



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

Categorical Exemption

1047 Crenshaw Project

Environmental Case Number: ENV-2022-9090-CE

Related Case Number: DIR-2022-9089-TOC-VHCA

Project Location: 1041, 1043, 1047 S. Crenshaw Boulevard, Los Angeles, CA 90019

Community Plan Area: Wilshire

Council District: 10

Project Description: The Project Site is located on the west side of Crenshaw Boulevard, between Country Club Drive to the south and Olympic Boulevard to the north, in the Wilshire Community Plan of the City of Los Angeles, County of Los Angeles. The Project Site is vacant. The Project will construct a new 7-story residential-use building with 60 multi-family residential dwelling units, and 39 parking spaces split between one ground level and the second level, as required by the Los Angeles Municipal Code (LAMC) and applicable Transit Oriented Communities (TOC) incentives.

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following: 1) Pursuant to LAMC Section 12.22.A.31, a Tier 3 Transit Oriented Communities Affordable Housing Incentive Program project to construct a 60 dwelling units Housing Development with the following incentives; base incentives are: Base Incentives A. A 70% increase in density, B. 50%, or an FAR increase resulting in at least a 3.75 Floor Area Ratio (FAR), C. 0.5 parking spaces per unit for all residential units, and Additional Incentives D. Utilization of any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5, E. Transitional Height pursuant to TOC Guidelines, Section VII.1.g.ii.2, and F. a 25% reduction in required open space. As required by various sections of the LAMC, The Applicant will request the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal and tenant improvements.

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Section 1

Project Description

This section is based on the following items, which is included as **Appendix A** to this CE:

A-1 Plans, DG Architectural Consulting, December 2, 2022

A-2 Landscape Plans, GDG, December 1, 2022

1 Project Information

Project Title: 1047 Crenshaw Project

Document Type: Class 32 Categorical Exemption (CE) for new residential-use in-fill development (the Project)

Environmental No.: ENV-2022-9090-CE

Related Case No.: DIR-2022-9089-TOC-VHCA

Project Location: 1041, 1043, 1047 S. Crenshaw Boulevard, Los Angeles, CA 90019
(Project Site or Site)

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2 Regulatory Setting

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are

declared to be categorically exempt from the requirement for the preparation of environmental documents.

15300.2. EXCEPTIONS

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

3 Environmental Setting

3.1 Project Location

The Project Site is located on the west side of Crenshaw Boulevard, between Country Club Drive to the south and Olympic Boulevard to the north, in the Wilshire Community Plan of the City of Los Angeles (City), 90019 in the County of Los Angeles (County). The Site is located approximately 3.5 miles west of Downtown Los Angeles and 11 miles northeast of the Pacific Ocean.

See **Figure 1-1, Regional Map**, for the location of the Project within the context of the City. See **Figure 1-2, Aerial Map**, for an aerial view of the Site and the immediate surrounding area.

3.2 Surrounding Land Uses

North adjacent to the Site is a vacant site (1035-1037 Crenshaw Boulevard). This area is zoned C2-1-O.

South adjacent to the Site is a 1- and 2-story commercial building (1053-1059 Crenshaw Boulevard). This area is zoned C2-1-O.

West adjacent to the Site are two 1- and 2-story single-family residential buildings (1042-1046 Victoria Avenue). These are the nearest residential uses to the Site. This area is zoned R1-1-O-HPOZ.

East across Crenshaw Boulevard is a 1-story commercial center with multiple retail and restaurant uses (1032 Crenshaw Boulevard). This area is zoned C2-1-O.

The nearest school:

- UC Education Center (after-school program), 1111 Crenshaw Boulevard, 270 feet south of the Site.

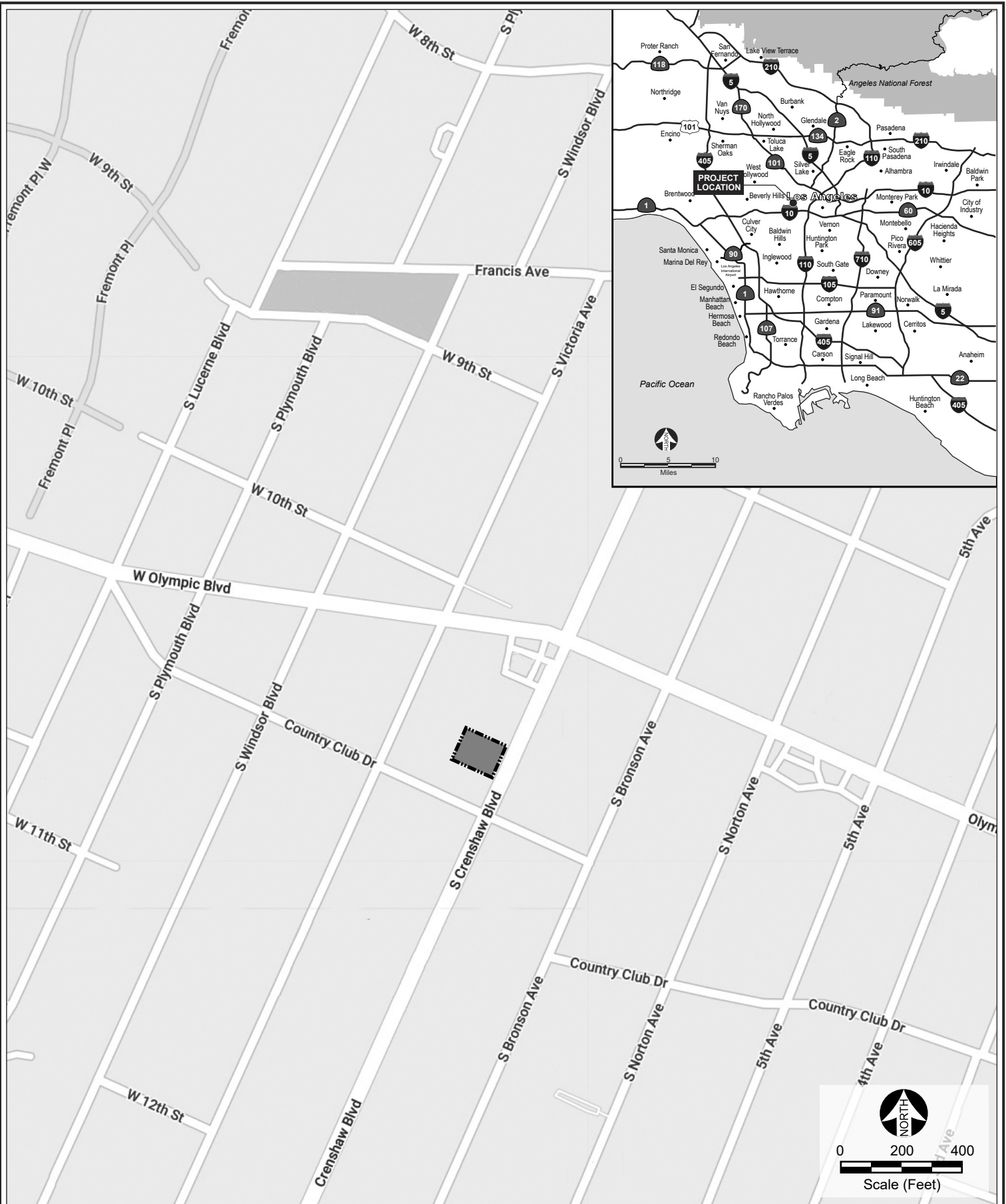
The nearest historic resources:¹

- Oxford Square Residential Historic District, Historic Preservation Overlay District (HPOZ) is located adjacent directly west of the Site. The buildings adjacent to the Site along Victoria Avenue are non-contributors to the HPOZ.²
- Crenshaw Women's Center (1025-1029 Crenshaw Boulevard), 100 feet north of the Site, is a site-of designation (not including the building) as a Historic-Cultural Monument (HCM) No. 1251.³

¹ NavigateLA, Historic-Cultural Monuments layer: <https://navigateLA.lacity.org/navigateLA>, and HistoricPlacesLA: <http://historicplacesLA.org/map>, accessed November 2, 2022.

² Oxford Square HPOZ: <https://planning.lacity.org/preservation-design/overlays/oxford-square>

³ CHC-2021-1448-HCM and CF-21-0724.



Legend



Project Site

Source: Google Maps 2023.

Figure 1
Regional Location Map



Legend



Project Site

Source: Google Maps 2023.

Figure 2
Aerial Map

3.3 Regional and Local Access

Regional access is provided by:

- I-10 (Santa Monica) Freeway, 1.25 miles south of the Site
- US-101 (Hollywood) Freeway, 2.75 miles northeast of the Site
- SR-110 (Harbor) Freeway, 3.0 miles east of the Site

Local access is provided by:⁴

- Crenshaw Boulevard (Avenue II in the Mobility Plan 2035), adjacent east of the Site
- Country Club Drive (Collector), 110 feet south of the Site
- Victoria Avenue (Local Street Standard), 200 feet east of the Site
- Olympic Boulevard (Boulevard II), 350 feet north of the Site

3.4 Bicycle Facilities

The following bicycle-friendly streets are nearby:⁵

- Crenshaw Boulevard, adjacent east of the Site
- Country Club Drive, 110 feet south of the Site

3.5 Pedestrian Facilities

There is a sidewalk along the Project Site's east side on Crenshaw Boulevard.

Striped crosswalks are provided all legs of the nearest signalized intersection (Crenshaw Boulevard / Country Club Drive, 110 feet south of the Site).

3.6 Public Transit

The Site is within a High-Quality Transit Area (HQTA),⁶ which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.⁷ Los Angeles County Metropolitan

⁴ NavigateLA, Mobility Plan 2035: <https://navigatela.lacity.org/navigatela/>, accessed November 2, 2022.

⁵ According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. <https://ladotbikeblog.wordpress.com/bfs/>

⁶ SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: <https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954>, accessed November 2, 2022.

⁷ SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530, accessed November 2, 2022.

Transportation Authority (Metro)⁸ and Santa Monica Bug Blue Bus (BBB)⁹ operate public transit in the area, as shown in **Table 1-1, Public Transit**.

**Table 1-1
Public Transit**

Line	Type	Direction	Stop	Distance to Site	Service (Peak Period)
Metro					
210	Bus	North-south on Crenshaw	Country Club	110 feet south	10 minutes
28	Bus	East-west on Olympic	Crenshaw	350 feet north	6-8 minutes
Big Blue Bus					
7	Bus	North-south on Crenshaw	Country Club	250 feet north	14 minutes
Rapid 7	Bus	North-south on Crenshaw	Country Club	250 feet north	20 minutes
Metro 210 Line schedule (Feb. 19, 2023): https://www.metro.net/riding/schedules/?line=210-13167 Metro 28 Line schedule (Oct. 23, 2022): https://www.metro.net/riding/schedules/?line=28-13167 BBB (August 14, 2022) for 7 Line: https://www.bigbluebus.com/Routes-and-Schedules/Route-7.aspx BBB (August 14, 2022) for Rapid 7 Line: https://www.bigbluebus.com/Routes-and-Schedules/Rapid-7.aspx					

3.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation:

- C2-1-O (Commercial zone in Height District 1 in Oil-Drilling District) and Neighborhood Office Commercial designation.¹⁰

The Project Site is located within a Methane Buffer Zone.¹¹

The Project Site has the following zoning classifications:

- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2512 Housing Element Inventory of Sites
- ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1

The Project Site is identified in ZIMAS as a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and a qualified Major Transit Stop¹² at the intersection of Crenshaw Boulevard and Olympic Boulevard, 350 feet north of the Site, which is served by Metro lines 28 and 210 and BBB lines 7 and Rapid 7. The lines have under 15-minute

⁸ Metro System Map: <https://www.metro.net/riding/guide/system-maps/>, accessed November 2, 2022.

⁹ BBB System Map: <https://www.bigbluebus.com/Routes-And-Schedules/>, accessed November 2, 2022.

¹⁰ Los Angeles Zoning Summary: <https://planning.lacity.org/zoning/regulations-summary>

¹¹ <http://zimas.lacity.org>, accessed November 2, 2022

¹² Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

headways during peak hours.

**Table 1-2
Project Site**

Address	Lot	APN	Size (sf)	Zone	Land Use
1041, 1043 S. Crenshaw Boulevard	57	5082-027-027	7,496.8	C2-1-O	Neighborhood Office Commercial
1047 S. Crenshaw Boulevard	58	5082-027-017	7,493.1		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , November 2022.					

3.8 Existing Conditions

The lot area before dedication is 14,992 square feet (0.34 acres).¹³

The Project Site is vacant. A one-story 1,734 square-foot building containing office use was demolished in 2022.¹⁴

There are no street trees and no onsite trees or vegetation. Therefore, there is nothing onsite that constitutes a protected tree¹⁵ or shrub.¹⁶

4 Proposed Project

4.1 Project Overview

The Project will construct a new 7-story residential-use building with 60 multi-family residential dwelling units, and 39 parking spaces split between one ground level and the second level, as required by the Los Angeles Municipal Code (LAMC) and applicable TOC incentives.

The Project includes 21 studio units, 35 1-bedroom units, 2 1-bedroom + den units, and 2 2-bedroom units.

Per TOC Guidelines Section IV.1.c, the Project provides the qualifying Tier 3 on-site restricted affordable units. This requires 10% extremely low-income units, or 6 units.

See **Figure 1-3, Site Plan**, for the plan of the Project.

¹³ [Plans](#), DG Architectural Consulting, December 2, 2022.

¹⁴ [Transportation Technical Memo](#), Raju Associates, December 22, 2022.

¹⁵ LAMC Section 46.01: "PROTECTED TREE" means any of the following Southern California native tree species which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*). (b) Southern California Black Walnut (*Juglans californica* var. *californica*) (c) Western Sycamore (*Platanus racemosa*) (d) California Bay (*Umbellularia californica*) This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

¹⁶ Effective February 4, 2021, in Ordinance No 186,873, the City added Mexican elderberry and toyon shrubs to the list of protected species.



4.2 Design and Architecture

See **Appendix A** of this CE for floor plans, elevations, sections, and renderings. The Project has been designed as an integrated single structure with articulation and variation consistent with applicable City design guidance. Parking spaces within the building (first and second levels) and residential units located within the building have been integrated into the overall architectural theme of the Project.

The building's ground level will incorporate pedestrian scale uses and design, with a street fronting residential entrance along Crenshaw Boulevard. In addition, the building's proposed design, architecturally differentiates the base of the building (parking) from the residential above including colored elements. The upper residential portions of the building incorporate varied articulation including recessed balconies.

The Project is designed with a façade that utilizes a variety of materials, such as metal panels, cement plaster, corrugated metal panels, porcelain tile, glass railing, vinyl windows. The building's façade has been designed with a vibrant signature statement for this primarily commercial street, with two large, angled accent panels of "bright yellow" colored metal. The top tier of the building's front façade along with the side and rear elevations consist of light gray stucco panels alternating with dark bronze recessed window walls and balconies. Light gray "Precision" finished masonry veneer in a horizontal 4 x 16 stacked pattern will be featured on the street fronting lower levels. The Project will include many outdoor amenities including roof top recreation decks with city views that include outdoor seating with firepits along with outdoor dining and barbecue areas.¹⁷

These materials add visual interest through different textures and colors. This variation, along with insets and offsets, and street-facing residential windows and storefront glazing at the ground floor, separates the upper residential portions of the building from the ground floor parking and lobby entrance, avoids a dull or repetitive façade, and contribute to neighborhood safety by activating the Site and putting more "eyes on the street."

The building provides façade treatments with balconies that highlight the residential nature of the building. All sides of the proposed building are articulated with colored elements, glass and metal, windows, and inset and offset architectural elements to create visual interest. Overall variation in building appearance is created with the use of various materials, windows of different widths, and balconies, the landscaped ground floor, and the transition of the ground floor to upper levels.

Rooftop equipment will be set back from the roof parapet edge and appropriately screened from public view. The Project is designed to minimize the visual impact of building mechanics and maintenance areas. Electrical rooms, storage rooms, and trash and recycling areas, are located within the building and are not visible from surrounding public streets and public view.

The Project Site is located in an urbanized and fully developed portion of the City. The built environment and proposed developments are characterized by a variety of architectural styles, age of buildings, type of developments, and size.

¹⁷ [Plans](#), DG Architectural Consulting, December 2, 2022.

4.3 Density

See **Table 1-3** for the density calculation. Pursuant to the City's General Plan and LAMC Sections 12.14 A.4, 12.13.5 A.1, and 12.11 C.4, the maximum residential density within the C2 zone is generally one dwelling unit for every 400 square feet of lot area. The Project therefore provides a base density of 38 units.

The Project is requesting a TOC Base Incentive per Tier 3 (TOC Guidelines Section VI.1.a.iii) to allow an increase in number of dwelling units by 70% or 27 additional units. This will allow 65 units.

The Project proposes 60 units, of which 10% (6 units) will be reserved for Extremely Low Income (ELI) households. The remaining 54 units will be market rate.

Table 1-3
Density

Lot Area	LAMC Base		TOC Max		Provided
	Rate	Density	Incentive	Density	
14,992 sf	1 unit / 400 sf	38 units	+70% (+27 units)	65 units	60 units
LAMC rounds down. TOC rounds up (TOC Guidelines V.2.a.). Plans, DG Architectural Consulting, December 2, 2022.					

4.4 Floor Area

See **Table 1-4** for the floor area and floor area ratio (FAR). Per the definition of Buildable Area in LAMC Section 12.03, "All that portion of a lot located within the proper zone for the proposed main building, excluding those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses.

Under the LAMC, in the C2 with 1 height district, the FAR is limited to 1.5:1. With a buildable area of 14,992 square feet, the floor area is limited to 22,488 square feet.

The Project is requesting a TOC Base Incentive per Tier 3 (TOC Guidelines Section VI.1.b.iii) to allow an increase in the FAR by up to 50%, or an FAR increase resulting in at least a 3.75:1 FAR in commercial zones, whichever is greater. This will allow up to 56,220 square feet.

The Project proposes a total floor area of 44,371 square feet (2.96:1 FAR). This total is allocated as completely for residential uses and related amenities.

Table 1-4
Floor Area

Buildable Area	LAMC Base		TOC Max		Provided	
	FAR	Floor Area	FAR	Floor Area	FAR	Floor Area
14,992 sf	1.5:1	22,488 sf	3.75:1	56,220 sf	2.96:1	44,371
LAMC rounds down. TOC rounds up (TOC Guidelines V.2.a.). Plans, DG Architectural Consulting, December 2, 2022.						

4.5 Setbacks

In the C2, C4, and C5 zones, no front yards are required. Pursuant to LAMC Section 12.22.A.18(c)(3), no yard requirements shall apply to the residential portions of buildings located on lots in the CR, C1, C1.5, C2, C4, and C5 Zones used for combined commercial and residential uses, if such portions are used exclusively for residential uses, and abut a street, private street or alley, and the first floor of such buildings at ground level is used for commercial uses or for access to the residential portions of such buildings. An interior side setback is required pursuant to LAMC Section 12.16.C.2 and a rear setback is required by LAMC Section 12.16.C.3.

See **Table 1-5** for the setbacks. The Project requires a 15 foot rear yard plus 1 foot for each story over 3 stories since the Site is adjacent to R-1 zone.

The Project is requesting a TOC Additional Incentive Per Tier 3 (TOC Guidelines, Section VII.1.a.i). In any Commercial zone, Eligible Housing Developments may utilize any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5. The Project is consistent with the setbacks.

Table 1-5
Setbacks

Yard	Location	Required	Provided
Front	Crenshaw	0'-0" (per C2/R4 zone)	0'-0"
Side	North	5'-0" (per RAS3, TOC Tier 3)	5'-0"
Side	South	5'-0" (per RAS3, TOC Tier 3)	5'-0"
Rear	West adjacent	19'-0" (15' + 1' each story over 3 stories)	19'-0"
LAMC 12.14.C.2 (C2/R4 Zones) Plans, DG Architectural Consulting, December 2, 2022.			

4.6 Height

Pursuant to LAMC Section 12.21.1.B.3(a), rooftop structures, equipment and improvements may exceed the maximum building height when authorized, provided the structure, equipment or improvement is screened from public view using non-reflective materials or otherwise made compatible with the overall design of the building.

Pursuant to LAMC Section 12.21.1.B.3, chimney, exhaust ducts, solar water heaters, or any roof structure housing stairways, elevators or ventilation fans may also exceed the building height limit by up to five feet, but are not required to provide a setback from the perimeter of the roof. Where height is limited to seventy-five (75) feet, roof structures for the housing of elevators and stairways may exceed the building height limit by up to twenty (20) feet in height.

The Project Site is located in C2 zone and Height District 1, which allows unlimited height and stories. However, buildings used entirely for residential (and ground floor commercial in the RAS Zones) are only limited as to feet, not stories.

LAMC 12.21.1-A,10 imposes a transitional height limit for properties within proximity to the R1 zone, and the TOC Guidelines permit an alternative transitional height limit, requiring that the building height be stepped-back at a 45-degree angle, as measured from a horizontal plane

originating 25 feet above grade at the property line of the adjoining lot in the RW1 or more restrictive zone, for Tier 3 Projects.

The Project is requesting a TOC Additional Incentive Per Tier 3 (TOC Guidelines, Section VII.1.g.ii.2). The transitional height requirement for buildings adjacent to R residential zones is 25 foot vertical at rear property line and then stepped-back at a 45 degrees angle.

The Project proposes a building of 7-stories with a building code height of 75 feet. Roof parapets, stairs, roof canopies, and elevator will extend an additional 18 feet. The zoning code height of the building will be 93 to the top of the elevator penthouse.

4.7 Open Space

Table 1-6, Open Space, provides the amount of required open space under the LAMC and the open space proposed to be provided by the Project.

The Project is requesting a TOC Additional incentive Per Tier 3 (TOC Guidelines Section VII.1.b.ii) to decrease the open space required by 25%. This will allow a reduction of 1,525 square feet. With application of the TOC reduction, the Project will be required to provide 4,575 square feet.

The Project will provide 4,575 square feet, consisting of indoor recreation rooms, roof deck, and balconies.

**Table 1-6
Open Space**

Use	Type	Quantity	Rate	Total (sf)
Required				
< 3 habitable rooms	Studio	21 units	100 sf / unit	2,100
	1-bedroom	35 units		3,500
= 3 habitable rooms	1-bedroom + den	2 units	125 sf / unit	250
	2-bedroom	2 units		250
> 3 habitable rooms	3-bedroom	0 units	175 sf / unit	0
Subtotal				6,100
TOC Reduction (25%)				-1,525
Total Required				4,575
Provided				
Common and Indoor	Recreation Space 1		680	
	Recreation Space 2		602	
	Subtotal		1,144	
Common and open to the sky	Roof Deck		1,881	
	Subtotal		1,881	
Private	Balconies (31 x 50 sf)		1,550	
Total Provided				4,575
Per LAMC 12.21.G.2				
Habitable Room - An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room or service porch. A recess from a room or an alcove (other than a dining area) having 50 square feet or more of floor area and so located that it could be partitioned off to form a habitable room, shall be considered a habitable room.				

For the purpose of applying the open space requirements of Section 12.21 G., a kitchen as defined herein shall not be considered a habitable room.

A studio and 1 bedroom units have less than 3 habitable rooms. A 2 bedroom has 3 habitable rooms. Plans, DG Architectural Consulting, December 2, 2022.

4.8 Landscaping

See **Table 1-7, Landscape Area and Tree Requirement**, for the required and provide landscape area and trees. Per LAMC Section 12.21.G.a.3, A minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs, or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway.

The Project is required to provide 25 percent of its 1,881 square feet of outdoor common open space as landscaping, or 470 square feet. The Project will provide 470 square feet of landscaped common open space on the first level and roof level.¹⁸

There are no onsite trees or street trees on the Site, so nothing is proposed to be removed.

The Project will be required to provide at least 15 trees (60 units / 4). The Project will provide at least 15 trees, with 1 on the ground level and 14 on the roof deck.¹⁹

The Project will comply with LAMC requirements for trees and landscaping.

Table 1-7
Landscape Area and Tree Requirement

Use	Requirement	Quantity	Required	Provided
Landscape Area	25% of Outdoor Common Open Space	1,881 sf	470 sf	470 sf
Trees	1 tree per 4 residential units	60 units	15 trees	15 trees
<u>Landscape Plans</u> , GDG, December 1, 2022.				

4.9 Trash, Loading, Mechanical Equipment

The Project is designed to minimize the visual impact of trash receptacles and utility areas.

Trash and recycle rooms/spaces are located within the building on Level 1, and are not visible from surrounding public streets and public view.

There is no loading area on the Site or surrounding street.

Utility rooms will be located within the building and not visible from surrounding public streets and public view. An LADWP electrical transformer is located on the northeast corner of the Site.

Rooftop mechanical equipment will be set back from the roof parapet edge and appropriately screened from public view.

¹⁸ Landscape Plans, GDG, December 1, 2022.

¹⁹ Landscape Plans, GDG, December 1, 2022.

4.10 Access and Circulation

There are two curb cuts on Crenshaw Boulevard. Both curb cuts will be closed.

A new curb cut will be added to Crenshaw Boulevard to provide vehicle access to the ground parking level and the second level.

The residential use will be accessed for pedestrians from Crenshaw Boulevard.

4.11 Vehicle Parking

Table 1-8, Vehicle Parking, provides the amount of required and provided vehicle parking.

The Project is requesting a TOC Base Incentive Per Tier 3 (TOC Guidelines, Section VI.2.a.i.4) and required parking for all residential units shall not exceed 0.5 parking spaces per unit. The minimum parking requirement per the TOC Guidelines 30 spaces (30 spaces for residential).

The Project will provide 39 spaces (18 spaces on level 1 and 21 spaces on level 2).

**Table 1-8
Vehicle Parking**

Use	Quantity	TOC Required		Provided
		Rate	Amount	
Residential	60 units	0.5 space / unit	30	39
Total			30	39
Per LAMC 12.22 A.4 and TOC Guidelines. Plans, DG Architectural Consulting, December 2, 2022.				

4.11.1 Electric Vehicle Parking

According to LAMC Section 99.04.106.4.2, where multi-family dwelling units and other "R" occupancies are constructed on a building site, and parking is available, 30% of the total number of parking spaces provided, but in no case less than one space, shall be electric vehicle charging spaces (EV spaces) capable of supporting future electric vehicle supply equipment (EVSE). According to LAMC Section 99.04.106.4.4, the number of electric vehicle charging stations (EVCS) shall be 10% of the total number of parking spaces provided for all new multi-family dwelling units, other "R" occupancies, hotels and motels.

Calculations for the required number of EV spaces and electric vehicle charging stations (EVCS) shall be rounded up to the nearest whole number. The number of EVCS can be counted towards the total number of EV spaces required for the building required per Subsections 99.04.106.4.2 and 99.04.106.4.3.1.

LAMC Section 99.05.106.5.3.3 applies to nonresidential uses and has the same 30% EVSE requirements.

LAMC Section 99.05.106.5.3.6 applies to nonresidential uses and has the same 10% EVCS requirements.

Table 1-9, Electric Vehicle Parking, provides the amount of required and provided electric vehicle parking. The Project will provide 12 EV spaces (8 will be EVSE and 4 will have EVCS).

**Table 1-9
Electric Vehicle Parking**

Parking Provided	Required			Provided		
	EVSE	EVCS	EV Total	EVSE	EVCS	EV Total
39	8	4	12	8	4	12
EVSE - electric vehicle supply equipment. EVCS – electric vehicle charging stations. <u>Plans</u> , DG Architectural Consulting, December 2, 2022.						

4.12 Bicycle Parking

Table 1-10, Bicycle Parking, provides the amount of required and provided bicycle parking. LAMC 12.21.A.16(a) requires new projects to provide bicycle parking spaces. Short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

The Project will provide 53 bicycle parking spaces (5 short-term and 48 long-term).

**Table 1-10
Bicycle Parking**

Use	Quantity	Short-Term Spaces			Long-Term Spaces		
		Rate	Required	Provided	Rate	Required	Provided
Residential	1-25 units	1 / 10 units	2.5	5	1 / 1 unit	25	48
	26-100 units	1 / 15 units	2.33		1 / 1.5 units	23.33	
	101-200 units	1 / 20 units	0		1 / 2 units	0	
	201+ units	1 / 40 units	0		1 / 4 units	0	
Total			5	5		48	48
LAMC Table 12.21 A.16 (a)(1)(i) and Ordinance No. 185,480. A minimum of two short-term bicycle parking spaces shall be provided in all cases. Per LAMC Section 12.21.A.16(b): When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and included on-half may be disregarded, and any fraction over one-half shall be construed as requiring one bicycle parking space. Therefore the 2.5 spaces rounds down to 2 spaces. <u>Plans</u> , DG Architectural Consulting, December 2, 2022.							

4.13 Lighting and Signage

Project signage will include building identification, wayfinding, and security markings. Signage will be similar to other signage in the Project's vicinity.

Exterior lighting will be shielded to reduce glare and eliminate light being cast into the night sky. Security lighting will be integrated into the overall architecture and landscaping.

The Project will also comply with LAMC lighting regulations that include approval of street lighting

plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses, under the terms of the LAMC Section 93.0117(b).

4.14 Site Security

The Project will provide a passive security program to ensure the safety of its residents, employees, and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services will include secured building access/design to residential areas; lighting of building entryways and areas; and possible video surveillance. The security program will include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems; and security lighting.

4.15 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)²⁰ and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).²¹ The applicability is determined when the Project is submitted and accepted by plan check.

All building systems will meet applicable Title 24 Energy Standards. These standards will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project will include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project will recycle and reuse building and construction materials to the maximum extent feasible.

The Project will provide EV spaces as required by the LAMC.

The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation will reduce vehicle trips and vehicle miles traveled for residents and visitors.

4.15.1 Solar Ready Roof

The 2019 Building Energy Efficiency Standards took effect on January 1, 2020. Low-rise multi-family buildings that do not have a photovoltaic system installed shall comply with the

²⁰ City of Los Angeles Department of Building and Safety, Green Building, available at <http://ladbs.org/forms-publications/forms/green-building>, accessed on November 7, 2022.

²¹ California Building Codes: <https://www.dgs.ca.gov/BSC/CALGreen>, accessed on November 7, 2022.

requirements of CCR Title 24, Park 6, Section 110.10(b) through 110.10(d).

LAMC Section 99.05.211.1 (Solar Ready Buildings) states that Projects must comply with California Energy Code Section 110.10. There are 2 exceptions: Additions having less than 2,000 square feet of new roof area and alterations.

The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy.

Per Exception 4 to Section 110.10(b)1B: Low-rise and high-rise multifamily buildings with all thermostats in each dwelling unit are demand response controls that comply with Section 110.12(a), and are capable of receiving and responding to Demand Response Signals prior to granting of an occupancy permit by the enforcing agency. In addition, in each dwelling unit, comply with one of the following measures: Install a dishwasher that meets or exceeds the ENERGY STAR Program requirements with either a refrigerator that meets or exceeds the ENERGY STAR Program requirements or a whole house fan driven by an electronically commutated motor.²²

Therefore, should the Project provide smart thermostats and Energy Star rated dishwashers and refrigerators in every unit, it may be exempt from solar ready roofs per CBC Title 24 Energy Code Exception 4.

4.16 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-11, Construction Schedule**.

The estimated operational year is 2027.²³

Construction is proposed to finish in 2027 and the Project will undergo a standard process to obtain its certification of occupancy and will begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project Site is vacant. A one-story 1,734 square-foot building containing office use was demolished in 2022.²⁴ Therefore, there is no demolition.

For a conservative assumption, the Project will excavate at a depth of approximately 5 feet for foundation elements, and grading of soils.²⁵

No fill will be imported to the Site. The amount of materials exported will be up to approximately

²² CEC, 2019 Building Energy Efficiency Standards, Section 110.10: <https://energycodeace.com/site/custom/public/reference-ace-2019/index.html#!Documents/section11010mandatoryrequirementsforsolarreadybuildings.htm>

²³ Estimates provided by the Applicant, November 2022.

²⁴ Traffic Technical Memo, Raju Associates, December 22, 2022.

²⁵ Plans, DG Architectural Consulting, December 2, 2022.

5,000 cubic yards (which includes a swell expansion potential).²⁶

No haul route approval required for the project since the Site is not in Hillside or Special Grading zone. Truck routes for export are expected to utilize the most convenient access to freeway ramps. The truck routes will comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. These streets are part of different approved haul routes.²⁷

The truck route will be approximately 30 miles one-way, or 60 miles roundtrip, and could include the following:

- Full trucks: Exit Site on Crenshaw Boulevard and travel south to the I-10 East, to the CA-60 East, to the I-605 North to exit Live Oak Avenue to Rivergrade Road, to Arrow Highway to destination at 1245 Arrowhead Highway, Irwindale, 91706.
- Empty trucks will travel in the reverse to the Site and exit I-10 West at Crenshaw Boulevard and travel north to the Site.

**Table 1-11
Construction Schedule**

Phase	Schedule	Duration (workdays)
Grading	June 1, 2025 – August 31, 2025	65 days
Trenching	September 1, 2025 – December 31, 2025	88 days
Construction	September 1, 2025 – August 31, 2027	522 days (overlap)
Architectural Coatings	June 1, 2027 – November 30, 2027	131 days (overlap)
Total	June 1, 2025 – November 30, 2027	30 months

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures, and buildings.)

Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates are estimates only.

Some overlap of phasing may occur.

The analysis assumes that construction will start in 2025. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years will be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Estimates provided by the Applicant, November 2022.

²⁶ Estimates provided by the Applicant, November 2022.

²⁷ NavigateLA, Haul Route layer: <https://navigate.la.lacity.org/navigate/>

4.17 Discretionary Requests

Discretionary entitlements, reviews, permits and approvals required to implement the Project will include, but are not necessarily limited to, the following:²⁸

- 1) Pursuant to LAMC Section 12.22.A.31, a Tier 3 Transit Oriented Communities Affordable Housing Incentive Program project to construct a 60 dwelling units Housing Development with the following incentives; base incentives are:

Base Incentives

- A. A 70% increase in density,
- B. 50%, or an FAR increase resulting in at least a 3.75 Floor Area Ratio (FAR),
- C. 0.5 parking spaces per unit for all residential units, and

Additional Incentives

- D. Utilization of any or all of the yard requirements for the RAS3 zone per LAMC 12.10.5,
- E. Transitional Height pursuant to TOC Guidelines, Section VII.1.g.ii.2, and
- F. a 25% reduction in required open space.

As required by various sections of the LAMC, The Applicant will request the necessary administrative approvals and permits from the Building and Safety Department and other municipal agencies for Project construction actions, including but not limited to the following: demolition, excavation, shoring, grading, foundation, building, haul route, street tree removal and tenant improvements.

²⁸ Attachment A Findings, Applicant, December 2022.

Section 2

Environmental Analysis

1 Regulatory Framework

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act (CEQA), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons discussed in detail later in this document, the Project is categorically exempt from CEQA under the Class 32 exemption, as set forth in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations (CCR). The Class 32 exemption promotes infill development within urbanized areas by exempting environmentally benign urban in-fill projects that are consistent with the local general plan and zoning requirements and can be served with existing utilities and public services. The Class 32 exemption does not apply to projects that would result in significant traffic, noise, air quality, or water quality impacts. Application of this exemption, as with all categorical exemptions, is limited by the regulatory exceptions identified in Section 15300.2, listed below.

Section 15332. In-Fill Development Projects.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

Section 15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located - a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

2 Discussion of CCR Section 15332(a)

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

In order to qualify for a Class 32 exemption, a project must be found to be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. It is worth noting that plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes in the environment or reasonably foreseeable indirect physical changes in the environment.¹

The legal standard that governs consistency determinations is that a project must only be in general “harmony” with the applicable land use plan to be consistent with that plan, it doesn’t require perfect conformity with each and every provision and requirement of a plan, a determination over which a lead agency land use authority such as the City has significant discretion.²

2.1 General Plan

The General Plan consists of seven State-mandated elements: Land Use, Mobility, Noise, Safety, Housing, Open Space, and Conservation; and elements addressing Air Quality, Infrastructure Systems, Public Facilities and Services, Health and Wellness, as well as the Citywide General Plan Framework Element. The Framework Element establishes the overall policy and direction for the City’s entire General Plan. It provides a citywide context and a comprehensive long-range strategy to guide the comprehensive update of the General Plan’s other mandated and optional elements. The Framework Element establishes the fundamental and over-arching goals, objectives and policies for the City and its Community Plans and Specific Plans.

2.1.1 Land Use

In Los Angeles, the Land Use element of the General Plan is made up of the City’s 35 Community Plans. The Project would demonstrate consistency with the Land Use Element through consistency with the Community Plan (discussed below).

¹ See Guidelines Section 15064(d)-(e),

² See *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18 [upholding a city’s determination that a subdivision project was consistent with the applicable general plan]. As the Court explained in *Sequoyah*, “state law does not require an exact match between a proposed subdivision and the applicable general plan.” To be “consistent” with the general plan, a project must be “compatible with the objectives, policies, general land uses, and programs specified in the applicable plan,” meaning, the project must be “in agreement or harmony with the applicable plan.” (see also *Greenebaum v. City of Los Angeles* (1984) 153 Cal.App.3d 391, 406; *San Franciscans Upholding the Downtown Plan v. City And County Of San Francisco*, 102 Cal.App.4th at p. 678.) Further, “[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.” (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans “ordinarily do not state specific mandates or prohibitions,” but instead provide “policies and set forth goals.” (*Friends of Lagoon Valley*.)

2.1.2 Mobility Element

The goals of the Transportation Chapter of the Framework Element are to provide adequate accessibility to commerce, work opportunities, and essential services, and to maintain acceptable levels of mobility for all those who live, work, travel, or move goods in the City. The Transportation Chapter includes proposals for major transportation improvements to enhance the movement of goods and to provide greater access to major intermodal facilities, such as the ports and airports. As discussed in the Transportation Chapter of the Framework Element, the goals, objectives, policies, and related implementation programs of the Transportation Chapter are set forth in the Transportation Element of the General Plan adopted by the City in September 1999.

As an update to the Transportation Element, the City Council initially adopted Mobility Plan 2035 in August 2015. The Mobility Plan 2035 was readopted in January 2016 and amended in September 2016.³ Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how the City’s residents interact with their streets. Mobility Plan 2035 includes five main goals that define the City’s high-level mobility priorities: (1) Safety First; (2) World Class Infrastructure; (3) Access for All Angelenos; (4) Collaboration, Communication, and Informed Choices; and (5) Clean Environments and Healthy Communities. Each of the goals contains objectives and policies to support the achievement of those goals. Accordingly, the goals of the Transportation Chapter are now implemented through Mobility Plan 2035.

2.1.3 Noise Element

The Noise Element includes programs and noise mitigation guidelines, but also recognizes that many noise sources are beyond the City’s jurisdictional control. The Noise Element is implemented by the City’s noise ordinances, against which the Project’s noise impacts are analyzed herein.

2.1.4 Safety Element

Adopted in November 2021, the Safety Element offers a high-level overview of how the City plans for disasters. California Government Code specifies General Plan requirements that pertain to safety, which can be addressed in the Safety Element or the Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) guides the City in reducing risks from disasters to people, property, economy and environment.⁴

The Safety Element of the General Plan provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster and initial recovery from a natural disaster. Chapters I and III of the Safety Element outline the scope of the City Emergency Operations Organization (EOO)’s on-going efforts to use experiences and new information to improve the City’s hazard program. Chapter II outlines the City’s historic commitment to improving its prevention of controllable disasters, mitigation of impacts associated with disasters and response to disaster events.

³ City of Los Angeles, Department of City Planning, Mobility Plan 2035, adopted September 2016.

⁴ City of Los Angeles, Department of City Planning, Safety Element, adopted November 2021.

Goals and policies of the Safety Element, relate to hazard mitigation by the City, including emergency response (multi-hazard), and disaster recovery (multi-hazard). The goals and objectives of the Safety Element provide a guideline for the City's service systems and do not relate to actions of the private developer. As such, these goals and objectives are not evaluated. However, regulations arising out of the objectives of the Safety Element are reflected in the Building and Safety Code and the Fire Code provision with which the Project must comply in order to obtain building permits and a certificate of occupancy.

2.1.5 Housing Element

Adopted in November 2021, the Housing Element 2021–2029 of the City's General Plan identifies five primary goals that will guide the Element:⁵

- Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable portions that meet existing and projected needs.
- Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.
- Goals 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.
- Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.
- Goal 5: A City that is committed to preventing and ending homelessness.

The Regional Housing Needs Assessment (RHNA) is the State required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. For this current 2021-2029 Housing Element 6th cycle, the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40%) are designated for very low-and low-income households.

On February 22, 2022, the California Department of Housing and Community Development (HCD) rejected the 2021 Housing Element⁶, telling the City that it must re-zone more quickly to comply with stricter state laws that are aimed at more development across California. Under the state's ruling, the city must rezone for 255,000 new homes by mid-October, instead of over the next three years.

Los Angeles City Planning and the Los Angeles Housing Department worked together to address feedback received from HCD and prepare revisions (targeted amendments) to programs to address the new Affirmatively Furthering Fair Housing (AFFH) requirements.

⁵ Los Angeles, Housing Element 2021-2029, adopted November 2021: <https://planning.lacity.org/plans-policies/housing-element-update#adopted-plan>

⁶ California Department of Housing and Community Development, https://planning.lacity.org/odocument/f058cf1b-ce3a-4e10-ad07-9972e24585e2/HCD_comment_Letter.pdf

On June 14, 2022, the Los Angeles City Council adopted the targeted amendments to the 2021-2029 Housing Element (Council File No. 21-1230-S1). The amended Housing Element was provided to HCD immediately after its adoption for review and certification.⁷ On June 29, 2022, HCD confirmed that the amended Housing Element is in full compliance with State Housing Element Law.⁸

The Project Site is listed as an Adequate Site for Housing in the 2021-2029 Housing Element.⁹

2.1.6 Open Space Element

The Open Space and Conservation Chapter of the Framework Element contains goals, objectives, and policies to guide the provision, management, and conservation of public open space resources; address the outdoor recreational needs of the City's residents; and guide amendments to the General Plan Open Space Element and Conservation Element.

2.1.7 Conservation Element

The City of Los Angeles General Plan includes a Conservation Element. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element established an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.¹⁰

2.1.8 Consistency Analysis

Table 2-1, General Plan, lists the goals for land use that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) goals of the General Plan for each land use.

The Project's residential uses are consistent with the goals of the General Plan Framework. Therefore, there would be no significant impacts due to consistency with land use designations in the General Plan.

⁷ Los Angeles, Housing Element 2021-2029, news: <https://planning.lacity.org/plans-policies/community-plan-update/housing-element-news/city-council-adopts-targeted-amendments>

⁸ California Department of Housing and Community Development: <https://planning.lacity.org/odocument/c30f832f-9f91-47ff-bcc0-69f33b197a11/LACityAdoptedIN062922.pdf>

⁹ City of Los Angeles, Housing Element, Map: <https://planning.lacity.org/plans-policies/housing-element-update#maps>

¹⁰ City of Los Angeles Conservation Element of the General Plan, adopted September 26, 2001, p. II-9.

Table 2-1
General Plan Framework, Mobility, Housing, Conservation, Health and Wellness, and
Infrastructure and Public Services and Element Consistency Analysis

Goal, Objectives, Policies	Discussion
Framework Element Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city. Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors. Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram. Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution. Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations. Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns	Consistent. The Project will result in the development of a residential-use building that will provide 60 dwelling units, including 6 affordable units for Extremely Low Income Households. This Project thus contributes towards and facilitates the City's long-term economic viability and vision for a more livable city. The Project is proper in relation to the Site's location within the Commercial land use designation and its proximity to transit. The Project allows for improvement of the Project Site in coordination with access to mass transit. Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Framework Element of the General Plan.

and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Mobility Element

Policy 2.3: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Consistent. The Project would be located nearby a commercial corridor that is characterized by a high degree of pedestrian activity. The Project would further promote pedestrian activity by developing a residential use proximate to public transit options, with attractive streetscape improvements such as street trees and landscaping.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

Consistent. The Project would provide adequate vehicular access, improving pedestrian access, and provide bicycle facilities.

The intersection of Crenshaw Boulevard and Olympic Boulevard, 350 feet north of the Site, is served by Metro lines 28 and 210 and BBB lines 7 and Rapid 7.

The Project includes 5 short-term and 48 long-term bicycle parking spaces, per LAMC requirements.

Policy 3.2: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Consistent. The Project would be designed to provide accessibility and accommodate the needs of people with disabilities as required by the American with Disabilities Act (ADA) and the City's applicable related building code regulations.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	Consistent. The Project would promote equitable land use decisions that result in fewer vehicle trips by providing a new residential development in close proximity to public transit options, jobs (including construction jobs).
Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.	Consistent. The Project would be located in an area well-served by public transit provided by Metro. The intersection of Crenshaw Boulevard and Olympic Boulevard, 350 feet north of the Site, is served by Metro lines 28 and 210 and BBB lines 7 and Rapid 7.
Policy 3.5: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	Consistent. The Project would activate the area around major transit stops with housing use.
Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	Consistent. The Project would be located in an area well-served by public transit provided by Metro. The intersection of Crenshaw Boulevard and Olympic Boulevard, 350 feet north of the Site, is served by Metro lines 28 and 210 and BBB lines 7 and Rapid 7.
Policy 3.8: Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.	Consistent. The Project provides bicycle parking spaces in accordance with LAMC requirements. The Project includes 5 short-term and 48 long-term bicycle parking spaces, per LAMC requirements.
Policy 3.9: Discourage the vacation of public rights-of-way	Consistent. The Project would not vacate any public rights-of-way, all associated public rights-of-way would be maintained as part of the Project.
Policy 3.10: Discourage the use of cul-de-sacs that do not provide access for active transportation options.	Consistent. The Project would not include the development of a cul-de-sac.
Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	Consistent. If the Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Project is required. ¹¹ Because the Project does not include over 50,000 square feet of retail use, does not generate greater than 250 net-new daily vehicle trips, and does not replace an existing number of residential units with fewer units, Project does not meet LADOT’s transportation assessment guidelines for a vehicle miles traveled analysis (VMT). LADOT’s VMT calculator, Version 1.3, was used to determine if the project would exceed any of the

¹¹ [Transportation Assessment Guidelines](#), LADOT, August 2022.

	Transportation Impact Assessment criteria which would require further transportation impact analysis. Based on the land use and size of the existing and proposed project the VMT calculator determined that the Project would generate a net increase of 195 daily trips. Therefore, the Project does not exceed the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's Transportation Assessment Guidelines. No further transportation (CEQA and non-CEQA) analysis is necessary.¹²
Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.	Consistent. The Mobility Plan 2035 recognizes that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal mobility system and that parking consumes a vast amount of space in the urban environment, which otherwise could be put to valuable alternative uses. Additionally, the Mobility Plan observes that large parking lots create significant environmental impacts, detract from neighborhoods' visual quality, and discourage walking by increasing the distances between services and facilities. Adequate parking would be provided on-site in accordance with LAMC requirements, including bicycle facilities. Furthermore, the Project would be located in an area well-served by public transit, which would reduce parking demand.
Policy 5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.	Consistent. The Project would include residential uses located in a commercial corridor characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation. Therefore, the Project would support VMT reductions.
Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.	Consistent. While this policy applies to large-scale goals relative to fuel sources, technologies and infrastructure, the Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106 and 99.05.106.

¹² [Transportation Technical Memo](#), Raju Associates, December 22, 2022. Based on City of Los Angeles VMT Calculator, v1.3.

	The Project would provide 12 EV spaces, of which 4 would have EVCS and 8 would have EVSE.
Policy 5.5 Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways.	Consistent. During construction, the Project would incorporate a Stormwater Pollution Prevention Plan (SWPPP) that includes the implementation of best management practices (BMPs) and other erosion control measures to minimize the discharge of pollutants in stormwater runoff in accordance with the state's General Industrial Stormwater Permit. In addition, during operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the City's Low Impact Development (LID) ordinance.
Housing Element (2021-2029)	
Objective 1.1 Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.	Consistent. The Project would develop a variety of floor plan layouts and bedroom types, including 60 new multi-family residential units. The Project would contribute to the total number of dwelling units as deemed necessary in the Regional Housing Needs Assessment.
Objective 1.2 Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.	Consistent. The Project would not involve the removal of any existing housing and would including 60 new multi-family residential units, including six (6) dwelling units reserved as affordable units on a commercial site.
Objective 3.1 Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.	Consistent. The Project promotes walkable communities near public transit. Project amenities include residential open spaces and recreational uses that will promote healthy activities for future residents. The Project would also activate the Project Site with a mix of uses that would provide a secure building, lighting, and provide "eyes on the street" with a security plan, thus promoting public safety. An objective of the Housing Element is to promote a variety of housing opportunities throughout the city. The project would provide quality housing stock in a variety of sizes and rental prices to suit the diverse needs of the surrounding community. The Project would develop a variety of floor plan layouts and bedroom types. Project amenities would include open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options and would replace a vacant site. As such, the Project would contribute to the promotion of a sustainable community.
Objective 3.2 Promote environmentally sustainable buildings and land use patterns that	Consistent. The Project would develop a variety of floor plan layouts and bedroom types. Project amenities

support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.	would include open space/landscaped areas. The Project Site is an infill site located within walking distance to transit options. As such, the Project would contribute to the promotion of a sustainable community. The Project would comply with the Los Angeles Green Building Code (LAGBC). Further, pursuant to the California's CALGreen Building Standards, the Project Applicant would be required to recycle/divert construction waste generated on the Project Site in accordance with the LAMC. As such, the Project would contribute to the promotion of development of sustainable buildings to minimize the adverse effects on the environment and the use of non-renewable resources.
Objective 4.1 Ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.	Consistent. The Project would comply with all federal, state, and local laws regarding equal housing without discrimination on the basis of race, ancestry, sex, national origin, color, religion, sexual orientation, marital status, familial status, age, disability (including HIV/AIDS), and student status.
Objective 4.2 Promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.	Consistent. The Project would comply with all federal, state, and local laws regarding fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing.
Conservation Element	
15.1 Objective: Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.	Consistent. The Project Site and surrounding area are characterized by dense urban development. Due to existing buildings in the area, views are generally obstructed, and no scenic vistas exist. Therefore, the Project would not have any adverse effect on a scenic vista for the enjoyment of present and future generations.
15.1 Policy: Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.	Consistent. The Project Site does not contain any significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) or unique scenic features (historic, ocean, mountains, unique natural features). The Project Site is located in an urbanized portion of the City and topographically relatively flat. The Project Site is not a part of a scenic resource and would not obstruct any scenic views.
Health and Wellness Element	
1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land	Consistent. The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on

use, design, policy, and zoning decisions through existing tools, practices, and programs.	vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
2.2 Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	Consistent. The Project would promote pedestrian activity, with a residential development. The Project would be designed to encourage pedestrian activity. Use of bicycles to and from the Project Site would be encouraged as part of the Project by the provision of ample and safe bicycle parking. The number, type of spaces, and dimensions would be provided based on LAMC Sections 12.21-A,16 and 12.21-A,4(c). The bicycle spaces would be provided in a readily accessible location(s). Appropriate lighting would be provided to increase safety and provide theft protection during nighttime parking.
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	Consistent. Design of the Project would comply with all existing federal, state, and local regulations, including the Americans with Disabilities Act (ADA) and the state and City building codes to eliminate barriers for individuals with permanent and temporary disabilities.
2.11 Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.	Consistent. The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	Consistent. The Project meets the LAMC requirement, including the allowed TOC reduction for open space. This includes an outdoor deck, indoor amenities, and balconies.
5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	Consistent. The Project would facilitate the use of alternative-fuel, low-emitting, and fuel-efficient vehicles by providing parking spaces that are capable of supporting future installation of electric vehicle supply equipment (EVSE), per the applicable LAMC Section 99.04.106.8. The Project would provide housing opportunities to the community within walking distance to existing bus lines, helping to reduce dependence on vehicles and the air pollutants generated by vehicular traffic. In addition, the Project would be located within and near the job centers of central Los Angeles.
5.3 Reduce exposure to second-hand smoke by promoting smoke-free environments and	Consistent. The Project would reduce exposure to second-hand smoke in accordance with applicable law,

market and support public, private, and nonprofit cessation programs and services.	such as prohibition on smoking in rental residential units (California Civil Code Section 1947.5).
5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	Consistent. The Project's regional and local, construction emissions and operational emissions would be less than significant (see the air quality analysis below). The Project would comply with existing regulations pertaining to hazardous materials to ensure that no significant impacts related to upset and accident conditions related to hazardous materials would occur as a result of the Project. Finally, the Project does not include facilities that would use hazardous materials, such as a dry cleaner, industrial manufacturing processes, or automotive repair facilities. The Project would not result in any impacts related to odors.
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	Consistent. The Project would comply with Section 2485 in CCR Title 13, which requires trucks and vehicles in loading and unloading queues to have their engines turned off after five minutes when not in use, in order to reduce vehicle emissions.
Infrastructure and Public Services Chapter	
Policy 9.3.1: Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	Consistent. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	Consistent. The Project would support this City policy through compliance with City grading permit regulations (Chapter IX, Division 70 of the LAMC), which requires the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. The Project would also be required to comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of

	natural infiltration systems, evapotranspiration, and the reuse of stormwater. Thus, Best Management Practices (BMPs) would be implemented to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system. The treatment method proposed for the Project Site is the implementation of High Efficiency Biofiltration Systems (flow-through planters) to manage stormwater runoff in accordance with current LID requirements. Thus, the Project would reduce the amount of hazardous substances and total amount of flow entering the wastewater system.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	Consistent. Based on LADWP's demand projections provided in its 2020 Urban Water Management Plan¹³, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. As the Project's water demand is accounted for in the City's future projected demands (the 2020-2045 RTP/SCS includes growth throughout the Los Angeles subregion and informs the LADWP 2020 UWMP), the Project would not require the construction or expansion of new water treatment facilities that could cause a significant environmental effect. In general, projects that conform to SCAG's 2020-2045 RTP/SCS demographic projections and are in the City's service area are considered to have been included in LADWP's water supply planning efforts in the UWMP. In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. Furthermore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site.
Goal 9P: Appropriate lighting required to: (1) provide for nighttime vision, visibility, and safety needs on streets, sidewalks, parking lots, transportation, recreation, security, ornamental, and other outdoor locations; (2) provide appropriate and desirable regulation of architectural and information lighting such as building façade lighting or advertising lighting; and (3) protect and preserve the nighttime environment, views, driver visibility, and	Consistent. The Project would introduce new sources of artificial light to the Project Site, including low-level exterior lights for security and way-finding purposes, as well as general accent lighting. The Project would not include electronic lighting or signs with flashing or strobe lights. All exterior lighting would be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses. The Project would comply

¹³ LADWP 2020 Urban Water Management Plan, page ES-6: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpLn;jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

otherwise minimize or prevent light pollution, light trespass, and glare.	with the City's lighting and signage ordinances and would have signage approved by LADBS.
General Plan, Chapter 3-Land Use: https://planning.lacity.org/cwd/framwk/chapters/03/03207.htm City of Los Angeles, Conservation Element of the General Plan, March 2001. Housing Element: https://planning.lacity.org/plans-policies/housing-element-update City of Los Angeles, Health and Wellness Element of the General Plan, March 2015. General Plan, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm Note: This table includes only the policies that are applicable to the Project.	

2.2 Wilshire Community Plan

The Community Plan is one of 35 community plans geographically established for different areas of the City to implement the policies of the General Plan Framework Element and comprise the Land Use Element. The specific purpose of the Community Plan is to promote an arrangement of land use, circulation, and services that encourages and contributes to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City. In addition, the Community Plan serves to guide the development of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability, enable economic stability and growth, responsibly manage land development and other trends, and to protect investment.

The Project Site is located within the Wilshire Community Plan. The Community Plan was adopted by City Council on September 19, 2001.¹⁴

The Site is currently designated C2 and Neighborhood Office Commercial by the Community Plan.

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. As stated, the Community Plan is the Land Use Element of the City's General Plan. The Community Plan also contains policies and objectives to guide development and uses planned within the City. As addressed above, not every goal, policy, or objective is of the Community Plan applicable to the Project or the Project Site, a demonstration of consistency with the General Plan requires a finding of general harmony with the plan. The Community Plan is intended to promote an arrangement of land use, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development of the Community Plan area to meet existing and anticipated needs and conditions; to balance growth and stability; regulate land development and other trends; and protect investment.

As further set forth in **Table 2-2** below, the Project would implement and be consistent with the applicable goals and policies of the Community Plan. The Project includes urban infill uses (residential) with bicycle parking and is located near public transit.

The intersection of Crenshaw Boulevard and Olympic Boulevard, 350 feet north of the Site, is served by Metro lines 28 and 210 and BBB lines 7 and Rapid 7.

¹⁴ <https://planning.lacity.org/plans-policies/community-plan-area/wilshire>

Additionally, the Project would promote economic development by providing construction jobs. By activating the streetscape and replacing underutilized vacant parcel with residential development, the Project supports and promotes a pedestrian oriented streetscape.

Table 2-2, Community Plan, sets forth the Community Plan goals, objectives, and policies for residential land uses and discusses the Project's consistency and applicability with each objective. The Project would not conflict with any of the objectives of the Community Plan.

**Table 2-2
Community Plan**

Goals, Objectives, Policies	Discussion
Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community. Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010. Policy 1-1.1: Protect existing stable single family and low-density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life. Policy 1-1.3: Provide for adequate Multiple Family residential development. Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops. Policy 1-2.1: Encourage higher density residential uses near major public transportation centers. Objective 1-3: Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods. Policy 1-3.1: Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods. Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.	Consistent. The Project increases the housing stock and promotes greater individual choice in new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area by providing 60 dwelling units in a multiple family dwelling. The Project will enhance the visual appearance of the neighborhood through architectural design and streetscape improvements, including the planting of new landscaping and numerous windows facing the street, resulting in light and eyes toward the street during the evening. The intersection of Crenshaw Boulevard and Olympic Boulevard, 350 feet north of the Site, is served by Metro lines 28 and 210 and BBB lines 7 and Rapid 7. This proximity to transit reduces vehicular trips to and from the Project and congestion around the site. Therefore, the Project is in substantial conformance with the purposes, intent and provisions of the Wilshire Community Plan.

Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

<https://planning.lacity.org/plans-policies/community-plan-area/wilshire>

2.3 Zoning Information

2.3.1 Wilshire Center/Koreatown

All applications within the Wilshire Center/Koreatown Redevelopment Project requesting a permit for construction, remodeling, improvements, alterations including seismic compliance, demolition and/or signs must be referred to the Community Redevelopment Agency (CRA) for both CEQA clearance and permit approval.¹⁵

On December 29, 2011, the California Supreme Court issued its decision in the California Redevelopment Association v. Matosantos case, which involved challenging the constitutionality of Assembly Bill (AB)X1 26, the bill that dissolved all redevelopment agencies in California. The decision upheld (AB)X1 26, which therefore led to the dissolution of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). The dissolution of the agencies became effective February 1, 2012. ABX1 26, however, did not dissolve adopted redevelopment plans. Therefore, the Redevelopment Plan and its requirements for development within the Redevelopment Area are still in effect. As the City of Los Angeles elected not to become the successor agency to the CRA/LA, a Designated Local Authority (DLA) was formed and the Governor appointed its three-member board to wind down the operations of the former CRA/LA.

In June 2012, the state approved AB 1484, which amended California Health and Safety Code Section 34173(i) to allow the land use related plans and functions of the former redevelopment agency to be transferred to the jurisdiction that initially authorized the creation of the redevelopment agency, upon request by that jurisdiction. On June 29, 2012, a motion (Huizar-Reyes) was introduced to request the transfer of the former redevelopment agency's land use plans from the DLA to the City.

On December 11, 2012, the Planning and Land Use Management (PLUM) Committee recommended that the motion be received and filed, pursuant to a report by the City Administrative Officer recommending that the Department of City Planning (Planning Department) be first allowed to assemble and coordinate staff to undertake the responsibilities that would accompany the land use plans and functions of the redevelopment agency, before requesting the transfer.

On December 12, 2012, the City Council adopted the PLUM Committee's recommendations, and the motion was received and filed. Ordinance 186325 was subsequently prepared to transfer the CRA land use powers to the City of Los Angeles. The Ordinance was adopted on September 20, 2019, and effective November 11, 2019. The Department of City Planning is now responsible for implementing land use provisions in active redevelopment project areas.

¹⁵ <http://zimas.lacity.org/documents/zoneinfo/ZI1940.pdf>

The Wilshire Center Redevelopment Plan sets forth an array of goals promoting business retention and expansion, attracting new businesses and developing public improvements.¹⁶

The Project would promote the economic well-being of the area by increasing the tax revenue at the Site, redevelop the Site into a residential project. The Project would enhance the safety of the area by increasing the population at the Site providing a natural surveillance around the Site into the night. The Project would add housing to the Site. The other objectives are for government policies and services.

2.3.2 State Enterprise Zone: Los Angeles

The Site is within an Enterprise Zone/Employment and Economic Incentive Program Area (EZ). The Federal, State and City governments provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services. EZ special provisions applicable to plan check include parking standards and height.¹⁷

The Project also utilizes the TOC parking reduction.

2.3.3 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.¹⁸

The Project contains residential uses. The Project Site is an infill site, which is defined in pertinent part as a lot located within an urban area that has been previously developed.¹⁹ The Project Site is within a transit priority area, which is defined in pertinent part as an area within one-half mile of an existing major transit stop.²⁰

2.4 Zoning Code

¹⁶ <http://www.crala.org/internet-site/Projects/WilshireCenter/upload/WilshireCenter.pdf>

¹⁷ ZI-2374: <http://zimas.lacity.org/documents/zoneinfo/ZI2374.pdf>.

¹⁸ <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>.

¹⁹ California Public Resources Code Section 21099(a)(4).

²⁰ California Public Resources Code Section 21099(a)(7).

The Project is consistent with the applicable use and development standards of the C2 zone, which allow multiple dwellings.²¹ The Project's multi-family uses are allowed as multiple dwelling uses.

The three requested TOC base incentives (up to 70 percent density increase, an increase in FAR from 1.5 to 3.75, and 0.5 parking spaces per residential unit) and three TOC additional incentives (RAS3 yards, alternative transitional height, and 25% reduction in required open space) are listed in LAMC Section 12.22 A.25(f) (the Density Bonus menu of incentives) and/or the TOC Guidelines. Both the Density Bonus and TOC Guidelines permit exceptions to zoning requirements that result in building design and/or construction efficiencies that provide for the cost of affordable housing.

These requested incentives allow for an expanded Project building envelope so that affordable units can be constructed and the overall floor area of the Project dedicated to residential uses can be increased. These incentives support the Project's proposal to set aside 10% of the total units in the development for Extremely Low Income households.

Additionally, the requested incentives would allow the Project to provide much-needed affordable and market-rate housing, pursuant to longstanding City policies. (See Los Angeles Sustainable City pLAn, p. 49 (setting a goal of 100,000 new housing units in the City of Los Angeles by 2021); 2021-2029 Los Angeles Housing Element, p. 247 ("Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.").)

Moreover, the Project's six units that are reserved for Extremely Low Income households will increase the affordable housing stock in the Wilshire Community Plan Area. According to the Housing Element (adopted by the City Council on November 24, 2021), the population of the City of Los Angeles is expected to grow by over 370,000 persons between 2019 and 2030. The Housing Element acknowledges that there is a need to support the development of market rate and affordable housing in order to keep pace with the City's housing needs. The City's 2021-2029 Regional Housing Needs Assessment allocation for the 2021-2029 cycle is 456,643 units, of which 184,721 units (40%) are designated for very low- and low-income households. The Housing Element notes that "the City has limited [public] funding for the construction of Affordable Housing," and that "the City is constrained by its financial resources." With the Project, Applicant would construct six Extremely Low income units through private financing.

2.5 Conclusion

For all the foregoing reasons, the Project would be consistent with the applicable goals and policies of the City's land use plans and zoning for the Project Site. Therefore, impacts with respect to applicable land use plans and zoning would be less than significant.

The Project would comply with CCR Section 15332(a).

²¹ <https://planning.lacity.org/odocument/eadcb225-a16b-4ce6-bc94-c915408c2b04/ZoningCodeSummary.pdf>

3 Discussion of CCR Section 15332(b)

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project Site is located in an urbanized area of the City. Urban land uses directly abut and surround the Project Site on all sides.

As defined by CEQA Section 21071: *“Urbanized area” means either of the following: (a) An incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons. (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.*

The Project Site measures 0.34 acres, which is less than five acres. The Project Site is located within the City with a population well over 100,000 persons. Therefore, the development occurs within the City limits, is of no more than five acres, and is substantially surrounded by urban uses.

Therefore, the Project would comply with CCR Section 15332(b).

4 Discussion of CCR Section 15332(c)

The project site has no value as habitat for endangered, rare or threatened species.

4.1 Trees

There are no street trees and no onsite trees or vegetation. Therefore, there is nothing onsite that constitutes a protected tree²² or shrub.²³

Any tree removal will comply with the City's Tree Replacement Program (including Urban Forestry Division, Bureau of Street Services for the street trees). The City may require a replacement ratio of 2:1.

4.2 Habitat for Species

The Project Site is completely surrounded by urban uses. The Project Site is vacant with a previous structure demolished in 2022.

The Project Site has been subject to substantial disturbance associated with the original construction of the buildings and ongoing regular maintenance of the landscaping and nearby surrounding areas are entirely developed. As such, the Project Site does not exhibit potential to support endangered, rare, or threatened plant species.

The Project Site is disturbed, relative to the presence of natural habitats, and surrounding areas are entirely developed; therefore, the Site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of these disturbances that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management.

The California Natural Diversity Database (CNDDDB) identifies the following special-status community terrestrial habitats as occurring within the Hollywood quadrangle²⁴: California Walnut Woodland and Southern Sycamore Alder Riparian Woodland.²⁵

No special status habitats are present on the Project Site and there is no potential to occur.

²² LAMC Section 46.01: "PROTECTED TREE" means any of the following Southern California native tree species which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree: (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*). (b) Southern California Black Walnut (*Juglans californica* var. *californica*) (c) Western Sycamore (*Platanus racemosa*) (d) California Bay (*Umbellularia californica*) This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

²³ Effective February 4, 2021, in Ordinance No 186,873, the City added Mexican elderberry and toyon shrubs to the list of protected species.

²⁴ US Geological Survey, Topographic Maps, Hollywood Quadrangle, 2022: <https://apps.nationalmap.gov/viewer/>

²⁵ California Department of Fish and Wildlife, BIOS Map: <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018410-cnddb-quickview-tool>

4.3 Migratory Birds

Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The City's Bureau of Street Services, Urban Forestry Division complies with the MBTA for tree pruning and tree removal.

The Project would comply with the regulations of the CDFW²⁶ and USFWS.²⁷

4.4 Wetlands and Riparian Areas

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.²⁸ The nearest wetland habitat is a creek in the Wilshire Country Club, which classified as a Riverine and located approximately 1.25 miles north of the Project Site.²⁹

No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.³⁰ Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body, and the lack of trees on the Site, the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

There are no City or County significant ecological areas on or around the Project Site.³¹ There are no California Natural Community Conservation Plans (CNCCP) in the area. The only CNCCP in LA County is in the City of Rancho Palos Verdes.³²

There are no Habitat Conservation Plans near the Site.³³

Thus, there exists no value for the Project Site as habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan.

²⁶ California Fish and Game Code:
<https://leginfo.ca.gov/faces/codesTOCSelected.xhtml?tocCode=FGC&tocTitle=+Fish+and+Game+Code+-+FGC>
<http://www.leginfo.ca.gov/html/fgctableofcontents.html>

²⁷ USFWS, MBTA: <https://www.fws.gov/law/migratory-bird-treaty-act-1918>, accessed January 9, 2023.

²⁸ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>, accessed January 9, 2023.

²⁹ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Layer: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed July 6, 2022.

³⁰ U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <https://www.fws.gov/program/national-wetlands-inventory/wetlands-mapper>, accessed January 9, 2023.

³¹ Navigate LA, Significant Ecological Areas layer: <http://navigatela.lacity.org/navigatela/>, accessed January 9, 2023.

³² California Natural Community Conservation Plans, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed January 9, 2023.

³³ USFWS, Habitat Conservation Plans: <https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP>, accessed January 9, 2023.

4.5 Conclusion

Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Accordingly, the Site has no value as habitat for endangered, rare, or threatened species.

Therefore, the Project would comply with CCR Section 15332(c).

5 Discussion of CCR Section 15332(d): Traffic

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.³⁴

This section is based on the following items, included as **Appendix B** of this CE:

B-1 Transportation Technical Memo, Raju Associates, December 22, 2022

B-2 Approval Letter, Los Angeles Department of Transportation, January 26, 2023

5.1 Construction

According to the LADOT, construction impacts are considered part of the non-CEQA transportation analysis.³⁵ The following is for informational purposes only.

Metro bus line 210 stops on Crenshaw Boulevard, 80 feet south of the Site. Project construction would not impede access to any existing public transit stops or rerouting of a bus route.

Construction staging and worker parking would occur onsite. Therefore, no intermittent closure of the travel lane on Crenshaw Boulevard is expected. Flag persons would be present to maintain traffic operations should the travel lane be closed or trucks need to impede traffic. Additional temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access, as required.

Construction traffic would include worker trips and grading haul trips. Construction workers generally arrive at and depart from the worksite outside of peak traffic hours. Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. The haul trips would occur during the permissible hauling hours identified by the Department of Building and Safety. Thus, it is not anticipated that construction traffic trips would contribute to a significant increase in the overall congestion in the Project Site vicinity.

Grading activities would generate up to an estimated 74 peak hourly PCE vehicle trips, as summarized in **Table 6-6** in the noise section below, during the building construction phase.³⁶ This would represent about 2.6 percent of traffic volumes on Crenshaw Boulevard, which carries about 2,813 vehicles at Pico Boulevard in the morning peak hour of traffic.³⁷ Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

³⁴ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section below.

³⁵ Transportation Assessment Guidelines, LADOT, August 2022.

³⁶ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

³⁷ DKA Planning 2023, based on City of Los Angeles database of traffic volumes on Crenshaw Boulevard at Pico Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Crenshaw.Pico.180927-NDSMAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

5.2 Operation

Under the Los Angeles Department of City Planning's current procedure, after filing a Planning case for a proposed project, the "Transportation Study Assessment, Department of Transportation – Referral Form" must be completed and reviewed by Planning staff. The form is intended to screen whether a proposed project is required to conduct a full transportation assessment in accordance with Los Angeles Department of Transportation (LADOT) guidelines.

LADOT's Transportation Assessment Guidelines (August 2022) (TAG) provides screening criteria to determine whether traffic analysis is required under the California Environmental Quality Act (CEQA). CEQA analysis is based on vehicle miles traveled (VMT) that could be generated by the Project.

The TAG on page 1-2 states that a development project requires preparation of a transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City.³⁸ The Project would require a discretionary action. The Project trip generation was estimated to determine whether the other half of the criteria is satisfied.

The TAG allows the use of LADOT's VMT Calculator tool (version 1.3, released July 2020) to estimate daily trips for the purpose of screening a development project. The VMT Calculator is programmed with trip generation rates from Trip Generation Manual, 9th Edition (Institute of Transportation Engineers [ITE], 2012). It also applies various adjustment factors based on the Project's proximity to transit, surrounding density of development, etc. It considers trips generated by the Project uses and discounts trips generated by existing or recently operating uses that would be removed from the Project Site.

Table 5-1 summarizes daily trip generation for the Project, including the proposed and removed land uses. Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), the Project would have a total of 195 net daily trips.

Therefore, the Project does not exceed the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's Transportation Assessment Guidelines. No further transportation (CEQA and non-CEQA) analysis is necessary.

Table 5-1
Trip Generation and VMT Estimates

Land Use	Size	Daily Vehicle Trips	Daily VMT
Proposed Project			
Multi-Family Housing (Mid-Rise)	60 units	212	1,324
Existing Uses (removed)			
Office	1,734 sf	(17)	(103)
Net Total			
		195	1,221
<u>Transportation Technical Memorandum</u> , Raju Associates, December 22, 2022.			

³⁸ Transportation Assessment Guidelines, LADOT, August 2022.

5.3 Conclusion

LADOT concurs with the conclusion of the analysis that the net project trip generation does not meet the trip threshold to require a transportation analysis.³⁹

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to traffic.

³⁹ [Approval Letter](#), Los Angeles Department of Transportation, January 26, 2023.

6 Discussion of CCR Section 15332(d): Noise

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.⁴⁰

This section is based on the following item, included as **Appendix C** of this CE:

C Noise Technical Modeling, DKA Planning, January 2023

6.1 Fundamentals of Noise

6.1.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 6-1** provides examples of A-weighted noise levels from common sources.

Table 6-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

6.1.2 Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

6.1.2.1 Equivalent Noise Level (L_{eq})

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for

⁴⁰ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

6.1.2.2 Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

6.1.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

6.1.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds above 85 dB can cause hearing loss. Sounds less than 75 dBA, even after continuous exposure, are unlikely to cause hearing loss.⁴¹ The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.⁴²

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA, L_{eq} and that individual noise events of 45 dBA or higher be limited.⁴³ Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq} . Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

⁴¹ National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

⁴² World Health Organization, Guidelines for Community Noise, 1999.

⁴³ World Health Organization, Guidelines for Community Noise, 1999.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA while changes of 5 dBA can be readily noticeable. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.⁴⁴ However, few people are highly annoyed by noise levels below 55 dBA L_{eq} .⁴⁵

6.1.4 Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.⁴⁶ The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

6.2 Regulatory Framework

6.2.1 Federal

No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

6.2.2 State

6.2.2.1 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table 6-2** illustrates State compatibility considerations between land uses and exterior noise levels.

⁴⁴ Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

⁴⁵ World Health Organization, Guidelines for Community Noise, 1999.

⁴⁶ California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Table 6-2
State of California Noise/Land Use Compatibility Matrix

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			
Residential – Multi-Family	NA							
			CA					
					NU			
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
			CA					
Sports Arenas, Outdoor Spectator Sports								
		CA						
Playgrounds, Neighborhood Parks	NA							
					NU			
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA							
					NU			
Office Buildings, Business Commercial and Professional	NA							
					CA			
							NU	
Industrial, Manufacturing, Utilities, Agriculture	NA							
					CA			
							NU	

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CU = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: CA Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2, 2017.

6.2.3 Los Angeles County

6.2.3.1 Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

6.2.4 City of Los Angeles

6.2.4.1 General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 6-2** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

It also includes the following objective and policy that are relevant for the Project:

Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

There are also two programs that are applicable to development projects:

Program 11: For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.

Program 12: When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.

6.2.4.2 Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

Section 41.40(a) would prohibit specific Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average

ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) *It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*

(b) *Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*

(c) *Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) *It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.*

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary

noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

6.3 Existing Conditions

6.3.1 Noise-Sensitive Receptors

The Project Site is located on the commercial Crenshaw Boulevard corridor in the Oxford Square neighborhood. Sensitive receptors within 0.25 miles of the Project Site include land uses generally off Crenshaw Boulevard that include, but are not limited to, the following representative sampling:

- Residences, 1046 Victoria Avenue; directly west of the Project Site.
- Residences, 1042 Victoria Avenue; 40 feet west of the Project Site.
- Residence, 1100 Victoria Avenue; 180 feet southwest of the Project Site.
- Residence, 1043 Bronson Avenue; 270 feet east of the Project Site.
- Residence, 1047 Bronson Avenue; 270 feet east of the Project Site.
- School, 1111 Crenshaw Boulevard; 270 feet south of the Project Site.
- Residences, 1103-1107 Bronson Avenue; 300 feet southeast of the Project Site.
- Convalescent Home, 915 Crenshaw Boulevard; 820 feet north of the Project Site.
- Church, 906 Bronson Avenue; 1,100 feet northeast of the Project Site.

6.3.2 Existing Ambient Noise Levels

The Project Site is currently vacant of any improvements. As such, there is no noise generated at the Project Site.

There is also intermittent noise from the operation of the parking lot, including tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also infrequent noise from occasional solid waste management and collection activities that are of short duration, as is occasional loading of goods that must comply with LAMC Section 114.03, as the Project Site is within 200 feet of residences.

Near the Project Site, ambient noise levels are primary the function of vehicle traffic, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground

and air.⁴⁷ This includes traffic on Crenshaw Boulevard, which carries about 2,813 vehicles at Pico Boulevard in the A.M. peak hour.⁴⁸

In November 2022, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.⁴⁹ These were supplemented with additional measurements taken in August 2021. As shown in **Table 6-3**, noise levels along roadways near the Project Site ranged from 56.4 to 69.0 dBA L_{eq} , which was generally consistent with the traffic volumes local roads like Victoria Avenue and Bronson Avenue, and major arterials like Crenshaw Boulevard.

Table 6-3
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility ^b
		dBA (L_{eq})	dBA (CNEL) ^a		
A. 1042 Victoria Ave.	Traffic on Victoria Ave.	59.2	57.2	Residences - 1042-1046 Victoria Ave.	Normally Acceptable
B. 1100 Victoria Ave.	Traffic on Victoria Ave.	61.6	59.6	Residence – 1100 Victoria Ave.	Normally Acceptable
C. 1043 Bronson Ave.	Traffic on Bronson Ave.	59.9	57.9	Residences – 1043-1047 Bronson Ave.	Normally Acceptable
D. 4100 Country Club Dr.	Traffic on Country Club Dr.	56.4	54.4	Residences – 1103-1106 Bronson Ave.	Normally Acceptable
E. 1111 Crenshaw Blvd.	Traffic on Crenshaw Blvd.	69.0	67.0	School, 1111 Crenshaw Blvd.	Conditionally Acceptable
^a Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4. ^b Pursuant to California Office of Planning and Research “General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See Table 6-2 above for definition of compatibility designations. Source: DKA Planning, 2023.					

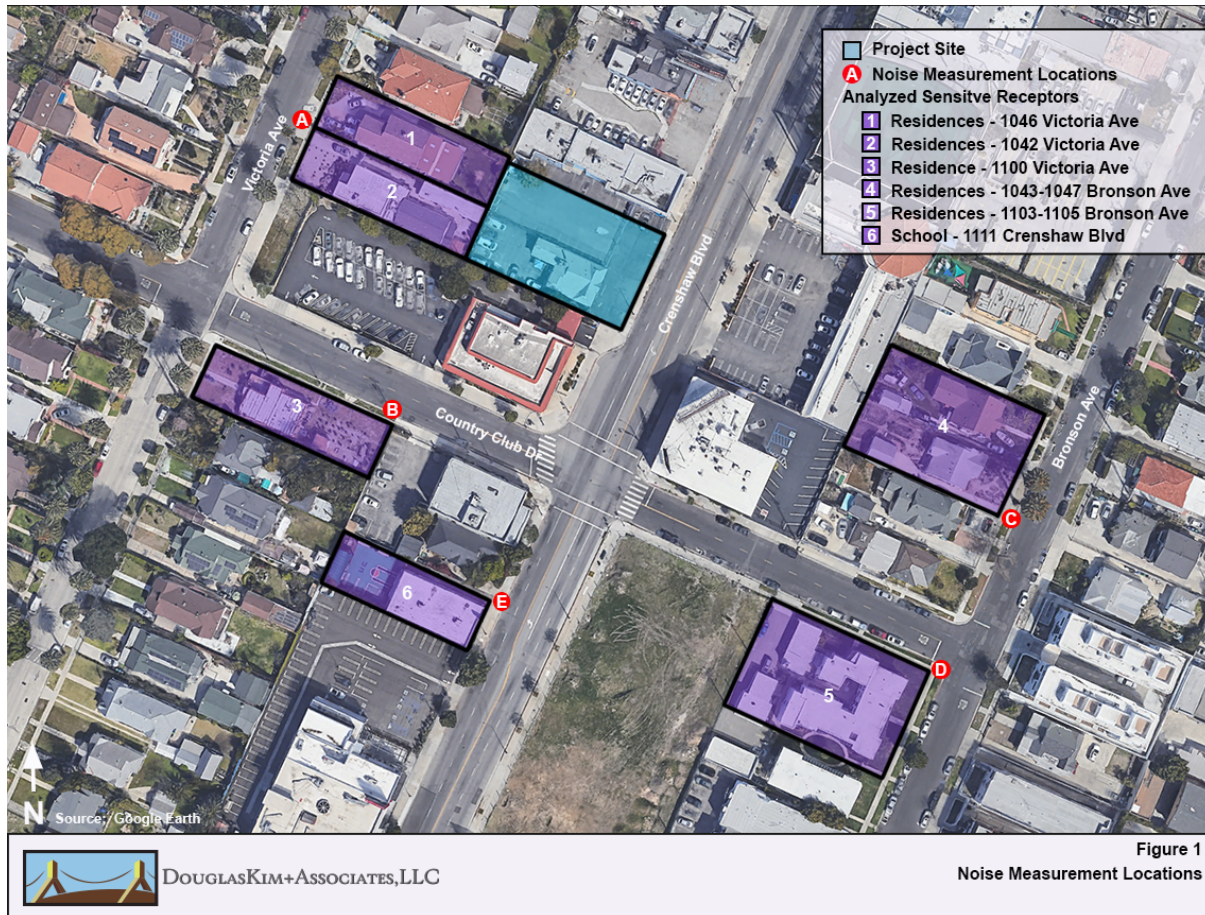
Figure 6-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered “Normally Acceptable” and “Conditionally Acceptable” for the types of land uses near the Project Site.

⁴⁷ World Health Organization, <https://www.who.int/docstore/peh/noise/Comnoise-2.pdf> accessed March 18, 2021.

⁴⁸ DKA Planning 2023, based on City of Los Angeles database of traffic volumes on Crenshaw Boulevard at Pico Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Crenshaw.Pico.180927-NDSMAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

⁴⁹ Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

Figure 6-1
Noise Measurement Locations



6.4 Methodology

6.4.1 On-Site Construction Activities

Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

6.4.2 Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling

of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,⁵⁰ the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.⁵¹

For vendor deliveries, a 9.55 PCE was used to reflect a blend of medium- and heavy-duty vehicles. It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

6.4.3 On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

6.4.4 Off-Site Operational Project Traffic Noise Sources

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Project would double traffic volumes on key roadways that access the Project Site.

6.5 Thresholds of Significance

6.5.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the Project would not result in any significant effects relating to noise.

⁵⁰ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

⁵¹ Caltrans, Technical Noise Supplement Table 3-3, 2013.

6.5.2 Construction Noise Threshold

Based on guidelines from the City of Los Angeles, Department of City Planning, the on-site construction noise impact would be considered significant if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) 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 (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

6.5.3 Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.
- Project operations would cause any 5 dBA or greater noise increase.⁵²

6.6 Analysis of Project Impacts

6.6.1 Construction

6.6.1.1 On-Site Construction Activities

Construction would generate noise during the construction process that would span 30 months of grading, utilities trenching, building construction, and application of architectural coatings, as shown in **Table 6-4**. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

⁵² As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be less than significant.

Table 6-4
Construction Schedule Assumptions

Phase	Duration	Notes
Grading	Months 1-3	Approximately 5,000 cubic yards of soil (including swell factors) hauled 30 miles to an Irwindale landfill in 10-cubic yard capacity trucks.
Trenching	Months 4-7	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-28	Footings and Foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 24-30	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

Noise levels would generally peak during the grading phase, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of dirt. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

During other phases of construction (e.g., trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. **Figure 6-2** illustrates how noise would propagate from the construction site during the demolition and grading phase.

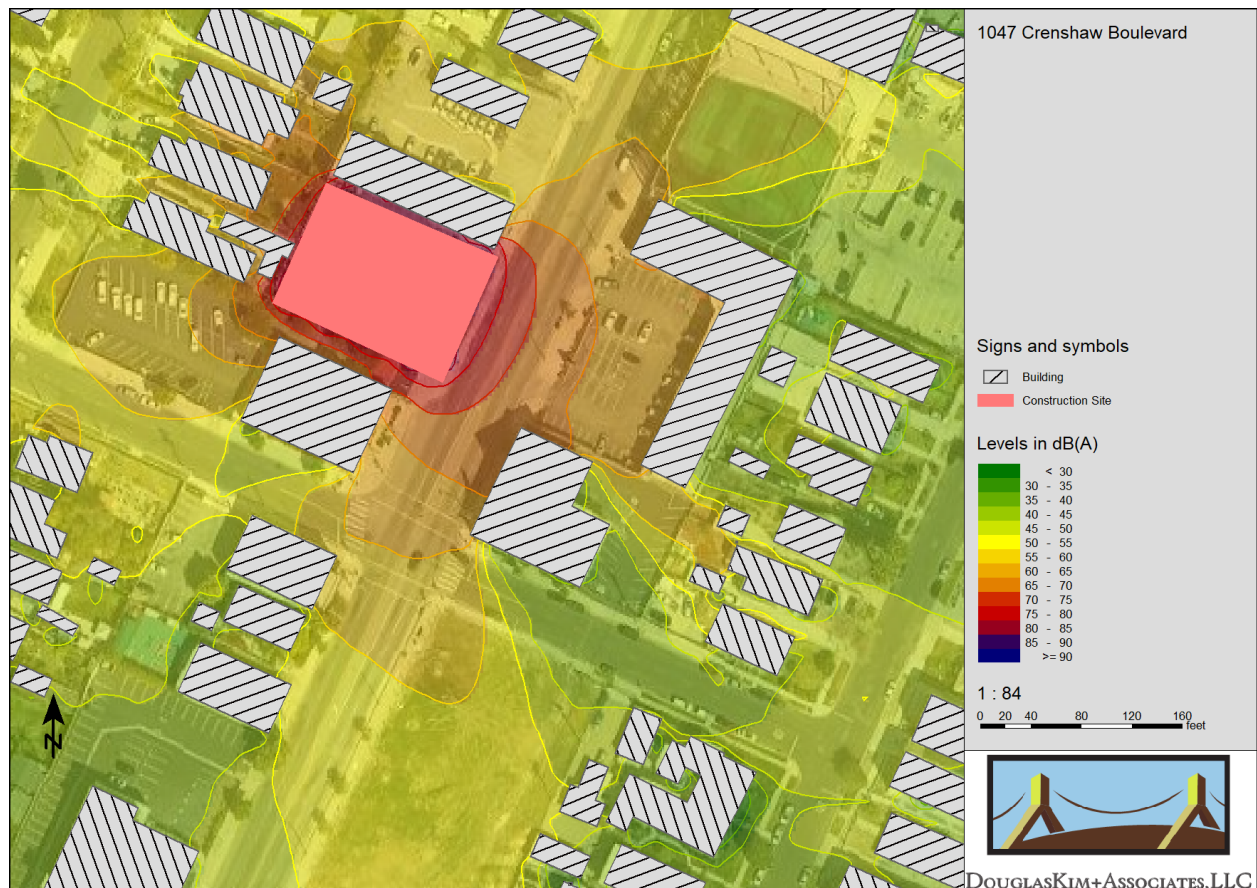
Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in **Table 6-5**, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code, such as temporary sound barriers. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

Table 6-5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L _{eq})	Existing Ambient Noise Level (dBA L _{eq})	New Ambient Noise Level (dBA L _{eq})	Increase (dBA L _{eq})	Significant ?
1. Residences – 1046 Victoria Ave.	46.2	59.2	59.4	0.2	No
2. Residences – 1042 Victoria Ave.	46.5	59.2	59.4	0.2	No

3. Residence – 1100 Victoria Ave.	53.7	61.6	62.3	0.7	No
4. Residences – 1043-1047 Bronson Ave.	39.7	59.9	59.9	0.0	No
5. Residences – 1103-1105 Bronson Ave.	44.4	56.4	56.7	0.3	No
6. School – 1111 Crenshaw Blvd.	47.3	69.0	69.0	0.0	No
Source: DKA Planning, 2023.					

Figure 6-2
Construction Noise Sound Contours



6.6.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving soil from the Project Site during grading activities; vendor trips; and worker commute trips. These activities would generate up to an estimated 74 peak hourly PCE vehicle trips, as summarized in **Table 6-6**, during the building construction phase.⁵³ This would represent about 2.6 percent of traffic volumes on Crenshaw Boulevard, which carries about 2,813 vehicles at Pico Boulevard in the morning peak hour of traffic.⁵⁴ Because workers and vendors will likely use more than one route

⁵³ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

⁵⁴ DKA Planning 2023, based on City of Los Angeles database of traffic volumes on Crenshaw Boulevard at Pico Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Crenshaw.Pico.180927-NDSMAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

to travel to and from the Project Site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

Crenshaw Boulevard would serve as part of the haul route for any soil exported from the Project Site given its direct access to the Santa Monica Freeway. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Crenshaw Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, which is less than the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table 6-6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Western Ave. ^e
Grading	8	0	42 ^b	49	1.8
Trenching	5	0	0	5	0.2
Building Construction	50	25 ^c	0	74	2.6
Architectural Coating	10	0	0	10	0.4

^a Assumes all worker trips occur in the peak hour of construction activity.
^b The project would generate 1,000 haul trips over a 65-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent.
^c This phase would generate about nine vendor truck trips daily over a seven-hour work day. Assumes a blend of vehicle types and a 9.55 PCE.
^d Percent of existing traffic volumes on Crenshaw Boulevard at Pico Boulevard.
Source: DKA Planning, 2023.

6.6.2 Operation

6.6.2.1 On-Site Operational Noise Sources

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate mechanical equipment on the northern portion of the roof that would generate incremental long-term noise impacts. HVAC equipment in the form of rooftop units suitable for heating and cooling large volumes of a building would be located on the rooftop, approximately 65 feet above grade. This equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans that could generate a sound pressure level of up to 81.9 dBA at one foot.⁵⁵

⁵⁵ City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences on Victoria Avenue to the rear of the Project Site are one- to two-stories in height, there would be no sound path from the HVAC equipment to residences that would be up to 40 to 50 feet lower than the roof of the Project. Second, these rooftop units would be set back more than 55 feet from the rear property line facing those residences. Third, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop HVAC units by 8 dBA or more.⁵⁶ A 3'6" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Finally, a stair bulkhead and elevator penthouse along the rear portion of the roof would partially shield any rooftop noise from the residences across the rear property line. As a result, noise from HVAC units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties.

Pad-mounted transformers that lower high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level facing Crenshaw Boulevard in an unobstructed location. These transformers are housed in a steel cabinet and generally do not involve noisy equipment.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include mechanical, electrical, and plumbing rooms, a utility fan room, as well as elevator equipment (including hydraulic pump, switches, and controllers) on the ground floor parking level. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the residential development from a driveway off Crenshaw Boulevard. During the peak P.M. hour, up to 21 vehicles would generate noise in and out of the Project Site, with up to 20 vehicles in the peak A.M. hour.⁵⁷

Auto-related noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. These activities would be located on the ground-level parking lot at the rear of the Project Site, where activity from 14 surface-level parking spaces would generate intermittent noise from vehicle activities. As seven of these spaces would be tandem spots that would be blocked by another vehicle at times, noise from the surface parking lot would be occasional. A six-foot high concrete masonry wall on the property line would shield some noise at the residences west of the Project Site. The majority of spaces would be located in the second-floor parking level, where the structure itself would shield any garage noise save two openings finished with metal louvers that

⁵⁶ Ibid.

⁵⁷ Raju Associates, Inc. Technical Memorandum, 1047 S. Crenshaw Boulevard Residential Project; December 2022.

would help ventilate the parking garage. Further, there are no sensitive receptors to the south across Crenshaw Boulevard. As such, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, and landscape maintenance. These are discussed below:

- Human conversation. While noise associated with everyday residential activities would largely occur internally within the development, there could include passive activities such as human conversation, socializing, and passive recreation (e.g., reading, walking) in outdoor spaces. There would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.⁵⁸ These outdoor areas include:
 - Private balconies on the front elevation facing Crenshaw Boulevard. Use of these spaces would be intermittent, with no powered speakers that would amplify either speech or music. Any human speech from this area would attenuate, lowering 3 dB for every doubling of distance. As there are no sensitive receptors with any direct line-of-sight along Crenshaw Boulevard, these impacts would not affect sensitive receptors along the arterial.
 - Private terraces on the rear elevation facing Crenshaw the rear of residences along Victoria Avenue. Use of these spaces would also be intermittent, with no powered speakers that would amplify either speech or music. These terraces would be about 15 feet from the rear property line on the 3rd and 4th levels, over 25 feet on the 5th and 6th levels, and over 40 feet on the 7th level. Any human speech from this area would attenuate rapidly, lowering 3 dB for every doubling of distance.
 - An 1,881 square-foot roof-top deck along the front of the roof facing Crenshaw Boulevard. Use of this space would be intermittent as well, with no powered speakers that would amplify either speech or music. Because the residences to the rear of the Project Site are one- to two-stories in height, there would be no sound path from the roof deck, which would be set back about 100 feet from the adjacent residences that would be up to 40 to 50 feet lower than the roof of the Project. The presence of the Project's roof edge would further reduce any noise from the roof deck by 8 dBA or more.⁵⁹ A 3'6" parapet would further shield sensitive receptors near the Project Site. Finally, a stair bulkhead and elevator penthouse along the rear portion of the roof would partially shield any rooftop noise from the residences across the rear property line. Blocking the line of sight to a noise

⁵⁸ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

⁵⁹ Ibid.

source generally results in a 5 decibel reduction.⁶⁰ Every additional meter of barrier height can reduce about 1.5 dB of additional noise.⁶¹

- The infrequent nature of outdoor use of these spaces and any acoustic noise (e.g., speech) makes it impossible to individually or collectively elevate 24-hour noise levels by 5 dBA CNEL or more at any nearby noise-sensitive receptors.
- Trash collection. On-site trash and recyclable materials for the residents would be managed from the waste collection area on the first floor of the parking garage. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Crenshaw Avenue, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.⁶² Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of trash collection activities during daytime hours would negligibly affect CNEL sound levels. Further, there are no sensitive receptors that would have a line-of-sight to these trash collection activities.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.⁶³ The landscape plan focuses on a modest palette of accent trees and raised planters on the ground level and rooftop deck that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant,

6.6.2.2 Off-Site Operational Noise Sources

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. The Project could add up to 212 vehicle trips to the local roadway

⁶⁰ Washington State Department of Transportation, Noise Walls and Barriers. <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>.

⁶¹ Federal Highway Administration, Highway Traffic Noise Barriers at a Glance. https://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm.

⁶² RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

⁶³ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA L_{eq} at 50 feet.

network on a peak weekday at the start of operations in 2027. During the peak P.M. hour, up to 21 vehicles would generate noise in and out of the Project Site via the driveway off Crenshaw Boulevard, with up to 20 net vehicles using the garage in the peak A.M. hour.⁶⁴ This would represent 0.7 percent of the 2,813 vehicles currently using Crenshaw Boulevard at Pico Boulevard in the A.M. peak hour.⁶⁵

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

6.6.3 Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. **Table 6-7** summarizes the Project's consistency with these.

Table 6-7
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	Consistent. The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	Consistent. The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	Consistent. The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to	Consistent. The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.

⁶⁴ Raju Associates, Inc. Technical Memorandum, 1047 S. Crenshaw Boulevard Residential Project; December 2022.

⁶⁵ DKA Planning 2023, based on City of Los Angeles database of traffic volumes on Crenshaw Boulevard at Pico Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Crenshaw.Pico.180927-NDSMAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 6-7
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	
Source: DKA Planning, 2023.	

6.7 Airport Noise

The Project Site is located about 7.3 miles east of the Santa Monica Airport and 9.7 miles south of the Hollywood Burbank Airport. Because the Project would not be located within the vicinity of a private airstrip or within two miles of a public airport, the Project would not expose local workers or residents in the area to excessive noise levels. This would be considered a less than significant impact.

6.8 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to noise.

7 Discussion of CCR Section 15332(d): Air Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.⁶⁶

This section is based on the following item, included as **Appendix D** of this CE:

D Air Quality Technical Modeling, DKA Planning, January 2023

7.1 Regulatory Framework

7.1.1 Federal

7.1.1.1 Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO₂ (nitrogen dioxide), O₃ (ozone), PM_{2.5} (particulate matter, 2.5 microns), PM₁₀ (particulate matter, 10 microns), SO₂ (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 7-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O₃, PM_{2.5}, and Pb.

⁶⁶ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

Table 7-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m ³)	N/A ¹	0.070 ppm (137 µg/m ³)	Non-attainment
Respirable Particulate Matter (PM ₁₀)	24-hour	50 µg/m ³	Non-attainment	150 µg/m ³	Maintenance
	Annual Arithmetic Mean	20 µg/m ³	Non-attainment	--	--
Fine Particulate Matter (PM _{2.5})	24-hour	--	--	35 µg/m ³	Non-attainment
	Annual Arithmetic Mean	12 µg/m ³	Non-attainment	12 µg/m ³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 µg /m ³)	Attainment	35 ppm (40 µg /m ³)	Maintenance
	8-hour	9.0 ppm (10 µg /m ³)	Attainment	9 ppm (10 µg /m ³)	Maintenance
Nitrogen Dioxide (NO ₂)	1-hour	0.18 ppm (338 µg/m ³)	Attainment	100 ppb (188 µg/m ³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	Attainment	53 ppb (100 µg/m ³)	Maintenance
Sulfur Dioxide (SO ₂)	1-hour	0.25 ppm (655 µg/m ³)	Attainment	75 ppb (196 µg/m ³)	Attainment
	24-hour	0.04 ppm (105 µg/m ³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m ³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO ₄)	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m ³)	N/A	No Federal Standards	

¹N/A = not available

Source: CARB, Ambient Air Quality Standards, and attainment status, 2020.
(www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_x emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NO_x and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NO_x be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies, including advanced exhaust gas after-treatment.

7.1.2 State

7.1.2.1 California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts

and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 7-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5}.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In September 2022, CARB proposes regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions in 2040. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles, buying more over time until all are zero emissions by 2042.

7.1.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art

technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H₂S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

7.1.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.⁶⁷ In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.⁶⁸ In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

7.1.2.4 Assembly Bill 2588 Air Toxics “Hot Spots” Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics “Hot Spots” program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

7.1.2.5 Air Quality and Land Use Handbook: A Community Health Perspective

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports)

⁶⁷ CARB, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm.

⁶⁸ CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm.

that should be considered when siting sensitive land uses such as residences.⁶⁹ CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined “buffer zones.” If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB’s siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

7.1.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions.

Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location.

Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

7.1.3 Regional

7.1.3.1 South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD’s jurisdiction covers an area of 6,745 square miles. The Basin includes all of

⁶⁹ California Air Resources Board, *Air Quality and Land Use Handbook, a Community Health Perspective*, April 2005.

Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

7.1.3.2 Air Quality Management Plan

SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region’s air quality attainment plan to address the “extreme” ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NOx emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG’s 2020-2045 RTP/SCS.

7.1.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V (MATES-V, released in August 2021).⁷⁰ The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. The report finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54% compared to the number in MATES IV (2012) (MATES-V, page ES-13). The

⁷⁰ <https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. About 88% of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities (MATES-V, page ES-12). The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk (MATES-V, Figure ES-2).

7.1.3.4 Southern California Association of Governments (SCAG)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 7, 2016.^{71,72} The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG’s prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan’s land use strategies, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;
- Develop “Complete Communities”;
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and

⁷¹ SCAG, Final 2016–2040 RTP/SCS.

⁷² CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.

- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 RTP/SCS (Connect SoCal 2020). The 2020-2045 RTP/SCS was determined to conform to the federally-mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG's determination that the SCS met the applicable state greenhouse gas emissions targets. The 2020-2045 RTP/SCS was included in the 2022 AQMP.

The RTP/SCS update addressed the continuing transportation and air quality challenges of adding 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs between 2016 and 2045. The Plan calls for \$639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent regional growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent
- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing PM_{2.5} emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

The 2020-2045 RTP/SCS was included in the 2022 AQMP.

The 2024-2050 RTP/SCS (Connect SoCal 2024) is currently under development.⁷³

7.1.3 Local

7.1.3.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

7.1.3.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

7.1.3.3 California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online

⁷³ SCAG, RTP/SCS 2024: <https://scag.ca.gov/ready-2024>

guidance/information for the environmental review of plans and development proposals within its jurisdiction.

7.1.3.4 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is 1.25 miles north of the westbound mainline of the Santa Monica Freeway (I-10).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway as possible when the size of the site permits, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. The Advisory Notice also informs project applicants of the regulatory requirements of the Clean Up Green Up Ordinance. Requirements for preparing HRAs were removed.

7.2 Existing Conditions

7.2.1 Pollutants and Effects

7.2.1.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O₃), nitrogen oxides (NO_x), sulfur oxides (SO_x), particulate matter ten microns or less in diameter (PM₁₀), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.⁷⁴

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's

⁷⁴ SCAQMD, Final Program Environmental Impact Report for the 2016 AQMP, <https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O₃). O₃ is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O₃ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O₃ irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO₂). NO₂ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO₂ also contributes to the formation of PM₁₀. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_x is as a precursor to the formation of ozone.

Sulfur Dioxide (SO₂). Sulfur oxides (SO_x) are compounds of sulfur and oxygen molecules. SO₂ is the pre-dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM₁₀ and PM_{2.5}). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM₁₀), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM₁₀ and PM_{2.5}. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

7.2.1.2 State-only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_x, as well as PM.

Sulfates (SO₄²⁻). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H₂S). H₂S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

7.2.2 Toxic Air Contaminants

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally

identified, or “listed,” as a TAC in California. A complete list of these substances is maintained on CARB’s website.⁷⁵

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or “soot.” Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.^{76,77}

7.2.4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3 , $\text{PM}_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3 , PM_{10} , and $\text{PM}_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

7.2.4.1 Air Pollution Climatology⁷⁸

⁷⁵ CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm.

⁷⁶ CARB, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm.

⁷⁷ CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

⁷⁸ AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O₃ and the majority of particulate matter.

7.2.4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. **Table 7-2** shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2019 through 2021. The one-hour State standard for O₃ was exceeded 16 times during this three-year period, including fourteen times in 2020. The federal standard was exceeded 26 times in that same period. In addition, the daily State standard for PM₁₀ was exceeded 203 times. The daily federal standard for PM_{2.5} was exceeded 15 times. CO and NO₂ levels did not exceed the CAAQS from 2019 to 2021 for 1-hour (and 8-hour for CO).

Table 7-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2019	2020	2021
Ozone (O₃)			
Maximum 1-hour Concentration (ppm)	0.080	0.185	0.099
Days > 0.09 ppm (State 1-hour standard)	0	14	1
Days > 0.070 ppm (Federal 8-hour standard)	2	22	2
Carbon Monoxide (CO₂)			
Maximum 1-hour Concentration (ppm)	2.0	1.9	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.6	1.5	1.6
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO₂)			
Maximum 1-hour Concentration (ppm)	0.0697	0.0618	0.0778
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM₁₀			
Maximum 24-hour Concentration (µg/m ³)	62	77	64
Days > 50 µg/m ³ (State 24-hour standard)	3	24	3
PM_{2.5}			
Maximum 24-hour Concentration (µg/m ³)	43.5	47.3	61.0
Days > 35 µg/m ³ (Federal 24-hour standard)	1	2	12
Sulfur Dioxide (SO₂)			
Maximum 24-hour Concentration (ppb)	10.0	3.8	2.2

Days > 0.04 ppm (State 24-hour standard)	0	0	0
ppm = parts by volume per million of air. µg/m ³ = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at Central LA subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed January 7, 2023.			

7.2.4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 90019) is approximately 525 in a million.⁷⁹ The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Santa Monica Freeway 1.25 miles to the south and Crenshaw Boulevard). In general, the risk at the Project Site is higher than 73 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037212702) is located in the 53rd percentile, which means the Project Site has an overall environmental pollution burden higher than at least 53 percent of other communities within California.⁸⁰

7.2.4.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located on the commercial Crenshaw Boulevard corridor in the Oxford Square neighborhood. Sensitive receptors within 0.25 miles of the Project Site include land uses generally off Crenshaw Boulevard that include, but are not limited to, the following representative sampling:

- Residences, 1046 Victoria Avenue; directly west of the Project Site.
- Residences, 1042 Victoria Avenue; 40 feet west of the Project Site.
- Residence, 1100 Victoria Avenue; 180 feet southwest of the Project Site.

⁷⁹ South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed January 7, 2023.

⁸⁰ Office of Environmental Health Hazard Assessment, <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, accessed January 7, 2023.

- Residence, 1043 Bronson Avenue; 270 feet east of the Project Site.
- Residence, 1047 Bronson Avenue; 270 feet east of the Project Site.
- School, 1111 Crenshaw Boulevard; 270 feet south of the Project Site.
- Residences, 1103-1107 Bronson Avenue; 300 feet southeast of the Project Site.
- Convalescent Home, 915 Crenshaw Boulevard; 820 feet north of the Project Site.

7.2.4.5 Existing Project Site Emissions

The Project Site is currently vacant of any improvements. As such, there are no anthropogenic emissions of criteria pollutants from the Project Site.

7.3 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2022.1.1.4) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

7.3.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.⁸¹ The localized effects from on-site portion of daily emissions were

⁸¹ South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.⁸² SCAQMD provides LSTs applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. SCAQMD does not provide an LST for SO₂ since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O₃ formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. In accordance with SCAQMD guidance, maximum daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).⁸³ This is appropriate given the 0.38-acre site and the proximity of sensitive receptors as close as five feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO₂, CO, and PM₁₀ were initially published in June 2003 and revised in July 2008.⁸⁴ The LSTs for PM_{2.5} were established in October 2006.⁸⁵ Updated LSTs were published on the SCAQMD website on October 21, 2009.⁸⁶ **Table 7-3** presents the significance criteria for both construction and operational emissions.

⁸² South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

⁸³ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

⁸⁴ South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.

⁸⁵ South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.

⁸⁶ South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.

Table 7-3
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO _x)	100	74	55	74
Carbon Monoxide (CO)	550	680	550	680
Sulfur Oxides (SO _x)	150	--	150	--
Respirable Particulates (PM ₁₀)	150	5	150	2
Fine Particulates (PM _{2.5})	55	3	55	1
/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance in the Central LA source receptor area. The SCAQMD has not developed LST values for VOC or SO _x . Pursuant to SCAQMD guidance, sensitive receptors closer than 25 meters to a construction site are to use the LSTs for receptors at 25 meters (SCAQMD Final Localized Significance Threshold Methodology, June 2008). Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019.				

7.3.2 Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.⁸⁷ Details describing the operational emissions of the Project can be found in the Technical Appendix.

7.3.3 Toxic Air Contaminants Impacts

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

⁸⁷ South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

7.4 Thresholds of Significance

7.4.1 State CEQA Guidelines

In accordance with CEQA Guidelines Section 15332(d), approval of the project would not result in any significant effects relating to air quality.

7.4.2 SCAQMD Thresholds

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:⁸⁸

7.4.2.1 Construction

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_x; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM₁₀ or SO_x; (4) 55 pounds per day for PM_{2.5}; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m³] over a 1-hour period or 9.0 ppm [10,350 µg/m³] averaged over an 8-hour period) and NO₂ (0.18 ppm [339 µg/m³] over a 1-hour period, 0.1 ppm [188 µg/m³] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m³] averaged over an annual period).
- Maximum on-site localized PM₁₀ or PM_{2.5} emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.

7.4.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.⁸⁹ However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;⁹⁰ (2) 55 pounds per day

⁸⁸ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

⁸⁹ SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

⁹⁰ For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

for NO_x; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_x; (5) 150 pounds per day for PM₁₀; and (6) 55 pounds per day for PM_{2.5}.⁹¹

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO₂ (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).⁹²
- Maximum on-site localized operational PM₁₀ and PM_{2.5} emissions exceed the incremental 24-hour threshold of 2.5 µg/m³ or 1.0 µg/m³ PM₁₀ averaged over an annual period.⁹³
- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

7.4.2.3 Toxic Air Contaminants

The following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:⁹⁴

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.⁹⁵ For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

7.4.2.4 Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:⁹⁶

- Will the Project result in any of the following:

⁹¹ SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

⁹² SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

⁹³ SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM_{2.5} Significance Thresholds, October 2006.

⁹⁴ SCAQMD, *CEQA Air Quality Handbook*, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

⁹⁵ Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

⁹⁶ South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993, p. 12-3.

- An increase in the frequency or severity of existing air quality violations;
- Cause or contribute to new air quality violations; or
- Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
 - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
 - Does the Project include air quality mitigation measures; or
 - To what extent is Project development consistent with the AQMP land use policies?

7.5 Project Impacts

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)⁹⁷ and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).⁹⁸ The applicability is determined when the Project is submitted and accepted by plan check. During construction, the Project will recycle and reuse building and construction materials to the maximum extent feasible.

Energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents, workers, and visitors who want options to driving cars.

7.5.1 Consistency with Plans

7.5.1.1 Air Quality Management Plan

The Project's air quality emissions would not exceed any state or federal standards. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

⁹⁷ City of Los Angeles Department of Building and Safety, Green Building, available at <http://ladbs.org/forms-publications/forms/green-building>, accessed on November 7, 2022.

⁹⁸ California Building Codes: <https://www.dgs.ca.gov/BSC/CALGreen>, accessed on November 7, 2022.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS accommodates 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

Based on LADOT's persons-per-household rate for the City of 2.25 persons per household, the Project would add a net residential population of approximately 135 people to the Project Site based on the 60 dwelling units proposed.⁹⁹ The Project's residential population would represent approximately 0.008 percent of the forecasted population growth between 2016 and 2045. Thus, the Project's estimated employment impact would not help produce population growth that exceeds the capacity that is accommodated in the 2022 AQMP. As a result, the Project would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below, the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to

⁹⁹ LADOT population and employee numbers are shown on Table 1:

https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit. $60 \times 2.25 = 135$.

implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing and population within a high quality transit area (HQTA). “Green” principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. In addition, as demonstrated in the following analyses, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

The Project Site is classified as “Neighborhood Office Commercial” in the General Plan Framework, a classification that allows multi-family housing such as that proposed by the Project. As such, the RTP/SCS’ assumptions about growth in the City accommodate the projected population on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region’s air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region’s emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP. Therefore, Project impacts with respect to AQMP consistency would be less than significant.

7.5.1.2 City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options based on the following:

- The Project Site is within a HQTA, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.¹⁰⁰
- The Project Site is located in a Transit Priority Area, which are locations within one-half mile of a major transit stop with bus or rail transit service with frequencies of 15 minutes or less.
- The Project Site is considered a Transit Oriented Communities (TOC) Tier 3 based on the shortest distance between any point on the lot and qualified Major Transit Stop at the intersection of Crenshaw Boulevard and Olympic Boulevard, 350 feet north of the Site.¹⁰¹

¹⁰⁰ Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_active-transportation.pdf?1606001530,

¹⁰¹ Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under

- There is substantial public transit service in the area, including:
 - Metro Line 28 which provides east-west service along Crenshaw Boulevard and other arterials that connects Downtown Los Angeles with Century City. The nearest stop is 350 feet north of the Project Site on Olympic Boulevard at Crenshaw Boulevard.
 - Metro Line 210 which provides north-south service along Olympic Boulevard. The nearest stop is 110 feet south of the Project Site on Crenshaw Boulevard at Country Club Drive.
 - Santa Monica Big Blue Bus Line 7, with north-south service on Crenshaw Boulevard at a bus stop 250 feet north of the Project Site at Country Club Drive.
 - Santa Monica Big Blue Bus Rapid Line 7, with north-south service on Crenshaw Boulevard at a bus stop 250 feet north of the Project Site at Country Club Drive.
- The project will provide five short- and 48 long-term bicycle parking spaces on-site.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 7-4**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 7-4
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	Consistent. The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	Not Applicable. The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	Consistent. The Project is a residential project and would not have any employers. Nevertheless, the Project would promote alternative commute options for residents and visitors who can take advantage of public transit and active transportation options, including Metro bus lines 28 on Olympic Boulevard and 210 on Crenshaw Boulevard, with bus stops 350 and 110 feet away, respectively. Big Blue Bus Lines 7 and Rapid 7 are available at a bus stop 250 feet away on Crenshaw Boulevard. The five short- and 48 long-term bicycle parking spaces will help residents use bicycling in lieu of auto use.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in	Consistent. Residents could use high-speed telecommunications services as an alternative to

construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

Table 7-4
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
both the public and private sectors, in order to reduce work trips.	driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	Consistent. As the Project Site is classified as a TOC Tier 3 site, the Project would discourage single-occupant vehicle use because of the limited parking (39 spaces) for residents and visitors. Residents and visitors can use public transit, including Metro bus lines 28 on Olympic Boulevard and 210 on Crenshaw Boulevard, with bus stops 350 and 110 feet away, respectively. Big Blue Bus Lines 7 and Rapid 7 are available at a bus stop 250 feet away on Crenshaw Boulevard. The five short- and 48 long-term bicycle parking spaces will help residents use bicycling in lieu of auto use.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	Consistent. As noted above, the Project Site's TOC Tier 3 status allows the garage to be limited to parking for 39 vehicles for 60 residences. The development would provide transportation options to residents as an option to driving.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	Not Applicable. The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	Consistent. The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents and visitors can use public transit, including Metro bus lines 28 on Olympic Boulevard and 210 on Crenshaw Boulevard, with bus stops 350 and 110 feet away, respectively. Big Blue Bus Lines 7 and Rapid 7 are available at a bus stop 250 feet away on Crenshaw Boulevard. The five short- and 48 long-term bicycle parking spaces will help residents use bicycling in lieu of auto use.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	Consistent. The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.

Table 7-4
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	Consistent. The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	Consistent. The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	Consistent. The Project would promote public transit, active transportation, and alternative fuel vehicles for residents and visitors, who can use public transit, including Metro bus lines 28 on Olympic Boulevard and 210 on Crenshaw Boulevard, with bus stops 350 and 110 feet away, respectively. Big Blue Bus Lines 7 and Rapid 7 are available at a bus stop 250 feet away on Crenshaw Boulevard. The five short- and 48 long-term bicycle parking spaces will help residents use bicycling in lieu of auto use. The Project would also include four electric vehicle charging stations and 12 more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	Consistent. The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	Consistent. The Project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro bus lines 28 on Olympic Boulevard and 210 on Crenshaw Boulevard, with bus stops 350 and 110 feet away, respectively. Big Blue Bus Lines 7 and Rapid 7 are available at a bus stop 250 feet away on Crenshaw Boulevard. The five short- and 48 long-term bicycle parking spaces will help residents use bicycling in lieu of auto use.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	Not Applicable. This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.

Table 7-4
Project Consistency with City of Los Angeles Air Quality Element

Strategy	Project Consistency
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	Not Applicable. This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	Not Applicable. This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	Consistent. The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	Not Applicable. This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	Consistent. The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include four electric vehicle charging stations and 12 more spaces with conduits and supplies for future charging stations.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	Not Applicable. This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2023.	

7.5.2 Emissions

7.5.2.1 Construction

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.4 model and a projected construction schedule of at least 30 months. **Table 7-5** summarizes the estimated construction schedule that was modeled for air quality impacts.

Table 7-6
Construction Schedule Assumptions

Phase	Duration	Notes
Grading	Months 1-3	Approximately 5,000 cubic yards of soil (including swell factors) hauled 30 miles to an Irwindale landfill in 10-cubic yard capacity trucks.
Trenching	Months 4-7	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 4-28	Footings and Foundation work (e.g., pouring concrete pads), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 24-30	Application of interior and exterior coatings and sealants.
Source: DKA Planning, 2023.		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_x emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 5,000 cubic yards of soil (including swell factors) would be exported from the Project Site. All construction

projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 7-6**, construction of the Project would produce VOC, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is less than significant.

Table 7-6
Estimated Daily Construction Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2025	1.1	10.3	12.6	<0.1	2.7	1.5
2026	0.7	5.4	10.3	<0.1	0.9	0.4
2027	2.9	5.9	11.8	<0.1	1.1	0.4
Maximum Regional Total	2.9	10.3	12.6	<0.1	2.7	1.5
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	2.7	10.1	10.0	<0.1	2.5	1.4
Localized Threshold	N/A	74	680	N/A	5	3
Exceed Threshold?	N/A	No	No	N/A	No	No
The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions) Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.4 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in Central LA source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.						

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the

SCAQMD were used to determine localized construction emissions thresholds for the Project.¹⁰² LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2019-2021) for the Project area.

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central Los Angeles SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences immediately to the west of the Project Site on Victoria Avenue. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7-6**, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are less than significant.

7.5.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity and natural gas use for space heating and water heating. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 212 vehicle trips to the local roadway network on a weekday at the start of operations in 2027.¹⁰³

As shown in **Table 7-7**, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 7-7
Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	1.4	<0.1	4.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Mobile Sources	0.6	0.4	4.3	<0.1	0.4	0.1

¹⁰² South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

¹⁰³ City of Los Angeles VMT Calculator, version 1.3 screening analysis.

Table 7-7
Estimated Daily Operations Emissions

Regional Total	2.1	0.6	8.4	<0.1	0.4	0.1
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	1.4	0.2	4.2	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	74	680	N/A	2	1
Exceed Threshold?	N/A	No	No	N/A	No	No
LST analyses based on one-acre site with 25-meter distances to receptors in Central Los Angeles SRA. Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.4 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.						

7.5.3 Sensitive Receptors

7.5.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 7-3**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_x, CO, PM₁₀, and PM_{2.5} to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 7-6**, during construction of the Project, maximum daily localized unmitigated emissions of NO₂, CO, PM₁₀, and PM_{2.5} from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 30 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and

corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.5.3.2 Operation

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).¹⁰⁴ The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.¹⁰⁵ Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.¹⁰⁶ Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

¹⁰⁴ California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

¹⁰⁵ South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

¹⁰⁶ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 212 vehicle trips to the local roadway network on weekdays when the development could be fully leased and operational in 2027.¹⁰⁷ The majority of vehicle-related impacts at the Project Site would come from up to 20 and 21 vehicles entering and exiting the development during the peak A.M. and P.M. hours, respectively.¹⁰⁸ This would represent 0.7 percent of the 2,813 vehicles currently using Crenshaw Boulevard at Pico Boulevard in the A.M. peak hour.¹⁰⁹ Assuming peak hour volumes represent ten percent of daily volumes, this intersection would carry 28,130 daily vehicle trips, well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.¹¹⁰

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.¹¹¹ However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

¹⁰⁷ Raju Associates, Inc. Technical Memorandum, 1047 S. Crenshaw Boulevard Residential Project; December 2022.

¹⁰⁸ Ibid.

¹⁰⁹ DKA Planning 2023, based on City of Los Angeles database of traffic volumes on Crenshaw Boulevard at Pico Boulevard, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Crenshaw.Pico.180927-NDSMAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹¹⁰ South Coast Air Quality Management District; 2003 AQMP. As discussed in the 2003 AQMP, the 1992 CO Plan included a CO hotspot analysis at four intersections in the peak A.M. and P.M. time periods, including Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection was Wilshire and Veteran, used by 100,000 vehicles per day. The 2003 AQMP estimated a 4.6 ppm one-hour concentration at this intersection, which meant that an exceedance (20 ppm) would not occur until daily traffic exceeded more than 400,000 vehicles per day.

¹¹¹ California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. [www.http://oehha.ca.gov/public_info/facts/dieselfacts.html](http://oehha.ca.gov/public_info/facts/dieselfacts.html)

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.¹¹² The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

7.5.4 Odors

The Project would not result in activities that create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors. As a result, any odor impacts from the Project would be considered less than significant.

7.6 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to air quality.

¹¹² South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

8 Discussion of CCR Section 15332(d): Water Quality

Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.¹¹³

8.1 Surface Water Quality

8.1.1 Construction

Construction activities such as earth moving, maintenance of construction equipment, and handling of construction materials can contribute to pollutant loading in stormwater runoff. Site-specific BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff. In addition, the Project Applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion.

During Project construction, particularly during the grading phase, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur.

As Project construction would disturb less than one acre of soil (Site is 0.34 acres), the Project would not be required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. However, the Project would be required to implement Best Management Practices (BMPs) as part of the City's grading permit requirements. BMPs would include, but would not necessarily be limited to, erosion control, sediment control, non-stormwater management, and materials management BMPs (e.g., sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management) to minimize the discharge of pollutants in stormwater runoff during construction.

In addition, Project construction activities would occur in accordance with City grading permit regulations (LAMC Chapter IX, Division 70), such as the preparation of an Erosion Control Plan, to reduce the effects of sedimentation and erosion. With the implementation of site-specific BMPs included as part of the Erosion Control Plan required to comply with the City grading permit regulations, the Project would significantly reduce or eliminate the discharge of potential pollutants from the stormwater runoff. Therefore, with compliance with City grading regulations, construction of the Project would not violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality.

With compliance with regulations in place, construction of the Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that

¹¹³ Each of these topic areas (traffic, noise, air quality, and water quality) is discussed in its own section.

would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, such mandatory compliance measures would ensure that construction of the Project would not result in discharges that would cause regulatory standards to be violated in the Los Angeles River Watershed. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

8.1.2 Operation

Under the City's Low Impact Development (LID) Ordinance, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the greater of the 85th percentile storm event or the 0.75-inch storm event (i.e., "first flush"). Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site, the Project would include the installation of capture and use and/or biofiltration system BMPs as established by the LID Manual. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. As the majority of potential contaminants are anticipated to be contained within the "first flush" storm event, major storms are not anticipated to cause an exceedance of regulatory standards. As is typical of most urban existing uses and proposed developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project are sediment, nutrients, pesticides, metals, pathogens, and oil and grease.

The implementation of BMPs required by the City's LID Ordinance would target these pollutants that could potentially be carried in stormwater runoff. Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated.

The Project Site is vacant with a previous structure demolished in 2022. The Project would decrease the impervious surface (and allow for groundwater recharge) by adding some additional landscape areas. The Project Site does not appear to include BMPs or measures to treat stormwater runoff.

As such, stormwater currently flows from the Project Site without any treatment. However, the Project includes compliance with LID BMPs, such as the installation of a capture and use and/or biofiltration system, which would control stormwater runoff with no increase in runoff resulting from the Project. Therefore, with the incorporation of such LID BMPs, operation of the Project would not result in discharges that would violate any surface water quality standards or waste discharge requirements. Impacts to surface water quality during operation of the Project would be less than significant.

8.2 Ground Water Quality

8.2.1 Construction

In the event groundwater is encountered during construction, temporary pumps and filtration would be utilized in compliance with all applicable NPDES requirements. The treatment and

disposal of the dewatered water would occur in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Therefore, construction could potentially improve the existing condition by removing impacted groundwater.

In addition, the construction activities would be typical of a residential and commercial project and would not involve activities that could further impact the underlying groundwater quality.

Further, compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction of the Project to release contaminants into groundwater.

Based on the above, construction of the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirements. Therefore, construction-related impacts on groundwater quality would be less than significant.

8.2.2 Operation

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. The Project Site would not increase concentrations of trash in the Los Angeles River Watershed because it would not dump trash into the storm drain system. The Project would meet the requirements of the City's LID standards. Under section 3.1.3. of the LID Manual, post-construction stormwater runoff from new projects must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs on-site for the volume of water produced by the 85th percentile storm event.

The Project would implement either Infiltration Drywells, Capture and Use System, or Biofiltration Planters for managing stormwater runoff in accordance with current LID requirements.

Water runoff flows toward the existing storm drain system with an inlet on Crenshaw Boulevard, adjacent to the Site.¹¹⁴

Through required compliance with the City's LID Ordinance, operation of the Project would not result in discharges that would cause: (1) pollution which would alter the quality of the waters of the State (i.e., Los Angeles River) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the waters of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. As is typical of most urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. Anticipated and potential pollutants generated by the Project include sediment, nutrients, pesticides, metals, pathogens, and oil and

¹¹⁴ NavigateLA, Stormwater layer: <http://navigatea.lacity.org/navigatea/>

grease. The release of pollutants listed above would be reduced or minimized through the implementation of approved LID BMPs.

The Project does not include the installation of water wells, or any extraction or recharge system that is in the vicinity of the coast, an area of known groundwater contamination or seawater intrusion, a municipal supply well or spreading ground facility. Operational activities, which could affect groundwater quality, include hazardous material spills and leaking underground storage tanks. No underground storage tanks will be operated by the Project. The Project would not expand any potential areas of contamination, increasing the level of contamination, or cause regulatory water quality standard violations, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. The Project is not anticipated to result in releases or spills of contaminants that could reach a groundwater recharge area or spreading ground or otherwise reach groundwater through percolation. The Project does not involve drilling to or through a clean or contaminated aquifer.

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. Stormwater infrastructure on the Project Site, in compliance with LID BMP requirements, would control and treat stormwater runoff to account for the 85th percentile storm event. The installed BMP systems would be designed with an internal bypass overflow system to prevent upstream flooding during major storm events. Implementation of LID BMPs would ensure operational impacts on surface water quality are less than significant. Therefore, the Project's potential impact on surface water quality and groundwater quality is less than significant.

The Project Site does not have any LID systems. Implementation of a development that complies with the current requirements of the LID ordinance and handbook would actually improve the condition of the Site. Therefore no significant impact would occur.

8.3 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(d) in that it would not have a significant impact related to water quality.

9 Discussion of CCR Section 15332(e)

The site can be adequately served by all required utilities and public services.¹¹⁵

This section is based on the following items, included as **Appendix E** of this CE:

- E-1** School Response, Los Angeles Unified School District, February 15, 2023
- E-2** Parks Response, Los Angeles Department of Recreation and Parks, February 23, 2023
- E-3** Wastewater Response, Los Angeles Bureau of Sanitation, February 22, 2023
- E-4** Water Response, Los Angeles Department of Water and Power, February 21, 2023

9.1 Fire Protection

Within the City of Los Angeles, fire prevention and suppression services and emergency medical services are provided by the Los Angeles Fire Department (LAFD). Project impacts regarding fire protection services are evaluated on a project-by-project basis. A project's land use, fire-related needs, and whether the project site meets the recommended response distance and fire safety requirements, as well as project design features that would reduce or increase the demand for fire protection and emergency medical services, are taken into consideration.

Beyond the standards set forth in the Los Angeles Fire Code, consideration is given to the project size and components, required fire-flow, response distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials. The evaluation of the Project's impact on fire protection services considers whether the development of the project would create the need for a new fire station or expansion, relocation, or consolidation of an existing facility to accommodate increased demand, the construction of which would cause significant environmental impacts.

The Project would comply with all applicable regulatory standards. In particular, the Project would comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9), the Fire Code (Chapter 7) and Section 57.507.3.1 of the LAMC regarding fire flow requirements.

LAMC Chapter V, Article 7, Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

¹¹⁵ Each of these topic areas (public services [fire, police, schools, parks, libraries] and utilities [wastewater, water, solid waste]) are discussed in their own section.

According to LAMC Section 57.512.1,¹¹⁶ response distances based on land use and fire-flow requirements shall comply with Table 57.507.3.3 (recreated below).¹¹⁷

This Project would be a high density development. For a high density residential land use, the maximum response distance is 1.5 mile for an engine company and 2 miles for a truck company. The maximum response distances for both fire suppression companies (engine and truck) must be satisfied. According to LAMC Section 57.512.2¹¹⁸, where a response distance is greater than that shown in Table 57.507.3.3 (table recreated below), all structures shall be constructed with automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 57.507.3.3
Response Distances That If Exceeded Require The Installation Of An Automatic Fire Sprinklers System

* Land Use	Required Fire-Flow	Maximum Response Distance	
		Engine Co.	Truck Co.
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1-1/2 miles	2 miles
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1 mile	1-1/2 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	3/4 mile	1 mile
gpm – gallons per minute Land use designations are contained in the community plan elements of the General Plan for the City of Los Angeles. The maximum response distances for both L.A.F.D. fire suppression companies (engine and truck) must be satisfied. LAMC Table 57.507.3.3.			

According to the City, the Project Site is first-served by Station No. 29,¹¹⁹ located at 4029 Wilshire Boulevard, approximately 4,250 feet (0.80 mile) driving distance away.

¹¹⁶ LAMC Section 57,512.1,
[http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

¹¹⁷ LAMC Table 57,507.3.3,
[http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

¹¹⁸ LAMC Section 57,512.2,
[http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

¹¹⁹ LAFD, Find Your Station: <https://www.lafd.org/fire-stations/station-results>

As shown in **Table 9-1**, Fire Station No. 29 has an task light force (composed of a truck company and two engine companies).¹²⁰ Therefore, the Project Site is located within the distance identified by LAMC Section 57.512.1¹²¹ (i.e. within 1.5 mile for an engine and 2 miles for a truck).

Since the Project Site is located within the distance identified by LAMC Section 57.507.3.3, it does not need automatic fire sprinkler systems. Additional fire protection shall be provided as required by the Fire Chief per LAMC Section 57.512.2.

Table 9-1
Fire Stations

No.	Address	Distance	Equipment	Operational Response Time	Incident Counts
29	4029 Wilshire Boulevard	4,250 feet	Task Force Paramedic Ambulance Rescue Ambulance Decon Tender	EMS: 6:38 min Non-EMS: 6:00 min	EMS: 5,112 Non-EMS: 1,504
Response Time: (January to December 2022) average time (turnout time + travel time) in the station area. Incident counts: (January to December 2022). Non-EMS is fire emergency. EMS is emergency medical service. http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf Light Force: Truck company and single engine. Task Force: Truck company and two fire engines. LAFD June 2021 Fire Station Directory. Table: CAJA Environmental Services, January 2023.					

The Project Site is in an urbanized area completely surrounded by development. The Project Site is not located in a Very High Fire Hazard Severity Zone¹²² or in the wildlands fire hazard Mountain Fire District.¹²³

The Project Site is not within Fire District 1.¹²⁴ These are areas identified by the City that are required to meet additional developmental regulations to mitigate fire hazard related risks. There are nine areas located in Downtown, Hollywood, Wilshire, Beverly-Fairfax, Crenshaw, Century City, Westwood, Van Nuys, Venice, and San Pedro areas of the City. Fire District 1 limits the type of construction as defined in the California Building Code (CBC) to Types I, II and III, prohibits Types IV and V construction, and provides for additional fire life safety requirements. Fire District 1 is a building code provision found in Chapter 9, Article 1, Division 72 of the LAMC (Section 91.7201.1).¹²⁵

¹²⁰ LAFD: <http://www.lafd.org/about/about-lafd/apparatus>.

¹²¹ LAMC Section 57,512.1, [http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:losangelescamc\\$anc=JD57.512](http://library.amlegal.com/nxt/gateway.dll/California/lamc/municipalcode/chaptervpublicsafetyandprotection/article7fireprotectionandpreventionfirec?f=templates$fn=default.htm$3.0$vid=amlegal:losangelescamc$anc=JD57.512).

¹²² ZIMAS search: <http://zimas.lacity.org/>.

¹²³ Los Angeles Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed July 19, 2021.

¹²⁴ <http://zimas.lacity.org>, accessed January 10, 2023.

¹²⁵ LADBS, Report Relative to Expanding Fire District 1, May 27, 2021: https://clkrep.lacity.org/online/docs/2019/19-0603_rpt_dbs_%205-27-21.pdf

LAMC Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

LAMC Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant. The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development. Final fireflow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project by LAFD during the plan check process. If the Project is determined to require one or more new hydrants during plan check in accordance with city standards, the Project would have to provide them.

The following fire hydrants are near the Project Site:¹²⁶

- Hydrant (ID 41011, size 2½ x 4D, 8-inch main), located on the west side of Crenshaw Boulevard, 35 feet north of the Project Site.
- Hydrant (ID 33526, size 2½ x 4D, 8-inch main), located on the southwest corner of Crenshaw Boulevard and Country Club Drive, southwest of the Project Site.
- Hydrant (ID 33912, size 2½ x 4D, 6-inch main), located on the southwest corner of Crenshaw Boulevard and Olympic Boulevard, northwest of the Project Site.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.¹²⁷

For all the foregoing reasons, the Project would be adequately served by the LAFD.

¹²⁶ Navigate LA, DWP (Fire Hydrants) Layer: <http://navigatela.lacity.org/navigatela/>

¹²⁷ *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847.

9.2 Police Protection

The Project Site is served by the City of Los Angeles Police Department's (LAPD) West Bureau, Wilshire Community Police Station, located at 4861 Venice Boulevard.¹²⁸ The Station is approximately 1.5 miles driving distance from the Project Site. The Community is 13.97 square miles in size, has approximately 251,000 residents, and has approximately 250 sworn officers. The officer to resident ratio is 1:1,004.

There are no immediate plans to increase LAPD staffing or resources in those areas, which would serve the Project. The Project would add approximately 135 residents.¹²⁹ Assuming the same officer to resident ratio, the Project would represent approximately 0.13% of 1 officer.

This increase is negligible and represents less than 1% increase compared to the number of existing officers. The Project will contribute property tax revenue into the City's General Fund, which can be used to fund additional resources per the planning and deployment strategies of the LAPD.

During construction, the open sides on the Project Site would need to be secured to prevent trespass and theft of building materials. The Project Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services. Temporary construction fencing would be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

The potential for crime can be reduced with site-specific designs and features. The Project would include standard security measures such as adequate security lighting, secure access to non-public areas and residential access points. Parking would be in parking levels integrated into the building.

The LAPD will require that the commanding officer of the Station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response.

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by voters in 1993 pursuant to Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of*

¹²⁸ LAPD, Wilshire Community: <https://www.lapdonline.org/lapd-contact/west-bureau/wilshire-community-police-station/>

¹²⁹ LADOT population and employee numbers are shown on Table 1:
https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf. As shown, multi-family residential is 2.25 persons per unit. $60 \times 2.25 = 135$.

California State University (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with Proposition 172 to ensure that public safety services are provided.¹³⁰

For all the foregoing reasons, the Project would be adequately served by the LAPD.

9.3 Schools

The Project is served by the following Los Angeles Unified School District (LAUSD) schools:¹³¹

- Queen Anne Place Elementary School (grades K-5), 1212 Queen Anne Place, 1,900 feet southwest of the Site
- Johnnie L. Cochran Jr. Middle School (grades 6-8), 4066 W. Johnnie Cochran Vista, 4,050 feet south of the Site
- Los Angeles High School (grades 9-12), 4650 Olympic Boulevard, 2,250 feet west of the Site

The residential units directly generate students and the commercial use employees indirectly generate students through their families. As shown in **Table 9-2**, the Project would generate approximately 21 students.

Table 9-2
Estimated Student Generation

Land Use	Project Amount	Student Generation			
		Elementary	Middle	High	Total
Multi-Family Dwelling Units	60 units	12	3	6	21
LAUSD Developer Fee Justification Study, March 2022. Students per household: 0.1953 elementary, 0.0538 middle; 0.1071 high school. Students per 1,000 sf: 0.467 for neighborhood shopping centers, 0.195 for lodging. Since the Study does not specify the grade levels of students that are generated from non-residential land uses, such students are assumed to be divided among the residential generation factors (i.e. approximately 55 percent for elementary, 15 percent for middle, and 30 percent for high school. Table: CAJA Environmental Services, January 2023.					

According to the LAUSD, Queen Anne Place Elementary School has adequate capacity now and in the future (projected 5 years) to accommodate 74 additional students. Cochran Middle School and Los Angeles High School are overcrowded now and in the future.¹³² However, overcrowded is not an impact for the reason discussed below.

¹³⁰ City of Hayward v. Board Trustee of California State University (2015) 242 Cal. App. 4th 833, 847.

¹³¹ LAUSD School Finder: <https://explorelausd.schoolmint.net/school-finder/home>

¹³² School Response, Los Angeles Unified School District, February 15, 2023.

Pursuant to the California Government Code Section 65995¹³³ and California Education Code Section 17620,¹³⁴ mandatory payment of the school fees established by LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address and mitigate any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant with compliance with regulatory requirements to pay school fees pursuant to the Government Code.

For all the foregoing reasons, the Project would be adequately served by the LAUSD.

9.4 Parks

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons).

Table 9-3 lists the parks and recreation centers that are located near the Project Site.

Table 9-3
Parks and Recreation Centers

Name	Address	Distance to Site
Harold A. Henry Park	890 S. Lucerne Boulevard	1,300 feet north
LA High Memorial Park	4625 W. Olympic Boulevard	2,400 feet west
Queen Anne Park	1240 West Boulevard	2,300 feet southwest
NavigateLA with Recreation and Parks Department layer: http://navigate-la.lacity.org/index01.cfm		

The Project would increase the number of residents at the Project Site.

The Project would include common open space roof deck, and private open space balconies in compliance with the LAMC requirement. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities.

According to the standards provided in the Public Recreation Plan, the 135 net new residents would require 0.54 acres to maintain the standard of four acres per 1,000 people. The City requires developers to dedicate parkland or pay applicable fees (such as dwelling unit construction tax) in lieu of parkland dedication.

In September 2016, the City adopted a Park Fee Ordinance (Ordinance), which became effective on January 11, 2017. The aim of the Ordinance is to increase the opportunities for park space creation and expand the Quimby fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Ordinance amends LAMC

¹³³ California Government Code Section 65995, <https://leginfo.ca.gov/faces/codesdisplaySection.xhtml?lawCode=GOV§ionNum=65995>

¹³⁴ California Education Code Section 17620, <https://leginfo.ca.gov/faces/codesdisplaySection.xhtml?lawCode=EDC§ionNum=17620>

Sections 12.21, 12.33, 17.03, 17.12 and 17.58, deletes LAMC Sections 17.07 and 19.01, and adds LAMC Section 19.17.

The Ordinance increases Quimby fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees.

The Project would be required to pay the in-lieu fee prior to the issuance of a certificate of occupancy.

While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities. However, with the provided on-site and open space and payment of applicable fees, the Project would be adequately served by park and recreational facilities.

9.5 Other Public Facilities

The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 7.1 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.¹³⁵

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

Table 9-4 describes the libraries that would serve the Project.

Table 9-4
Los Angeles Public Libraries

Name	Address	Size (sf)	Collection Size / Circulation	Service Population	Staff
Pio Pico Koreatown	694 Oxford Ave.	20,000	66,694 / 95,231	12,961	14
Memorial	4625 Olympic Blvd.	10,578	39,924 / 4,106	45,721	9
Staffing is full-time equivalent. Current service is estimated from LA Times Mapping LA database and branch library community boundaries.					

The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The

¹³⁵ LAPL website: <https://www.lapl.org/sites/default/files/media/pdf/about/LAPLFY2017-18Backgrounder10022018.pdf>

LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area.

The analysis considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations.^{136,137,138} Further, Measure L has provided funds to restore adequate services to the existing library system. In addition, Project residents could use any of the libraries in the area.

For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services.

The three nearby branches would be able to accommodate the Project's 135 residents. Therefore, the Project would be adequately served by the City's libraries.

9.6 Wastewater

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LARWQCB discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 275 mgd.¹³⁹ Thus, there is approximately 175 mgd available capacity.

As shown on **Table 9-5**, the Project would generate a total of approximately 5,945 gallons of wastewater per day (or 0.006 mgd). This total does not take credit for removal of the existing uses (which is vacant). This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Project's projected 0.006 mgd generation.

¹³⁶ "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": <https://www.arts.gov/sites/default/files/ToRead.pdf>.

¹³⁷ "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: <http://old.diglib.org/use/whitepaper.htm>.

¹³⁸ "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: <http://www.clir.org/pubs/reports/pub120/contents.html>.

¹³⁹ <https://www.lacitysan.org/san/faces/wcnavexternalld/s-lsh-wwd-cw-p-hwrp?adf.ctrlstate=e9g2enwiy5&afrLoop=2223629005130851#!>

The sewer infrastructure in the vicinity of the Project includes an existing 8-inch line on Crenshaw Boulevard.¹⁴⁰ The sewage from the existing 8-inch line feeds into a 21-inch line on Victoria Avenue before discharging into a 45-inch sewer line on Country Club Drive.¹⁴¹

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. This will ensure that the Project's impacts to the wastewater conveyance system would be less than significant.

Therefore, no Project impacts related to wastewater treatment would occur and the Project would be adequately served by the City's wastewater facilities.

**Table 9-5
Project Estimated Wastewater Generation**

Land Use	Size	Rates	Total (gpd)
Proposed Project			
Residential – Studio	21 units	75 gallons / unit	1,575
Residential – 1-bedroom	37 units	110 gallons / unit	4,070
Residential – 2-bedroom	2 units	150 gallons / unit	300
Proposed Total			5,945
Note: sf = square feet; gpd = gallons per day Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012. Table: CAJA Environmental Services, December 2022.			

9.7 Water

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct; 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento- San Joaquin Delta, via the State Water Project and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. Los Angeles Department of Water and Power (LADWP) has adopted the 2020 Urban Water Management Plan to ensure that existing and projected water demand within its service area can be accommodated. According to the LADWP, for any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the 2020 Urban Water Management Plan.

As was shown in the Land Use analysis of this Categorical Exemption, the Project would be consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in City Ordinance No. 180822¹⁴² and in the LAGBC¹⁴³ to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to

¹⁴⁰ NavigateLA with Sewer layer: <http://navigate.la.lacity.org/index01.cfm>.

¹⁴¹ [Wastewater Response](#), Los Angeles Bureau of Sanitation, February 22, 2023.

¹⁴² Los Angeles, Ordinance No. 180822: http://clkrep.lacity.org/online/docs/2009/09-0510_ord_180822.pdf

¹⁴³ Los Angeles, Green Building Code: <http://www.ladbs.org/forms-publications/forms/green-building>

determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no Project impacts related to water supply would occur and the Project would be adequately served by the LADWP.

The 2020 UWMP was adopted in May 2021 and projects a demand of 642,600 AFY in 2025 (average weather year).¹⁴⁴ The UWMP forecasts water demand by estimating baseline water consumption by use (single family, multi-family, commercial/government, industrial), then adjusting for projected changes in socioeconomic variables (including personal income, family size, conservation effects) and projected growth of different uses based on SCAG 2020-2045 RTP/SCS.¹⁴⁵ The 2020-2045 RTP/SCS models local and regional population, housing supply and jobs using a model accounting for job availability by wage and sector and demographic trends (including household size, birth and death rates, migration patterns and life expectancy).¹⁴⁶ Neither the UWMP forecasts, nor the 2020-2045 RTP/SCS include parcel-level zoning and land use designation as an input.

The Project does not materially alter socioeconomic variables or projected growth by use. Any shortfall in LADWP controlled supplies (groundwater, recycled, conservation, LA aqueduct) is offset with MWD purchases to rise to the level of demand. The UWMP demonstrates adequate capacity currently and future capacity to accommodate City growth into which the Project would easily fit.

The LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season.

As shown on **Table 9-6**, the Project would demand a total of approximately 5,945 gallons of water per day (or 0.006 mgd). This total does not take credit for removal of the existing uses (which is vacant). This total does not take any credit for any proposed sustainable and water conservation features of the Project. This is a worst-case, conservative approach.

There is an 8-inch pipe in Crenshaw Boulevard and a 8-inch pipe in Country Club Drive. LADWP should be able to provide the domestic needs of the Project from the existing water system¹⁴⁷

With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project's projected demand for treatment of 0.006 mgd. Therefore, no Project impacts related to water treatment would occur and the Project would adequately be served by existing treatment facilities.

¹⁴⁴ 2020 Urban Water Management Plan, Los Angeles, Exhibit ES-S.

¹⁴⁵ 2020 Urban Water Management Plan, Los Angeles, page 1-5.

¹⁴⁶ SCAG, 2020-2045 RTP/SCS, Demographic and Growth Forecast, page 3.

¹⁴⁷ Water Response, Los Angeles Department of Water and Power, February 21, 2023.

Table 9-6
Project Estimated Water Demand

Land Use	Size	Rates	Total (gpd)
Proposed Project			
Residential – Studio	21 units	75 gallons / unit	1,575
Residential – 1-bedroom	37 units	110 gallons / unit	4,070
Residential – 2-bedroom	2 units	150 gallons / unit	300
Proposed Total			5,945
Wastewater generation is assumed to equal water consumption. Per the LADWP: “For estimating a project’s indoor water demand, we use applicable sewer generation factors (sgf).” Note: sf = square feet; gpd = gallons per day Rates: Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012. Table: CAJA Environmental Services, December 2022.			

9.8 Solid Waste

9.8.1 Environmental Setting

County landfills are categorized as either Class III or unclassified landfills. Non-hazardous municipal solid waste is disposed of in Class III landfills, while inert waste such as construction waste, yard trimmings, and earth-like waste are disposed of in unclassified landfills.¹⁴⁸ Ten Class III landfills and one unclassified landfill with solid waste facility permits are currently operating within the County.¹⁴⁹

Based on the information provided in the 2020 Countywide Integrated Waste Management Plan Annual Report, the remaining disposal capacity for the County’s Class III landfills is estimated at approximately 142.67 million tons.¹⁵⁰ In 2020, approximately 6.019 million tons of solid waste were disposed of at the County’s Class III landfills, 0.244 million tons of inert waste at the County’s inert landfill, and 0.338 million tons at transformation facilities.¹⁵¹ Of the remaining Class III landfill capacity in the County, approximately 74.13 million tons are available to the City.¹⁵² The 2020 Annual Report indicates that the countywide cumulative need for Class III landfill disposal

¹⁴⁸ Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

¹⁴⁹ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed January 10, 2023.

¹⁵⁰ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed January 10, 2023.

¹⁵¹ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed January 10, 2023.

¹⁵² Total excludes Class III landfills not open to the City of Los Angeles for disposal (i.e., Scholl Canyon, Whittier, Burbank, Pebbly Beach, and San Clemente). In addition, total excludes the Calabasas Landfill, as its watershed does not include the Project Site. The Chiquita Canyon Landfill Expansion permits the facility to operate until it reaches 60 million tons, or after 30 years, whichever comes first. However, since the current volume of the facility’s watershed is unknown, the volume of waste that it would take to reach 60 million tons cannot be determined. As such, for a conservative analysis, the Chiquita Canyon Landfill Expansion is excluded from the total.

capacity, approximately 154.1 million tons in 2031, will exceed the 2020 remaining permitted Class III landfill capacity of 142.67 million tons.

As is the case with solid waste haulers, landfills operate in a free-enterprise system. Their operating funds and profits are obtained by collecting disposal fees from the haulers on a per ton basis. Landfill capacity is regulated primarily through the amount of solid waste that each particular facility is permitted to collect on a daily basis relative to its capacity.

Wasteshed boundaries, geographic barriers, weather, and natural disasters could place further constraints on accessibility of Class III landfill capacity. Therefore, the Annual Report evaluated seven scenarios to increase capacity and determined that the County would be able to meet the disposal needs of all jurisdictions through the 15-year planning period with six of the seven scenarios. The Annual Report also concluded that in order to maintain adequate disposal capacity, individual jurisdictions must continue to pursue strategies to maximize waste reduction and recycling, expand existing landfills, promote and develop alternative technologies, expand transfer and processing infrastructure, and use out of county disposal, including waste by rail.

The County's unclassified landfill generally does not currently face capacity issues. The remaining disposal capacity for Azusa Land Reclamation is estimated at approximately 64.64 million tons. In 2020, approximately 0.244 million tons of inert waste (e.g., soil, concrete, asphalt, and other construction and demolition debris) were disposed of at this unclassified landfill. Given the remaining permitted capacity, this capacity would be exhausted in 25 years.¹⁵³ Thus, the unclassified landfill serving the County has adequate long-term capacity.

While the City's Bureau of Sanitation (BOS) generally provides waste collection services to single-family and some small multi-family developments, private haulers permitted by the City provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, or transformed at a waste-to-energy facility, or disposed of at a landfill.

In 2018, the City disposed of approximately 3.3 million tons of solid waste at the County's Class III landfills, approximately 1,968 tons at transformation facilities, and 214 million tons at the inert landfill.¹⁵⁴ The 3.3 million tons of solid waste accounts for approximately 4.4 percent of the total remaining capacity (74.13 million tons) for the County's Class III landfills open to the City.¹⁵⁵

The landfills that serve the City and the capacity of these landfills are shown on **Table 9-7**. As shown, the landfills have an approximate available daily intake of 11,839 tons.

¹⁵³ County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: <https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4#>, accessed October 27, 2022.

¹⁵⁴ These numbers represent waste disposal, not generation, and thus do not reflect the amount of solid waste that was diverted via source reduction and recycling programs within the City

¹⁵⁵ $3.3 \text{ million tons} \div 74.13 \text{ million tons} \times 100\% = 4.4\%$.

Table 9-7
Landfill Capacity

Landfill Facility	2020 Average Daily Disposal (tons/day)	Maximum Daily Disposal (tons/day)	Remaining Daily Capacity (tons/day)	Remaining Capacity (million tons)	Remaining Life (years)
Class III Landfills (Open to the City)					
Antelope Valley	2,468	5,548	3,080	10.18	9
Lancaster	402	5,100	4,698	9.87	21
Sunshine Canyon	8,039	12,100	4,061	54.08	17
Total	10,909	22,748	11,839	74	
Inert Landfill (Open to the City)					
Azusa	1,032	8,000	6,968	64.64	25
County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2020 Annual Report, October 2021, Appendix E-2 Table 4: https://dpw.lacounty.gov/epd/swims/News/swims-more-links.aspx?id=4# , accessed January 10, 2023.					

9.8.2 Project Impacts

9.8.2.1 Construction

As shown in **Table 9-8**, the Project would result in approximately 97 tons of construction and demolition waste, not accounting for any mandatory recycling.

Table 9-8
Project Demolition and Construction Waste Generation

Building	Size	Rate	Total (tons)
Demolition Waste			
Residential	0 sf	127 pounds / sf	0
Non-residential	0 sf	158 pounds / sf	0
Asphalt	0 sf	75 pounds / sf	0
Demolition Total			0
Construction Waste			
Residential	44,371 sf	4.39 pounds / sf	97
Non-residential	0	4.34 pounds / sf	0
Construction Total			97
Total			97
Over the entire total schedule of construction. Numbers have been rounded. sf = square feet, 1 ton = 2,000 lbs U.S. Environmental Protection Agency, Report No. EPA530-R-09-002, Estimating 2003 Demolition and Materials Amounts, March 2009, Table 2-1, Table 2-2, Table 2-3, Table 2-4: https://www.epa.gov/smm/estimating-2003-building-related-construction-and-demolition-materials-amounts 1 cubic foot of asphalt weighs 150 pounds. The asphalt at the site is assumed to be 6 inches thick. Table: CAJA Environmental Services, January 2023.			

Pursuant to the requirements of Senate Bill 1374¹⁵⁶, the Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous

¹⁵⁶ <https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/sb1374>

demolition and construction debris. Materials that could be recycled or salvaged include asphalt, glass, and concrete. Debris not recycled could be accepted at the unclassified landfill (Azusa Land Reclamation) within Los Angeles County and within the Class III landfills open to the City.

Given the remaining permitted capacity the Azusa Land Reclamation facility, as well as the remaining capacity at the Class III landfills open to the City, the landfills serving the Project Site would have sufficient capacity to accommodate the Project's construction solid waste disposal needs.

9.8.2.2 Operation

As shown on **Table 9-9**, the Project would generate a net total of approximately 134 tons per year of solid waste. This total does not take credit for removal of the existing uses (which is vacant).

Table 9-9
Estimated Solid Waste Generation

Land Use	Size	Rates	Total (Tons per year)
Proposed Project			
Residential	60 units	2.23 tons / unit	134
Proposed Total			134
Note: 1 ton = 2,000 pounds. Los Angeles Unified School District, 2022 Developer Fee Justification Study, March 2022, Table 14. Residential solid waste factor (City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2) is based on a rate of 12.23 pounds per household per day (or 2.23 tons per household per year). Non-residential yearly solid waste generation factors from City of Los Angeles Bureau of Sanitation, City Waste Characterization and Quantification Study, Table 4, July 2002. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates Table: CAJA Environmental Services, January 2023.			

The estimated solid waste is conservative because the waste generation factors used do not account for recycling or other waste diversion measures such as compliance with Assembly Bill 341, which requires California commercial enterprises and public entities that generate 4 cubic yards or more per week of waste, and multi-family housing with five or more units, to adopt recycling practices.

Likewise, the analysis does not include implementation of the City's Zero Waste Plan, which is expected to result in a reduction of landfill disposal Citywide with a goal of reaching a Citywide recycling rate of 90 percent by the year 2025, 95% by 2035, and zero waste by 2030.¹⁵⁷

The estimated annual net increase in solid waste that would be generated by the Project represents approximately 0.0002 percent of the remaining capacity for the County's Class III landfills open to the City of Los Angeles.¹⁵⁸

¹⁵⁷ The recycLA program divides the City into 11 zones and designates a waste collection company for each zone. Source: LA Sanitation, recycLA, Your Plan, and City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn 2019. https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed January 10, 2023.

¹⁵⁸ $(134 \text{ tons per year} / 74.13 \text{ million tons per year}) \times 100 = \sim 0.0002\%$

Based on the above, the landfills that serve the Project Site have sufficient permitted capacity to accommodate the solid waste generated by the construction and operation of the Project. Therefore, no Project impacts related to solid waste would occur and the Project would adequately be served by existing facilities.

9.9 Conclusion

For all the foregoing reasons, the Project would comply with CCR Section 15332(e) in that there would be adequate utilities and public services available to the Project Site.

10 Guideline 15300.2. Exceptions: (a) Location.

Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [to] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. The Project is within an in-fill urban area of the City. There is no specific sensitive environmental condition that could occur nor environmental resource of hazardous or critical concern at the Project Site.

Therefore, this exception to a categorical exemption for the Project does not apply.

11 Guideline 15300.2. Exceptions: (b) Cumulative Impact.

All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

This section is based on the following item, included as **Appendix F** of this CE:

F Related Projects List, Los Angeles Department of Transportation, December 2022

LADOT provided a list of 3 Related Projects within 0.5 miles of the Project Site. Internal research provided an additional 3 Related Projects and determined that 1 Related Project (No. 2) was no longer proposed by the new owners. Therefore, there are 5 Related Projects (Nos. 1, 3, 4, 5, and 6).

Of the 5 Related Projects, 1 was completed in 2021 (No. 1) and 1 (No. 4) is under construction and would be completed and operational by the time the Project breaks ground in 2025. Therefore, only 3 Related Projects (Nos. 3, 5, and 6) have the potential for overlapping construction with the Project. **Figure 11-1** shows the location of the Related Projects.

Table 11-1 summarizes the land uses for the related projects. The Related Projects include a total of:

- 173 residential units
- 53,000 square feet of retail
- 1,000 square feet of restaurant

Table 11-1
Related Projects Land Uses

#	Address	Distance	Use	Size	Status
1	1125 S. Crenshaw Blvd.	415 feet south	Residential Retail	2 units 49,000 sf	Completed in 2021
2	1009 S. Crenshaw Blvd.	190 feet north	Residential Retail	206 units 23,585 sf	Not applicable since the prior proposal is canceled by new owners
3	4303 W. Pico Blvd.	2,250 feet south	Residential Restaurant	75 units 1,000 sf	To be constructed
4	1141 S. Crenshaw Blvd.	700 feet south	Residential	43 units	Vertical construction as of July 2022
5	3607 W. Olympic Blvd.	1,700 feet east	Residential	53 units	To be constructed
6	1015 S. Crenshaw Blvd.	185 feet north	Commercial	4,000 sf	To be constructed
Nos. 1 to 3: <u>Related Projects List</u> , Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, December 16, 2022. No. 2 has been canceled by new owner and is not counted and listed in strike through . No. 4: https://la.urbanize.city/post/five-story-43-unit-supportive-housing-development-begins-work-crenshaw-boulevard No. 5: https://la.urbanize.city/post/apartments-replace-single-family-residence-olympic					

**Figure 11-1
Related Projects**



11.1 Transportation

11.1.1 Plan Consistency

Similar to the Project, the Related Projects considered in this cumulative analysis would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. Therefore, the Project, together with the Related Projects, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

A cumulative impact could occur, for instance, if the Project, with other future development projects were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. No cumulative impact has been identified with this project that would preclude the City's implementation of any transportation related policies, programs, or standards. Therefore, the Project does not have a significant transportation impact under CEQA Threshold T-1 (Conflicting with Plans, Programs, Ordinances, or Policies).

11.1.2 VMT

Under the TAG, Cumulative VMT impacts are evaluated through a consistency check with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. The TAG states on page 2-10:

Projects and land use plans that are consistent with this plan (the RTP/SCS plan) in terms of development location, density and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects and land use plans that are deemed to be consistent would have a less-than-significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, for projects and land use plans that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita, VMT per employee, or VMT per service population) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects and land uses that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

This Project is consistent with SCAG goals by providing a residential-use project with housing uses along a corridor (Crenshaw Boulevard) with transit opportunities. As shown, the Project VMT trip generation would not exceed LADOT's screening criteria. As such, the Project's contribution is adequate to demonstrate there is no cumulative VMT impact.

11.1.3 Access

According to the TAG, evaluation of site access plans for Related Projects with access points proposed along the same blocks as the Project must be reviewed for potential cumulative access impacts. The Project will have vehicle access from Crenshaw Boulevard. Related Project No. 6 would redevelop a gas station with a retail convenience store but would maintain access from both Crenshaw Boulevard and Olympic Boulevard. No circulation and driveway changes would occur. No cumulative impacts were identified.

11.2 Noise

11.2.1 Construction

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between.

There are six potential Related Projects within 0.5 miles of the Project (**Table 11-1**), illustrated in **Figure 11-1**. As noted above, Related Projects Nos. 3, 5, and 6 have the potential for overlapping construction with the Project.

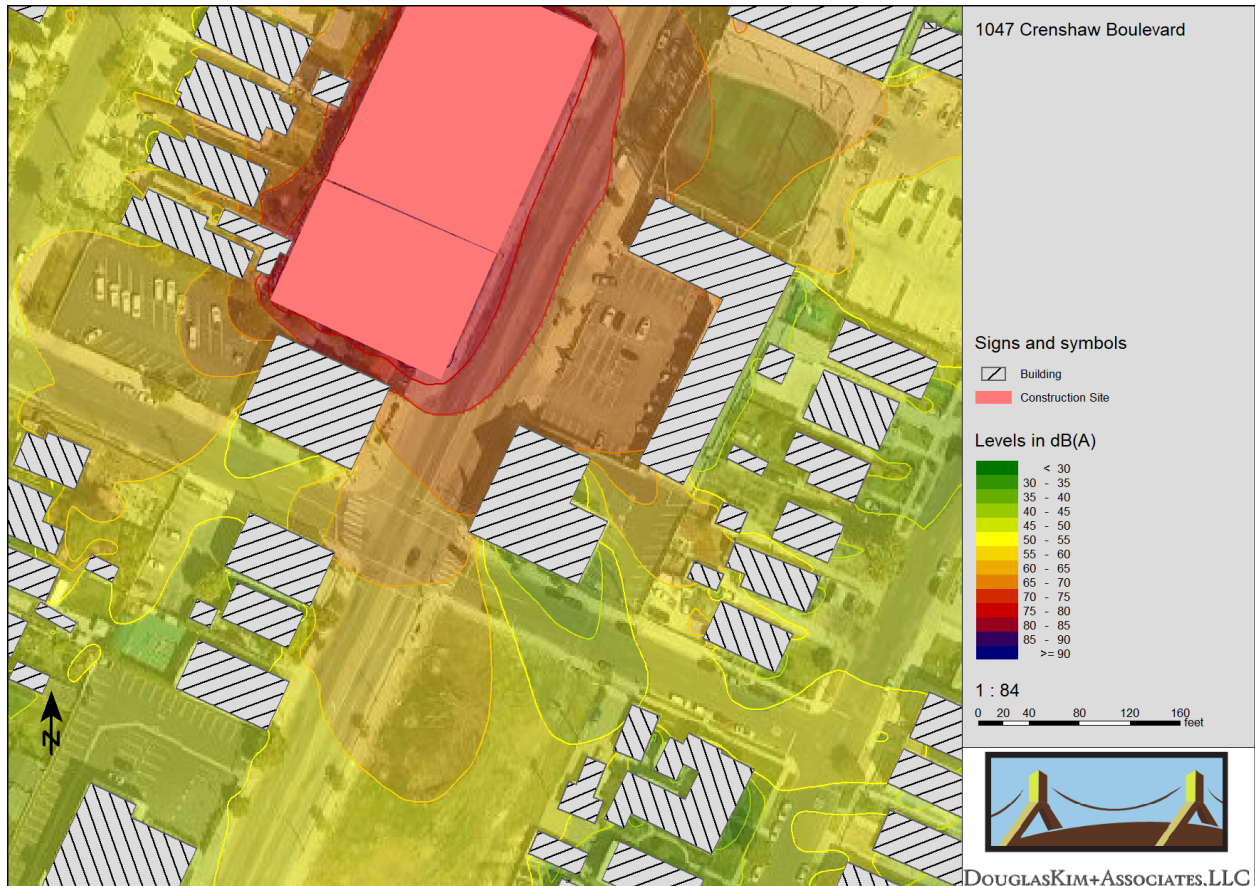
Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any Related Projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance.

As illustrated in **Table 11-2**, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq} . The noise contours from these Related Project(s) are illustrated in **Figure 11-2**. These cumulative noise levels at analyzed sensitive receptors are marginally higher than impacts from the Project alone, as more distant Related Projects have minimal impact on construction noise levels due to intervening structures that shield noise from more distant construction sites. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Table 11-2
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant ?
1. Residences – 1046 Victoria Ave.	48.3	59.2	59.5	0.3	No
2. Residences – 1042 Victoria Ave.	48.9	59.2	59.6	0.4	No
3. Residence – 1100 Victoria Ave.	55.8	61.6	62.6	1.0	No
4. Residences – 1043-1047 Bronson Ave.	42.2	59.9	60.0	0.1	No
5. Residences – 1103-1105 Bronson Ave.	49.0	56.4	57.1	0.7	No
6. School – 1111 Crenshaw Blvd.	49.1	69.0	69.0	0.0	No
Source: DKA Planning, 2023.					

Figure 11-2
Construction Noise Contours from Cumulative Development



Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would contribute up to 74 PCE vehicles during a peak hour, which would represent about 2.6 percent of traffic volumes on Crenshaw Boulevard, which carries about 2,813 vehicles at Pico Boulevard in the morning peak hour of traffic.¹⁵⁹ Any related projects would have to add 2,739 peak hour vehicle trips to double volumes on Crenshaw Boulevard, an average of 913 peak hour PCE trips.

The three Related Projects within 1,000 feet of the Project Site would not be capable of generating this much truck traffic:

- No. 3, 4303 West Pico Boulevard. Any truck haul route and construction vehicles would likely use Crenshaw Boulevard to access the Santa Monica Freeway as well. The 75-unit apartment

¹⁵⁹ DKA Planning 2023, based on City of Los Angeles database of traffic volumes on Crenshaw Blvd at Pico Blvd, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Crenshaw.Pico.180927-NDSMAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

mixed-use development is comparable in size and scale to the Project and could generate up to 100 PCE vehicles during a peak hour.

- No. 5, 3607 West Olympic Boulevard. Construction vehicles and haul trucks would likely use Western Avenue to the east to access the Santa Monica Freeway, given the shorter distance to the freeway and closer proximity to landfill locations to the east. The 53-unit apartment development is comparable in size and scale to the Project and could generate up to 100 PCE vehicles during a peak hour.
- No. 6, 1015 South Crenshaw Boulevard. Any truck haul route and construction vehicles would likely use Crenshaw Boulevard to access the Santa Monica Freeway as well. The 4,000 square-foot commercial development is smaller in size and scale to the Project and could generate up to 50 PCE vehicles during a peak hour.

As such, these three Related Projects could add up to 250 or so PCE vehicles to Crenshaw Boulevard during a peak hour, far fewer than the 2,739 PCE vehicles needed to double traffic volumes on this arterial during any concurrent construction activities. As a result, cumulative noise due to construction truck traffic from the Project and Related Projects do not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for operational traffic impacts. Cumulative noise impacts from off-site construction would be less than significant.

11.2.2 Operation

The Project Site and Crenshaw Boulevard corridor have been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The three related projects in the vicinity of the Project Site are residential, commercial, or mixed-use in nature and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings along Crenshaw Boulevard and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

The Project would add up to 212 vehicle trips to the local roadway network on a peak weekday at the start of operations in 2027, including up to 21 maximum hourly vehicle trips.¹⁶⁰ This would represent 0.7 percent of traffic on Crenshaw Boulevard, which carries about 2,813 vehicles at Pico Boulevard in the morning peak hour of traffic.¹⁶¹ Any related projects would have to add 2,792 peak hour vehicle trips to double volumes on Crenshaw Boulevard, an average of 931 peak hour PCE trips.

The three related projects within 1,000 feet of the Project Site are projected to generate about the same number of peak hour vehicle trips, given their scale and largely residential nature. When combined with the Project, cumulative development may add about 100 peak hour vehicle trips to Crenshaw Boulevard, adding less than four percent to existing traffic volumes.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

11.3 Air Quality

While the Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts.

There are six potential Related Projects within 0.5 miles of the Project (**Table 11-1**), illustrated in **Figure 11-1**. As noted above, Related Projects Nos. 3, 5, and 6 have the potential for overlapping construction with the Project.

Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, “...concentrations generally decrease to background levels within 500-600 feet.”¹⁶² CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.¹⁶³ As such, only one of the three potential related projects (Project #6) could contribute to cumulative impacts, as it is less than 1,000 feet away from the Project Site (i.e., 185 feet). The impact of cumulative development on short-term construction and long-term operations air quality is discussed below.

¹⁶⁰ Raju Associates, Inc. Technical Memorandum, 1047 S. Crenshaw Boulevard Residential Project; December 2022.

¹⁶¹ DKA Planning 2023, based on City of Los Angeles database of traffic volumes on Crenshaw Blvd at Pico Blvd, https://navigatela.lacity.org/dot/traffic_data/manual_counts/Crenshaw.Pico.180927-NDSMAN.pdf, 2018 traffic counts adjusted by one percent growth factor to represent existing conditions.

¹⁶² U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

¹⁶³ South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

11.3.1 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2022 RTP/SCS, implementation of the AQMP will not be obstructed by such growth.

In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

11.3.2 Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.¹⁶⁴ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in **Table 7-7** above, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any Related Project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM₁₀ and PM_{2.5} that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each Related Project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from

¹⁶⁴ White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each Related Project would not result in a long-term substantial source of TAC emissions.

Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

11.3.3 Operation

As discussed above, the Project’s operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD’s regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely Related Projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and Related Projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB’s Land Use Guidelines, and the Project and Related Projects would not result in a cumulative impact requiring further evaluation.

However, any Related Projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB’s Land Use Guidelines, and thus, would not contribute to a cumulative impact.

11.4 Water Quality

The Project Site and any Related Projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments are required to control the amount and quality of stormwater runoff coming from their respective sites.

Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

11.5 Public Service

11.5.1 Fire Protection

The Project, in combination with any 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 Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance with existing regulations and LAMC, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

11.5.2 Police Protection

The Project, in combination with any 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 Project and Related Projects would contribute. Similar to the Project, the Related Projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance with existing regulations and LAMC, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

11.5.3 Schools

The Project, in combination with any Related Projects, is expected to result in a cumulative increase in the demand for school services. However, similar to the Project, the applicants of all the Related Projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

11.5.4 Parks

The Project, in combination with any Related Projects, could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the Related Projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

11.5.5 Other Public Facilities

Given the geographic range of any Related Projects, they would be served by a variety of libraries.¹⁶⁵ Development of the Related Projects would likely generate additional demands upon library services. However, there are no planned expansions or new libraries by the LAPL that would be considered a significant impact. As such, the demand for library services created by these residential Related Projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

11.6 Utilities

11.6.1 Wastewater

Implementation of the Project combined with the Related Projects will increase the generation for wastewater treatment, as shown in **Table 11-3**. The remaining treatment capacity of the HTP (175 mgd) will accommodate the wastewater treatment requirements of the related projects. The cumulative generation will create the need for 0.02 percent of the remaining capacity of the HTP, and not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities will be required to serve the Project, and it is unlikely that any subsequent projects will significantly impact remaining capacity. Therefore, the cumulative wastewater impact from successive projects of the same type in the same place over time will not be significant.

Table 11-3
Cumulative Estimated Wastewater Generation

Land Use	Total Size	Rate	Wastewater (gpd)
Residential	173 units	150 gallons / unit	25,950
Retail	53,000 sf	25 gallons / 1,000 sf	1,325
Restaurant	1,000 sf	300 gallons / 1,000 sf	300
Related Projects Total			27,575

¹⁶⁵ LAPL Locations: <http://www.lapl.org/branches>

Table 11-3
Cumulative Estimated Wastewater Generation

Project Total	5,945
Cumulative Total	33,520
gpd = gallons per day Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.	

11.6.2 Water

Implementation of the Project combined with the Related Projects will result in a net increase in water consumption within LADWP's service area, as shown in **Table 11-4**. Similar to the Project, the water supply needs of those related projects that are consistent with the City's General Plan have been accounted for in the 2020 UWMP.¹⁶⁶ However, the applicants of all projects within LADWP's service area will be required to consult with LADWP to determine the specific water supply needs of each respective project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve each related project.

Larger developments (e.g., residential projects with 500 or more units) will also be required to prepare and obtain approval of a Water Supply Assessment (WSA) from LADWP. Generally, a project requires a WSA if it is a proposed residential development of more than 500 dwelling units, or a commercial shopping center with more than 500,000 square feet of space, or a commercial office with more than 250,000 square feet of space.

No Related Project meet the threshold requiring a WSA.

In addition, the Project will use a small fraction of one percent of the remaining capacity of the LAAFP, and, therefore, will not result in any significant impacts related to water treatment. No new or upgraded treatment facilities will be required to serve the Project, and it is unlikely that any subsequent projects will significantly impact remaining capacity. As such, the cumulative water impact of successive projects of the same type in the same place over time will not be significant.

Table 11-4
Cumulative Estimated Water Demand

Land Use	Total Size	Rate	Water (gpd)
Residential	173 units	150 gallons / unit	25,950
Retail	53,000 sf	25 gallons / 1,000 sf	1,325
Restaurant	1,000 sf	300 gallons / 1,000 sf	300
Related Projects Total			27,575
Project Total			5,945
Cumulative Total			33,520
gpd = gallons per day Los Angeles Bureau of Sanitation, Sewage Generation Factor, effective date April 6, 2012.			

¹⁶⁶ LADWP, UWMP, 2020, page II-20: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-sourcesofsupply/a-w-sos-uwmpln.jsessionid=0LnWhxdVj2JJg2Vm6Xrr4rmqyLL9GtlpLdJBQxVQgdb53TnwhJRB!-1106340359?_afLoop=151440072116797&_afWindowMode=0&_afWindowId=null#%40%3F_afWindowId%3Dnull%26_afLoop%3D151440072116797%26_afWindowMode%3D0%26_adf.ctrl-state%3Dw319yjmek_4

11.6.3 Solid Waste

Implementation of the Project combined with the Related Projects will increase the need for landfill capacity, as shown in **Table 11-5**. All development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated and the need for landfill capacity.

As discussed previously, the landfills serving the Project area have more than adequate capacity to accommodate the Project. Therefore, cumulative solid waste impact from successive projects of the same type in the same place over time will not be significant.

Table 11-5
Cumulative Estimated Solid Waste Generation

Land Use	Total Size	Rate	Solid Waste (tons/yr)
Residential	173 units	2.23 tons / unit	386
Retail	53,000 sf	0.91 tons / 1,000 sf	48
Restaurant	1,000 sf	0.91 tons / 1,000 sf	1
Related Projects Total			435
Project Total			134
Cumulative Total			569
1 ton = 2,000 pounds; 1 year = 365 days https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates			

The Project's contribution to cumulative wastewater, water, and solid waste impacts will not be cumulatively considerable and, therefore, cumulative impacts will be less than significant.

12 Guideline 15300.2. Exceptions: (c) Significant Effect.

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

12.1 Introduction

The "unusual circumstance" exception that applies to all categorical exemptions is a two-step inquiry and both steps must be met to trigger the exception.¹⁶⁷ The first step is to determine whether there are unusual circumstances. The second step is to determine whether there are any significant impacts based on those unusual circumstances.

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity.

12.2 Unusual Circumstances

The Project Site is in an area that is highly urbanized, currently fully developed with buildings, and flat. There are no unusual circumstances related to the development of the Project's uses at this location. The Project will be required to comply with all applicable regulatory measures.

The Project proposes an infill development that is consistent with the existing zoning, General Plan land use designation, and all provisions and regulations of the Community Plan.

The Project Site is not located in a designated significant ecological area¹⁶⁸ or other overlay that would denote special circumstances.

The approximate height of the proposed building (7 stories) would be comparable to other structures in the area (low rise buildings of 1 to 4 stories in the area), and thus will not introduce an incompatible scenic element into the community. The height, bulk, and setbacks of the Project are consistent with existing development in the immediate surrounding area and with the underlying zone. Therefore, the Project will be compatible with the existing and future developments in the neighborhood.

12.3 Methane

The Site is within a Methane Buffer Zone.¹⁶⁹

In March 2004, Ordinance Number 175790 was adopted into the LAMC (Section 91.106.4.1 and Division 71, Chapter IX) to establish city-wide methane mitigation requirements, and included updated construction standards to control methane intrusion into buildings. This ordinance established defined geographic areas as Methane Zones and Methane Buffer Zones, which relate

¹⁶⁷ Berkeley Hillside Preservation v. City of Berkeley, 60 Cal.4th 1086, 2015.

¹⁶⁸ NavigateLA, Special Areas layer: <https://navigatea.lacity.org/navigatea/>

¹⁶⁹ <http://zimas.lacity.org>, accessed January 10, 2023.

to specific assessment and mitigation requirements per area and set forth a standard of assessment and mitigation in the planning stages of all new construction in these areas.

The LADBS Methane Standard Plan provides a guide in the development of a site-specific plan. The Site will fall into one of five methane mitigation design levels identified as Levels I through V. As on-site methane concentrations increase, so do the requirements needed to mitigate the dangers of methane intrusion. There is a direct relationship between project zoning, test results, and the final design. Once the methane level is determined, the methane mitigation requirements can be implemented into the building design, under the permit and approval of LABDS and LAFD.¹⁷⁰

12.4 Oil and Gas Fields

The Project has an Oil-Drilling District zoning designation (-O), where the drilling of oil wells or the production from the wells of oil, gases or other hydrocarbon substances is permitted.¹⁷¹ However, the Site is not a good location for oil production for several reasons. The Site is adjacent to residential uses to the west and there are neighborhood commercial and restaurant uses to the south and across Crenshaw Boulevard.

The Project Site is located outside a Major Oil Drilling Areas, which are 25 City designated major oil drilling areas. The Site is located 1,250 feet north of the limits of the Las Cienegas oil field, which includes a broad area generally around Venice Boulevard and Crenshaw Boulevard.¹⁷²

The California Department of Conservation has online mapping of wells. According to a review of the California Department of Geological Energy Management (CalGEM) map, there are no mapped oil wells on the Site.¹⁷³

According to a review of aerial photographs, no evidence of oil wells or oil well development activities (such as oil well development pits/ponds) were identified on the Site.

12.5 Geotechnical Considerations

According to the California Department of Conservation, the Project Site:¹⁷⁴

- is not located within an earthquake fault zone,
- is not located in a liquefaction zone
- is not within a landslide zone

¹⁷⁰ <https://www.ladbs.org/services/core-services/plan-check-permit/methane-mitigation-standards>

¹⁷¹ LAMC Section 13.01. O Oil Drilling Districts: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-118862

¹⁷² Geotechnical, Oil/Gas Fields layer, <https://navigatela.lacity.org/navigatela/>, accessed January 10, 2023.

¹⁷³ California Department of Conservation Wellfinder map: <https://maps.conservation.ca.gov/doggr/wellfinder/#/-118.32359/34.05336/19>, accessed January 10, 2023.

¹⁷⁴ California Department of Conservation: <https://maps.conservation.ca.gov/cgs/EQZApp/>, accessed January 10, 2023.

According to the City of Los Angeles ZIMAS mapping system the Project Site is not classified within an area susceptible to liquefaction.¹⁷⁵

According to the General Plan Safety Element, Local Hazard Mitigation Plan, the Project Site is not within a liquefaction area.¹⁷⁶

The Project will be completed in accordance with the provisions of the most current applicable building code and requirements of the LADBS including the preparation of a soils and geology report, which will be reviewed by LADBS.

12.6 Conclusion

Therefore, there are no unusual circumstances that may result in any significant environmental effects, and this exception does not apply to the Project.

¹⁷⁵ ZIMAS search: <http://zimas.lacity.org>, accessed January 10, 2023.

¹⁷⁶ Los Angeles Safety Element, Hazard Mitigation Plan, 2018, <https://emergency.lacity.org/about/hazard-mitigation-plan/city-los-angeles-hazard-mitigation-plan-revision>

13 Guideline 15300.2. Exceptions: (d) Scenic Highways.

A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The closest officially designated state scenic highways are:¹⁷⁷

- State Route 27, Topanga Canyon Boulevard, from Mulholland Highway to Pacific Coast Highway. This is 14.75 miles west of the Site.
- State Route 2, Angeles Crest Highway, from 3 miles north of I-210 in La Canada to the San Bernardino County Line. This is 14 miles northeast of the Site.

Crenshaw Boulevard is not a City of Los Angeles designated scenic highway.¹⁷⁸

Therefore, the Project would not damage a scenic resource within a scenic highway, and this exception does not apply to the Project.

¹⁷⁷ Caltrans State Scenic Highways Map:
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed January 10, 2023.

¹⁷⁸ Mobility Plan 2035: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed January 10, 2023.

14 Guideline 15300.2. Exceptions: (e) Hazardous Waste Sites.

A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

14.1 Cortese List

In meeting the provisions in Government Code Section 65962.5, commonly referred to as the “Cortese List,” database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

According to EnviroStor, there are no cleanup sites, permitted sites, or SLICS (Spills, Leaks, Investigation, and Cleanup) on the Project Site.¹⁷⁹

According to GeoTracker, there are no other cleanup sites, land disposal sites, military sites WDR sites, permitted UST (Underground Storage Tanks) facilities, monitoring wells, or California Department of Toxic Substance Control (DTSC) cleanup sites or hazardous materials permits on the Project Site.¹⁸⁰

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.¹⁸¹

There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.¹⁸²

The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.¹⁸³

14.2 Site History

According to the City, a Phase I Environmental Site Assessment (ESA) may be required if the project site was previously developed with a dry cleaning, auto repair, gasoline station, industrial/manufacturing use, or other similar type of use that may have resulted in site contamination.¹⁸⁴

¹⁷⁹ California Department of Toxic Substance Control, EnviroStor, website: <http://www.envirostor.dtsc.ca.gov/public/>.

¹⁸⁰ California State Water Resources Control Board, GeoTracker, website: <http://geotracker.waterboards.ca.gov/map>.

¹⁸¹ California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>

¹⁸² California Environmental Protection Agency, Cortese List Data Resources, List of “Active” CDO and CAO from Water Board, website: <http://www.calepa.ca.gov/sitecleanup/corteselist/>.

¹⁸³ California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>

¹⁸⁴ City of Los Angeles, Class 32 Special Requirement Criteria: <https://planning.lacity.org/odocument/ad70d15e-11b8-49ef-aba3-b168f670a576/Class%2032%20Categorical%20Exemption.pdf>

The Project Site is vacant. A one-story 1,734 square-foot building containing office use was demolished in 2022.¹⁸⁵

The Site was not developed with a use that would require a Phase I.

14.3 Conclusion

Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this exemption does not apply to the Project.

¹⁸⁵ Transportation Technical Memo, Raju Associates, December 22, 2022.

15 Guideline 15300.2. Exceptions: (f) Historical Resources.

A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

This section is based on the following item, included as **Appendix G** of this CE:

G Historical Resources Technical Report, Historic Resources Group, December 2022

15.1 Project Site

The Project Site is located within the Mid-Wilshire neighborhood of the Wilshire Community Plan Area (CPA) of the City of Los Angeles. The Wilshire CPA was surveyed by SurveyLA, the citywide historic resources survey, in 2015. The Project Site was formerly developed with a single-family residence and an asphaltic concrete surface parking lot. The residence was not identified as potentially eligible for historic designation by SurveyLA. The building was later used as an office. In 2022, both the building and parking lot were demolished, and the Project Site is currently vacant. Therefore, there are no historical resources as defined by CEQA on the Project Site.

15.2 Surrounding Area

The residential neighborhood immediately to the west of the Project Site was identified as the potential Oxford Square Residential Historic District by SurveyLA. The district was identified as potentially eligible for listing in the California Register of Historical Resources and as a City of Los Angeles Historic Preservation Overlay Zone (HPOZ) as an excellent example of streetcar suburbanization in the Mid-Wilshire area; as a significant concentration of Arts and Crafts residential architecture; and as a significant concentration of Period Revival (mainly American Colonial Revival, Mediterranean Revival, and Spanish Colonial Revival) residential architecture.¹⁸⁶ Although this area is identified as a District in SurveyLA, it is not an HPOZ.¹⁸⁷

Due to the immediate proximity of the Project Site to the potential Oxford Square Residential Historic District, the Project has the potential to impact the historic district directly or indirectly as a result of construction activity or by altering the wider setting of the potential district by introducing a new contemporary building on the Project Site. The Project does not propose to demolish, destroy, relocate, or alter any contributors to the Oxford Square Residential Historic District. There would be limited excavation undertaken by the Project and therefore there would be no direct impacts to adjacent resources resulting from construction activity. The Project would add a new, seven-story building of contemporary design to the Project Site, adding height and density on parcels that historically were developed with low density single-family residences. However, the Project Site is outside of the potential historic district boundary. Although the new construction

¹⁸⁶ City of Los Angeles, "Historic Resources Survey Report Wilshire Community Plan Area," prepared by Architectural Resources Group, January 23, 2015.

¹⁸⁷ In *Cassilly v. City of Los Angeles*, Los Angeles Superior Court Case No. 19STCP00586, SurveyLA does not create a presumption of an historic resource.

would be visible from within the district, the Project would not alter, obscure, or otherwise materially impair any of the essential features that convey the district's significance, and it would not change the interrelationship of contributing properties within the potential district boundary. The Project Site is spatially separated from contributing properties to the potential district; this decreases the Project's likelihood to adversely impact contributors and, as a result, the potential district as a unified entity.

The Project Site is located to the south of the Crenshaw Women's Center (1025-1029 South Crenshaw Boulevard) identified by SurveyLA as eligible for state and local designation. In 2022, the Crenshaw Women's Center was included as "a site-of designation" in the list of Historic-Cultural Monuments (No. 1251); this designation does not include the building. While the Project would be highly visible from the Crenshaw Women's Center due to its height and unconventional design, the Project would not alter the setting in a manner that would result in the Crenshaw Women's Center no longer conveying its historical significance.

15.3 Conclusion

The Project would not result in a substantial adverse change to historical resources on the Project Site or in the Project vicinity. Therefore, the Project would not have a significant effect on the environment as defined by CEQA.

The Project Site has not been listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Therefore, this exception does not apply to the Project.