Los Angeles, CA 90048, by Green Dinosaur, March 2022, refer to **Appendix B** of this document.

IV. SUSTAINABLE COMMUNITIES PROJECT CRITERIA		
PRC Section 21155.1(b). To be considered a Sustainable Communities Project, the TPP must comply with all of the following land use criteria		
	Yes	No
<p>(1) The TPP site is not more than 8 acres.</p> <p>The Project Site is approximately 17,713 square feet or 0.40 acres. Therefore, the Project Site is less than 8 acres.</p>	X	
<p>(2) The TPP would not contain more than 200 residential units.</p> <p>The Project involves the development of a transit-oriented development with 10 percent affordable housing containing 68 residential units. Therefore, the Project would not contain more than 200 residential units.</p>	X	
<p>(3) The TPP would not result in any net loss in the number of affordable housing within the project area.</p> <p>The Project Site is currently developed with a vacant commercial office building and associated surface parking. The Project would include 68 residential units, 10 percent of which would be affordable housing. Therefore, the Project would increase the number of affordable housing units within the Project area and would not displace existing affordable units.</p>	X	
<p>(4) The TPP does not include any single level building exceeding 75,000 square feet.</p> <p>The Project would be comprised of one eight-story building, approximately 90 feet in height, with two levels of subterranean parking. Therefore, the Project does not include a single level building exceeding 75,000 square feet.</p>	X	
<p>(5) Applicable mitigation measures or performance standards in prior EIRs would be incorporated into the TPP.</p> <p>There are no prior EIRs or other environmental documents prepared specifically for the Project Site. The most relevant prior EIR is SCAG's 2020 RTP/SCS Program EIR, which includes a Mitigation Monitoring and Reporting Program (SCAG MMRP). The SCAG MMRP contains mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects.⁴⁸</p> <p>While the SCAG MMRP mitigation measures should only be applied to projects that have the potential for significant effects, a discussion of applicability of these measures is contained in Appendix J. As described therein, many of the mitigation measures identified by SCAG would not apply to the Project and, therefore, would not be incorporated. In addition, as discussed in Appendix J, the Project will already substantially comply with a number of the MMRP's mitigation measures through its required compliance with various State, regional, and local regulatory requirements, as well as its implementation of various Project Measures.</p>	X	
<p>(6) The TPP would not conflict with nearby operating industrial uses.</p> <p>There are no industrial uses within the vicinity of the Project Site. The properties surrounding the Project Site are zoned [Q]R3-1 (Multiple Dwelling Zone) with a General Plan Land Use designation of Medium Residential and [Q]C4-2D-O (Commercial Zone) with a General Plan Land Use designation of Regional Center Commercial.⁴⁹ Therefore, implementation of the Project would not conflict or interfere with any of the existing operating industrial uses.</p>	X	
<p>(7) The TPP is located within one-half mile of a rail transit station or a ferry terminal included in a RTP or within one-quarter mile of a high-quality transit corridor included in a RTP.</p>	X	

⁴⁸ Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy PEIR, adopted September 2020, Exhibit A Mitigation Monitoring and Reporting Program.

⁴⁹ City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org/>, accessed October 2021.

<p>The Project Site is within a half-mile of a planned major transit stop (Wilshire/Fairfax Purple Line Station) that is included in the 2020 RTP/SCS.⁵⁰ In addition, the Project Site is located in a High Quality Transit Area as designated by SCAG, reflecting the multiple transit options operating in the vicinity, including Metro bus lines 20 and 720 and AVTA bus line 786, which run along Wilshire Boulevard, and Metro bus line 105, which runs along La Cienega Boulevard (Appendix C: High Quality Transit Area). Therefore, the Project satisfies this criterion.</p>		
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⁵⁰ A major transit stop is defined as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” (Public Resources Code (PRC) § 21064.3.)

V. SUSTAINABLE COMMUNITIES PROJECT CRITERIA

PRC Section 21155.1(c). To be considered a Sustainable Communities Project, the TPP must comply with at least one of the following three criteria:

	Yes	No
<p>1. The TPP meets both of the following:</p> <p>a. At least 20 percent of the housing would be sold to families of moderate income, or not less than 10 percent of the housing would be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income,</p> <p>b. The TPP developer provides sufficient legal commitments as outlined in PRC Section 21555.1(c)(1)(B) to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households.</p> <p>2. The TPP developer would pay in-lieu fees sufficient to result in the development of an equivalent number of affordable units that would otherwise be required as outlined in the previous question.</p> <p>3. The TPP provides public open space equal to or greater than 5 acres per 1,000 residents of the project.</p> <p>In accordance with Option 1, the Project would provide 68 housing units, of which 10 percent (or 7 dwelling units) of the total proposed residential units would be restricted for Extremely Low Income Households. Pursuant to the City's TOC Guidelines and the Project's conditions of approval, the Project applicant shall record a covenant against the Project Site ensuring the continued availability and use of the Project's 7 affordable units for a 55-year period. Therefore, the Project meets this criterion.</p>	X	