



Environmental Review

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ADDENDUM

Wilshire Center and Koreatown Redevelopment Project Program EIR

Wilshire/ Western MTA Portal

Case No. ENV-2005-0471

THIS DOCUMENT COMPRISES THE ADDENDUM ANALYSIS AS REQUIRES
UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Address: Wilshire Boulevard and Western Avenue

Project Description: This document is an Addendum to the Wilshire Center and Koreatown Redevelopment Project Environmental Impact Report (EIR). This Addendum evaluates the proposed Wilshire/ Western MTA Portal Project. The proposed Project is a mixed-use development consisting of approximately 49,900 square feet of retail use (including small and mixed-use retailers), 10,000 square feet of which shall be restaurant use; and 4,000 square feet of mechanical, storage and administrative space associated with the retail uses; 330,000 square feet of residential accommodating with approximately 186 units; a bus layover facility accommodating 13 Los Angeles County Metropolitan Transportation Authority (MTA) buses; and a 298,000 square-foot parking structure accommodating a minimum of 695 parking spaces.

APPLICANT:

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August 11, 2005

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1.0 SUMMARY

Background

In April 1993, the Los Angeles City Council adopted a motion directing the City of Los Angeles Community Redevelopment Agency (CRA) to initiate recovery and revitalization efforts in eight areas of the City affected by the April 1992 civil unrest. The Wilshire Center and Koreatown Redevelopment Project is one of these areas. The project area encompasses 1,207 acres of land and is bounded by Fifth Street to the north, Eleventh Street to the south, Western Avenue to the west, and Vermont Avenue to the east. The Environmental Impact Report (EIR) to the Redevelopment Project Area was certified and the project approved on December 13, 1995 with a 30-year build out period. The EIR evaluated three alternative development scenarios, “Low Growth,” “Moderate Growth,” and “High Growth.” **Table 3-1** below outlines the proposed additional land use for each alternative. The Moderate Growth alternative was selected as best suiting the needs of Los Angeles.

TABLE 3-1: COMPARISON OF PROJECT ALTERNATIVES			
Land Use	Low Growth Alternative	Moderate Growth Alternative	High Growth Alternative
Residential (units)	3,000	4,000	5,000
Retail/Service (s.f)	650,000	1,500,000	2,400,000
Office (s.f)	2,500,000	3,200,000	5,000,000
Industrial (s.f)	27,000	63,000	90,000
SOURCE: Wilshire Center and Koreatown Redevelopment Project EIR			

The intent of the proposed Wilshire Center and Koreatown Redevelopment Project is to continue upgrading the physical and economic environment of the Wilshire Center and Koreatown community through new development and rehabilitation.

Project Overview

This document is an Addendum to the Wilshire Center and Koreatown Redevelopment Project Environmental Impact Report (EIR). This Addendum evaluates the proposed Wilshire/Western MTA Portal Project. The proposed Project is a mixed-use development consisting of approximately 49,900square feet of retail use (including small and mid-sized retailers), 10,000 square feet of which shall be restaurant use; and 4,000 square feet of mechanical, storage and administrative space associated with the retail uses; 330,000 square feet of residential use accommodating approximately 186 units; a bus layover facility accommodating 13 Los Angeles County Metropolitan Transportation Authority (MTA) buses; and a 298,000-square-foot parking structure accommodating a minimum of 695 parking spaces. No specific project was previously considered for this location in the Wilshire Center and Koreatown Redevelopment Project EIR.

Applicability of the Wilshire Center and Koreatown Redevelopment Project EIR

The California Environmental Quality Act (CEQA) requires environmental review of all projects to determine whether their construction and/or operation may create a significant impact on the environment. This report is an Addendum to the Final Program Environmental Impact Report for the Wilshire Center and Koreatown

Redevelopment Project EIR (State Clearinghouse No. 95-041016), and was certified by the Community Redevelopment Agency of Los Angeles (CRA). Final environmental actions, including the adoption of a Statement of Overriding Considerations and a Mitigation Monitoring Program, were approved jointly by the CRA and the City Council on December 13, 1995. The Program EIR is incorporated by reference into this Addendum. This Addendum shall be evaluated by the City of Los Angeles Planning Department.

The Program EIR evaluated the potential environmental consequences, which would result from the implementation of the Wilshire Center and Koreatown Redevelopment Project. As discussed above, the proposed project is located between 6th Street to the north, Oxford Street to the east, Wilshire Boulevard to the south, and Western Avenue to the west. This is within the boundaries of the Redevelopment Project area. Based in part on the conclusions of the Final Program EIR, the Citizens Advisory Committee, CRA and the City Council, the Moderate Development Alternative was adopted as a framework for future planning. The Moderate Development Alternative entailed a net addition of approximately 4,000 units of residential uses, 1,500,000 square feet of retail/service uses, 3,200,000 square feet of office space, and 63,000 square feet of industrial space. The scope of the proposed project is within the boundaries of the Program EIR.

Addendum to the Wilshire Center and Koreatown Redevelopment Project EIR as the Appropriate Level of Environmental Review

An Addendum to an EIR is authorized under CEQA for projects where there are no substantial changes in the proposed project or in circumstances surrounding the Project, and where the Project would not have new unmitigated significant impacts or more severe impacts than those previously disclosed in the certified EIR.

2.0 INTRODUCTION

2.1 CRITERIA FOR PREPARATION OF AN ADDENDUM TO A PREVIOUS EIR

This report is an Addendum to the Final Program Environmental Impact Report (Program EIR) for the Wilshire Center and Koreatown Redevelopment Project which was adopted by the Community Redevelopment Agency of Los Angeles (CRA) on December 13, 1995. The California Environmental Quality Act Guidelines (CEQA Guidelines), in Sections 15162 and 15164, provide that an addendum to a previous certified EIR can be prepared for a project if the criteria and conditions summarized below are satisfied:

- **No Substantial Changes.** There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Substantial Changes in Circumstances.** Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Substantial New Information.** There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Each of the above conditions is satisfied:

- There have been no substantial changes in the proposed Project that would result in major revision to the Program EIR. The proposed Projects elements fall within the Moderate Growth Alternative.
- Circumstances and existing conditions surrounding the proposed Project area have not changed significantly from those depicted in the Program EIR.
- There is no substantial new information meeting any of the standards set forth in paragraph 3(A) through (D) above.

Thus, as detailed in the following sections, no supplemental or subsequent EIR is required in connection with this proposed Project. CEQA Guidelines Section 15164 requires either the Lead Agency or a responsible agency prepare an addendum to a previously certified EIR if “some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” In addition, Section 15164(b) provides that an addendum “may be prepared if only minor technical changes or additions are necessary.”

No circulation of this Addendum for public review is required by CEQA or the Guidelines per Section 15164(c).

2.2 PURPOSE OF THE ADDENDUM

The following sections of this report demonstrate that the criteria and conditions identified above have been satisfied and that an addendum is the appropriate type of environmental documentation for the Proposed Wilshire/Western MTA Portal, and a Subsequent or Supplemental EIR is not necessary. Specifically, this report evaluates the impacts disclosed in the previous Program EIR to determine whether the potential specific impacts of the proposed project are adequately addressed, and whether there are new unmitigated significant impacts or new mitigation measures required that were not disclosed in the previous Program EIR.

2.3 ORGANIZATION OF THIS REPORT

This Addendum evaluates each of the topics covered in the Program EIR including project description, consistency with Program EIR development assumptions, comparison with Program EIR impacts, and applicable mitigation measures.

3.0 PROJECT DESCRIPTION

3.1 PROJECT OBJECTIVES

The intent of the proposed Wilshire Center and Koreatown Redevelopment Project Program EIR is to continue upgrading the physical and economic environment of the Wilshire Center and Koreatown community through new development and rehabilitation. Consistent with this objective, the Wilshire/Western MTA Portal has been designed to respond to the needs of the community through the provision of housing, retail space, and convenient access to public transportation.

3.2 PROJECT LOCATION

The proposed project site is located within the City of Los Angeles Wilshire District Plan area. Specifically, the project site is bound by Wilshire Boulevard to the south, Western Avenue to the west, 6th Street to the north, and Oxford Street to the east. It is approximately two miles south of the Ventura Freeway (Interstate 101); approximately eight miles east of the San Diego Freeway (Interstate 405); approximately three miles west of the Harbor Freeway (Highway 110); and approximately 1.7 miles north of the Rosa Parks/Santa Monica Freeway (Interstate 10).

Area access is provided along the major north-south arterial, Western Avenue, and the major east-west arterial, Wilshire Boulevard (refer to **Figure 3-1** for detail). Access to the project site is provided on Western Avenue, Sixth Street and Oxford Avenue. Direct access to the site will only be provided on Oxford Avenue and Sixth Street.

3.3 EXISTING CONDITIONS

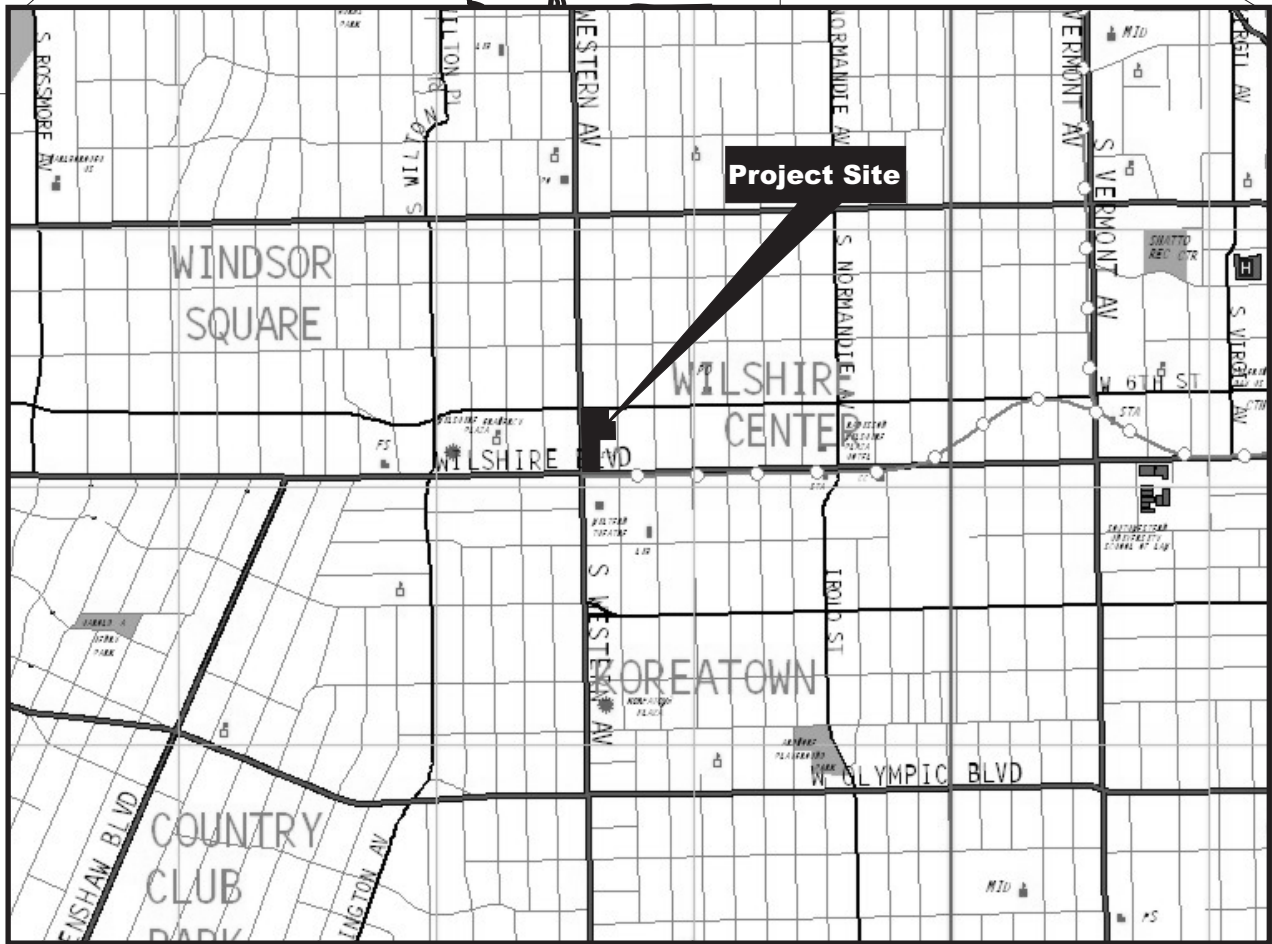
Surrounding Land Uses

The project site is located on a major north-south commercial corridor, Western Avenue, and a major east-west corridor, Wilshire Boulevard, in the City of Los Angeles. Located immediately to the east of the project site is the multi-story Washington Mutual Building. Located to the south of the project site are a number of commercial buildings, including a Denny's and the Wiltern Theater. West of the project site is the Pierce Building, a hair parlor, a corner newsstand, and other small commercial uses. North of the project site is a mixed-use project, consisting of both commercial and residential uses. Apartments are located further north along Oxford Street.

Along the boundary of the site is a 10,000-square-foot building, located on the corner of Oxford Street and 6th Street, which is currently operating as a restaurant/club/bar. Along Wilshire Boulevard at the southeast boundary of the site, is a recently constructed pharmacy. Along the southern boundary of the site, at Wilshire Boulevard, is the Metro Red Line entrance. (See Photos at end of this section).

Existing Land Uses on Project Site

The existing site is comprised of a Department of Transportation (DOT) metered surface parking lot which accommodates 75 cars at the north edge of the site. A Los Angeles County Metropolitan Transportation Authority bus layover facility, which currently accommodates 14 buses, is located on the southwest edge of the site, and a two-story, 15,000-square-foot multi-tenant office/retail building located on the western edge of the proposed site. There is also an entrance to the Red Line on the corner of Wilshire Boulevard and Western Avenue. The rest of the site is surface parking. (See Photos at end of this section).



SOURCE: Thomas Brothers Guide & Terry A. Hayes Associates LLC



Wilshire Western MTA Portal Project

WILSHIRE ENTERTAINMENT CENTER, LLC &
CITY OF LOS ANGELES PLANNING DEPARTMENT

FIGURE 3-1

REGIONAL LOCATION

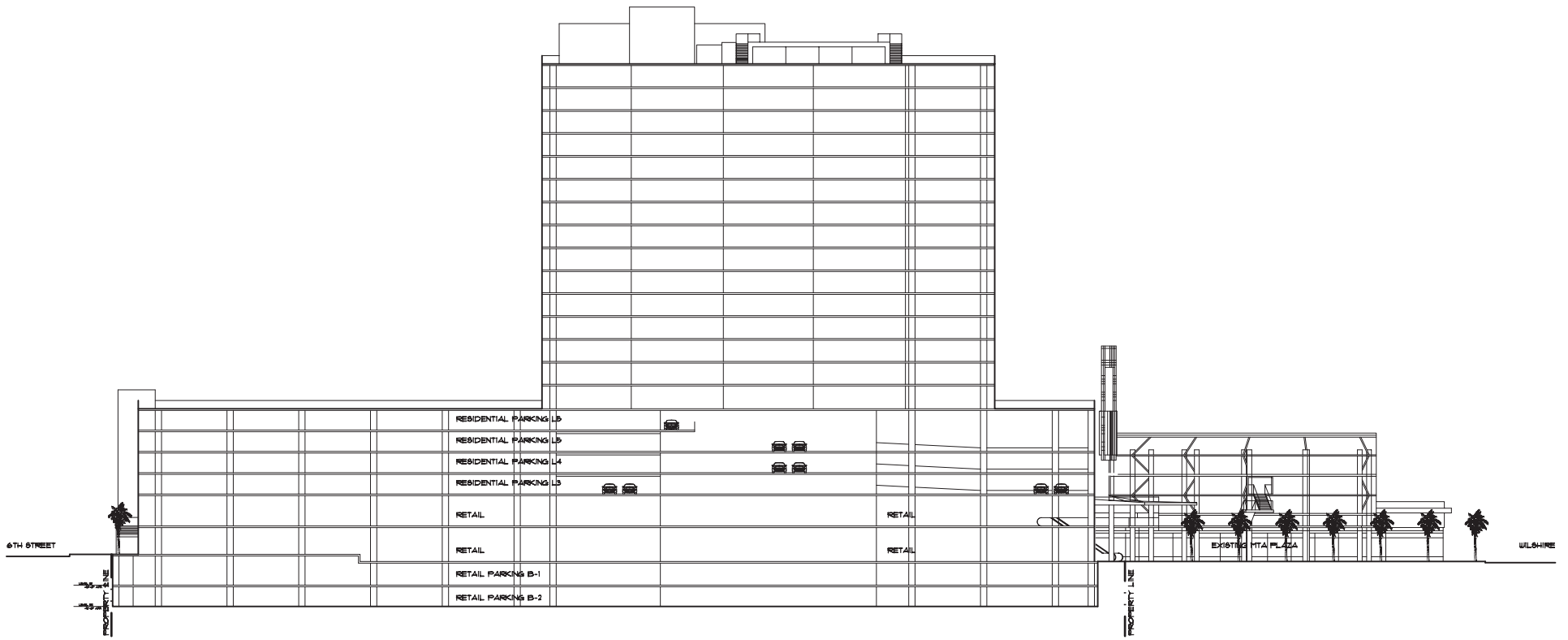
The proposed project would necessitate the demolition of the existing 15,000-square-foot two-story multi-use building (office/retail) and the 75-space surface parking lot. The project site is zoned C4-2 in the front where the MTA bus layover area is currently located, and it is C2-2 for the remaining portion of the site.

3.3 PROJECT CHARACTERISTICS

The proposed project has been conceived as a mixed-use development consisting of approximately 419,900 square feet of mixed uses with a bus layover facility and 298,000 square feet of parking to accommodate a minimum of 695 parking spaces. Specifically, the proposed project will consist of approximately 49,900 square feet of retail use, 10,000 square feet of which shall be restaurant use, and 4,000 square feet of mechanical, storage and administrative space associated with the retail uses and 330,000 square feet of residential use with approximately 186 units. The bus layover facility will accommodate 13 Los Angeles County Metropolitan Transportation Authority (MTA) buses. (See **Figures 3-2 and 3-6**)

At the intersection of Wilshire Boulevard and Western Avenue, there is an entrance to the Metro Red Line subway that provides access to Hollywood and downtown. The improved existing entrance to the Red Line will function as the architectural focus of the project. The ground floor would include multiple exits and entrances to the subway, kiosks, and other retail space, and a bus layover zone. The design of the first floor would allow passengers to transfer between the Metro Rail and bus via the covered structure or along the facility frontage along Western Avenue. On the second level, a theme restaurant is proposed as well as additional retail uses. A well-defined metro entrance would be appropriate in this location as it is the terminus of the Red Line.

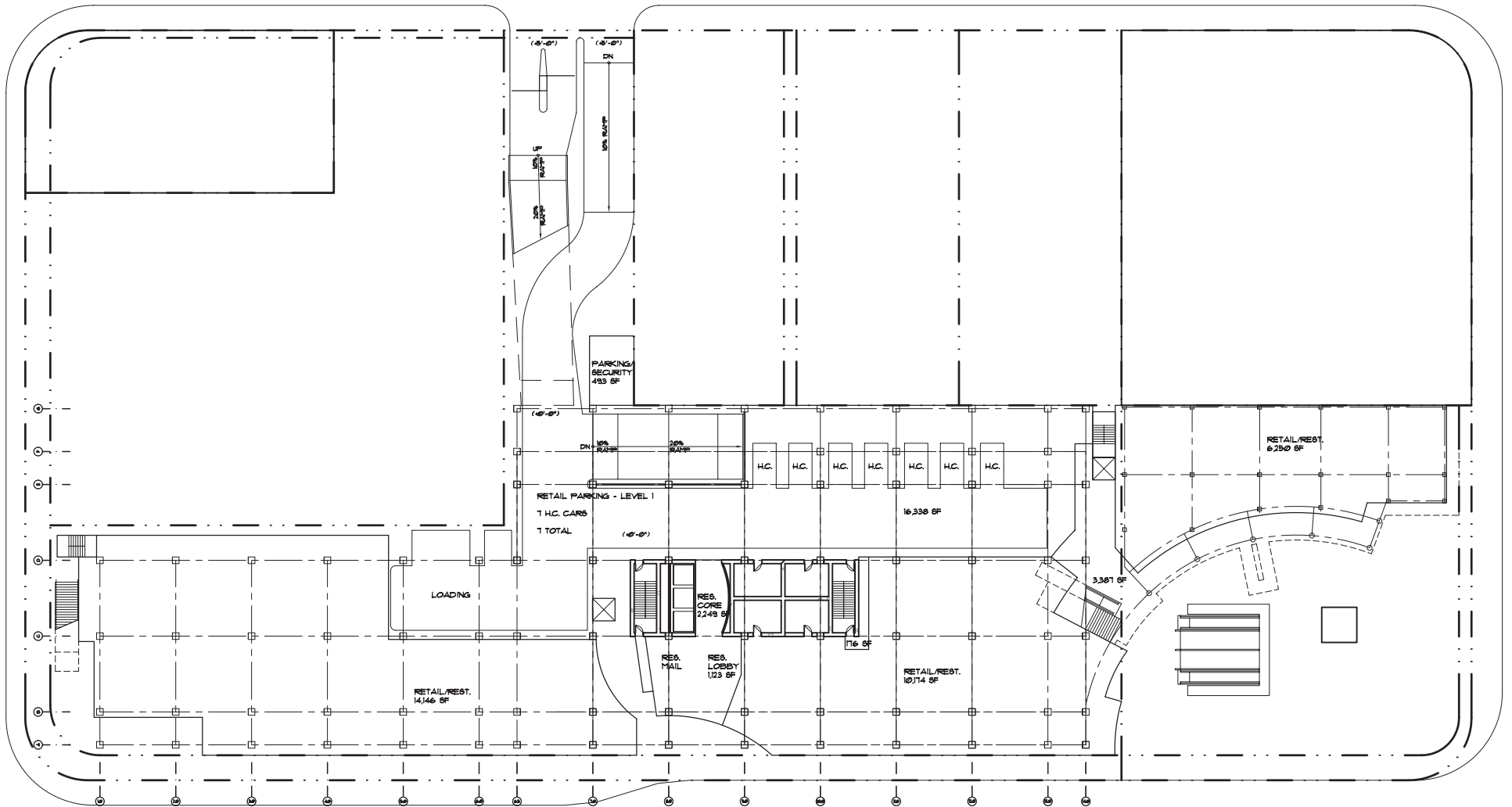
Six levels of parking will be provided with four above-ground and two levels below-grade. Access to the parking structure will be from Oxford Avenue. The residential portion of the Project will be located north of the main Metro Red Line entrance. The residential units shall be built above the parking structure with access from Oxford Avenue. An egress only driveway shall be provided on Oxford Avenue. The building would extend twenty-two stories in height.



SOURCE: RSA Architecture/Interior Design

FIGURE 3-2

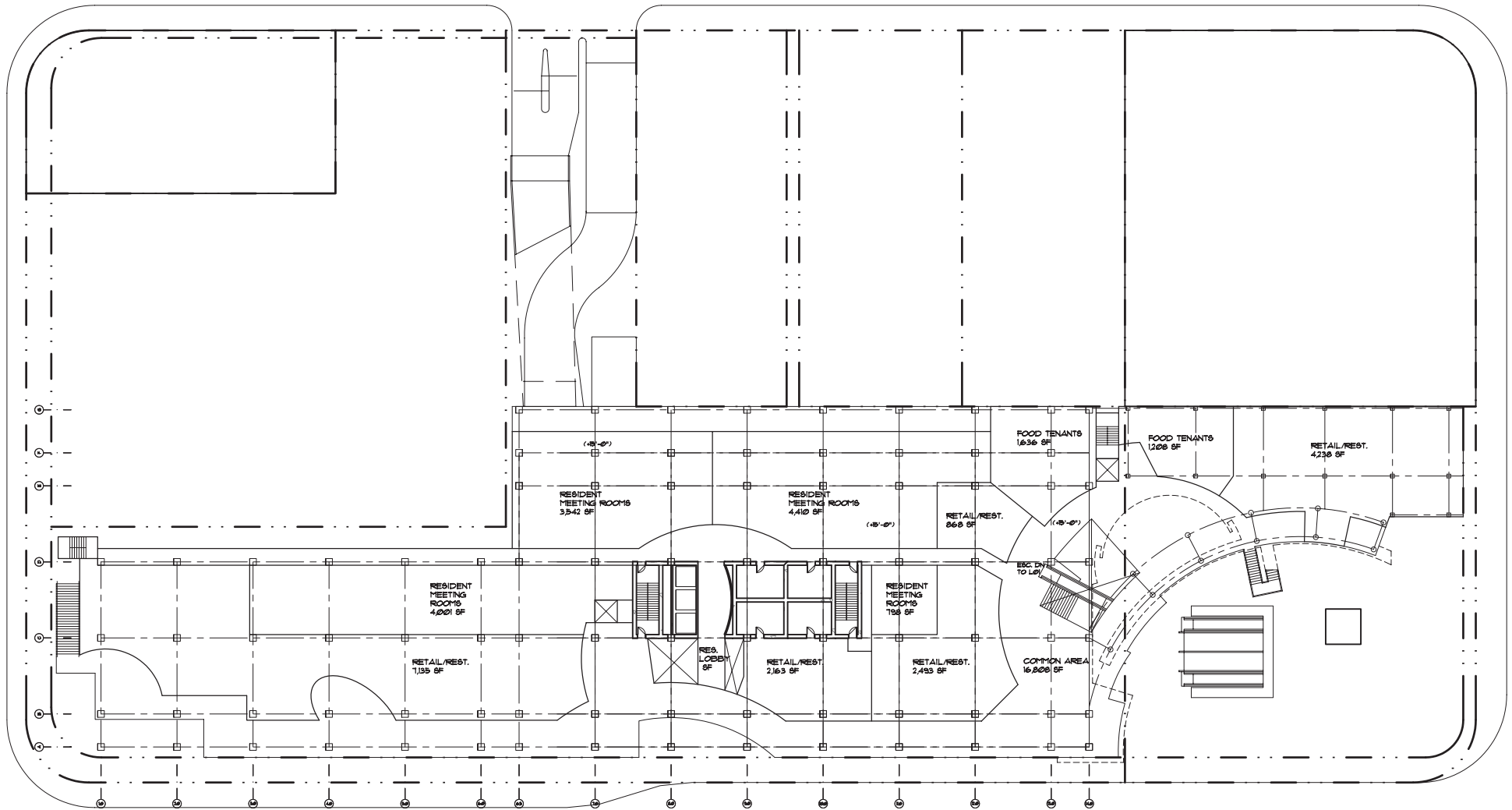
WEST ELEVATION



Western Avenue

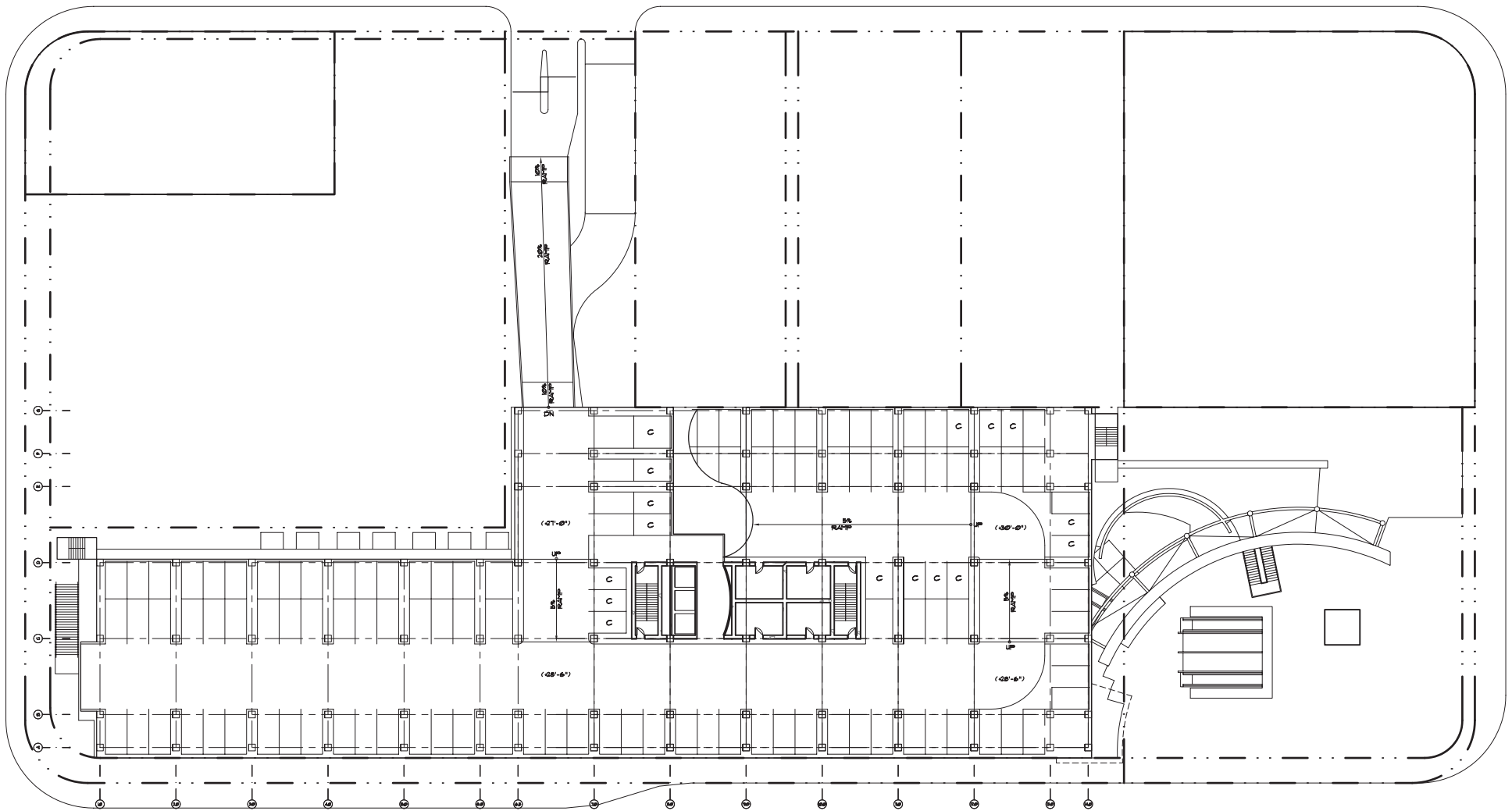


SOURCE: RSA Architecture/Interior Design



SOURCE: RSA Architecture/Interior Design

FIGURE 3-4
RETAIL LEVEL 2



LEGEND:

RESIDENTIAL PARKING - LEVEL 3

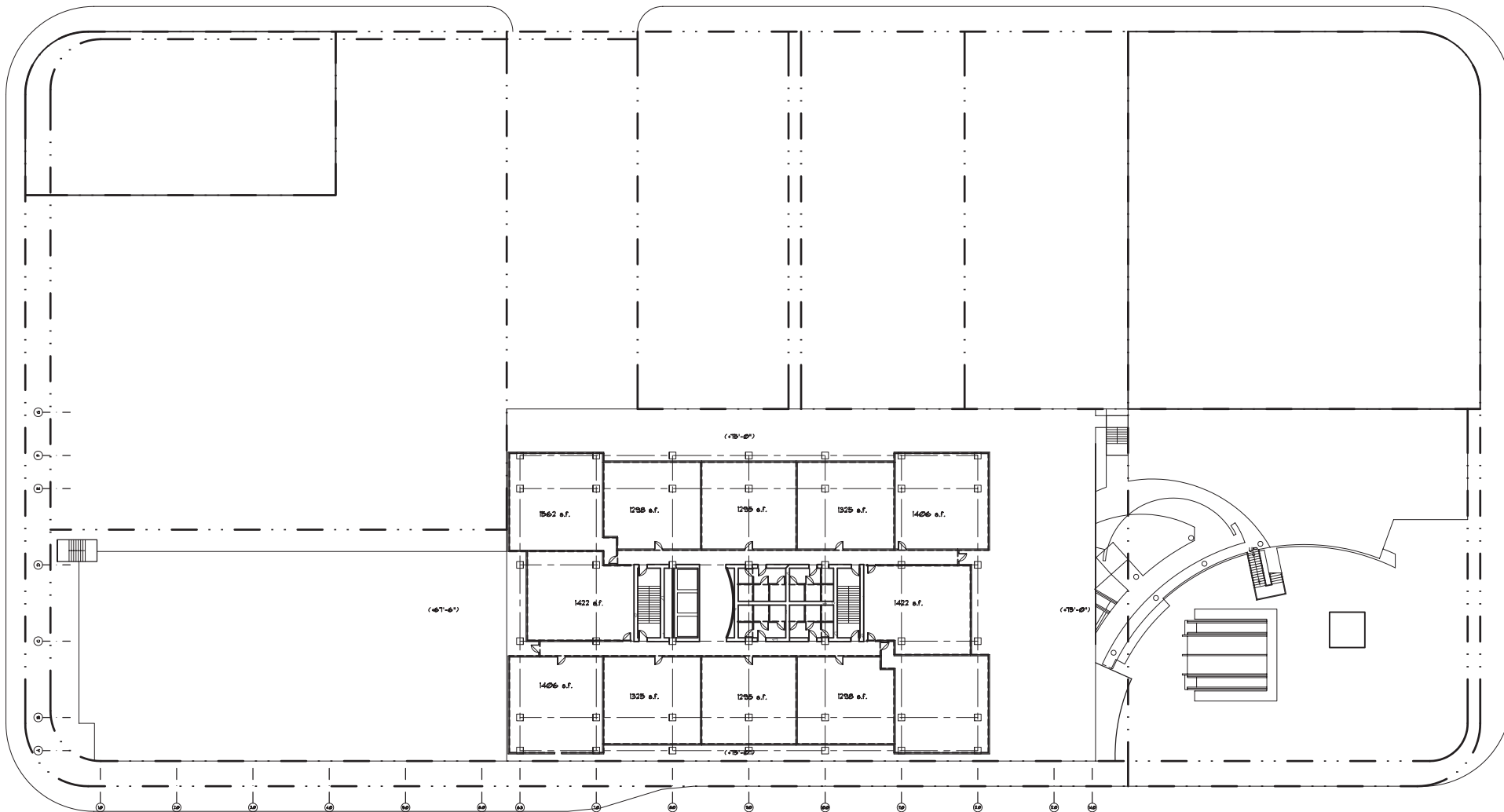
71 STD. CARS
 45 COMP. CARS TOTAL = 116 CARS
 (5 BONUS - TOTAL = 121)

SOURCE: RSA Architecture/Interior Design



FIGURE 3-5

TYPICAL PARKING LEVEL



SOURCE: RSA Architecture/Interior Design



FIGURE 3-6

TYPICAL HOUSING LEVEL



View of existing MTA Metro Station at corner of Wilshire Boulevard and Western Avenue looking north.



Close-up view of MTA Metro Station.



View looking west of Metro stop at northeast corner of Wilshire Boulevard and Western Avenue. The Wilshire Theater is on the southeast corner and a mid-rise office building is shown in the background on the southeast corner.

SOURCE: Terry A. Hayes Associates LLC, 2004



Retail/office building on Western Avenue to be demolished.



View looking south from 75-space LADOT public parking lot to be removed.



View of public parking lot east.

SOURCE: Terry A. Hayes Associates LLC, 2004



Mid-rise building directly adjacent to the proposed project site at the northwest corner of Wilshire Boulevard and Western Avenue.

View looking north on Oxford along the eastern boundary of the site. Shows surface parking to remain.



Retail building to remain which is located along the south/east boundary of the proposed project site.

SOURCE: Terry A. Hayes Associates LLC, 2004



Multi-family residential properties on Oxford, north of 6th Street. These and other residential uses on Oxford would potentially be affected by the proposed project (i.e., Truck delivery noise, shade/shadow, traffic impacts),



SOURCE: Terry A. Hayes Associates LLC, 2004

4.0 CONSISTENCY WITH THE WILSHIRE CENTER AND KOREATOWN REDEVELOPMENT PROGRAM

4.1 WILSHIRE CENTER AND KOREATOWN REDEVELOPMENT PROJECT CONSISTENCY CRITERIA

The proposed Project is located within the Wilshire Center and Koreatown Redevelopment Project area. The Program EIR (State Clearinghouse No. 95-041016), prepared for the Wilshire Center and Koreatown Redevelopment Project area, evaluated three development alternatives, in addition to the “No Project” alternative. The alternatives included Low, Moderate, and High Growth development.

The Community Redevelopment Agency of the City of Los Angeles (CRA), in certifying the Program EIR for the Wilshire Center and Koreatown Redevelopment area, recognized that there could be significant unavoidable adverse impacts associated with redevelopment. However, the CRA and the City Council adopted a Statement of Overriding Considerations indicating that the benefits of redevelopment outweighed the negative environmental consequences. It was deemed by the City that the Moderate Development Alternative best addressed the needs of the community.

The Program EIR, following the provisions of the California Environmental Quality Act (CEQA), outlined a process for defining environmental review for projects within the Redevelopment Project area. The Program EIR states that for a future project to benefit from the Program EIR, the project must be consistent with the overall Program EIR project description.

If a project is found to be consistent, that project can incorporate the Program EIR as either an Addendum, Negative Declaration, Subsequent EIR or Supplementary EIR. Discussed below are factors such as location, type of land use, size and building height that can be used to establish consistency.

Project Location. All levels of Development Alternatives, which were certified in the Program EIR, contained projects which the City of Los Angeles considered to be reasonably foreseeable. The proposed Project is located in Koreatown on the block bounded by 6th Street to the north, Oxford Street to the east, Wilshire Boulevard to the south, and Western Avenue to the west.

Type of Land Use. The Program EIR evaluated similar residential, office, and retail uses. The proposed Wilshire/Western MTA Portal uses are consistent with those evaluated in the Program EIR. The proposed uses are residential, retail and office.

Size of Project. The proposed Project would remove approximately 15,000 square feet of developed building space, and replace it with approximately 717,900 square feet of retail/service use, residential use, mechanical and administrative spaces, a bus layover facility, and parking.

Some development has occurred in the area due to redevelopment efforts. Projects that have occurred since the redevelopment plan was adopted are identified in **Table 4.1-1** below. As shown, approximately 1,011 residential units and 271,000 square feet of retail development (approximately 25% and 18% of the Moderate Growth Alternative respectively) has occurred.

The proposed Project represents a net overall increase in commercial/retail space (approximately 42,500 square feet.), which is well within the assumptions of the Wilshire Center and Koreatown Redevelopment EIR Alternatives of 1,500,000 square feet (approximately 3% of the remaining approved square footage). The

186 residential units proposed constitutes a small percentage (approximately 6%) of the remaining units approved. In addition, 3,200,000 square feet of office space was evaluated in the Program EIR, however, this project does not include the construction of office space.

4.1-1 DEVELOPMENT THAT HAS OCCURRED AS PART OF THE WILSHIRE CENTER KOREATOWN REDEVELOPMENT PROGRAM			
Project/Address	Residential (Units)	Retail (Sq. Ft)	Other (Sq. Ft.)
Multi Family Residential 906 S. Oxford	50	0	0
Irolo Housing. 3315-3329 W. 8 th Street	47	5,400	0
Sheratown Townhouse	142	0	0
Wilshire Courtyard	102	0	0
Wilshire/Vermont MTA/LAUSD Affordable Housing Commercial Retail(Includes a middle school)	350	71,000	0
3300-3400 West 3 rd Street Residential Mixed Use.	320	70,000	0
HK Marketplace 3250 W. Olympic	0	125,000	0
Total	1,011	271,000	0
Source: Personal Communication, Steven Jones, Project Planner for the Wilshire Center Koreatown Redvelopment Project (July 19, 2005), and Myra Rivera, CRA Project Manager (June 27, 2005).			

Building Height. The Proposed Project site is within Height District 2 According to the City of Los Angeles zoning code, the total floor area contained in all the buildings on a lot in height District 2, shall not exceed six times the buildable area of the lot. 11 The buildable area of the site is approximately 114,059 square feet (2.62 acres). The total floor area allowed under the Zoning Code is six times 114,059 square feet, or 684,354 square feet. The proposed Project would result in approximately 379,900 square feet which is slightly over half of the amount allowed.¹ Therefore, the Project would be consistent with the floor to area ratio of Height District 2.

4.2 CONSISTENCY DETERMINATION

Based on the above, the proposed Wilshire/Western Project would be consistent with the development assumptions of the Wilshire Center and Koreatown Redevelopment Program EIR. As such, an addendum in the form of environmental documentation deemed to be the most appropriate subsequent, and site-specific environmental documentation for the proposed Project.

¹For purposes of calculating the floor to area ratio, the parking and mechanical, storage, and administrative spaces are not included.

5.0 COMPARISON OF WILSHIRE CENTER/KOREATOWN REDEVELOPMENT PROJECT AND WILSHIRE/WESTERN MTA PORTAL IMPACTS

This section compares the impacts disclosed in the Wilshire Center and Koreatown Redevelopment Project-Program EIR (Program EIR) with those anticipated to result from the proposed Wilshire/Western MTA Portal Project. The comparison of impacts addresses those issues relating only to the project site, not the entire Wilshire Center and Koreatown Redevelopment Project area discussed in the Program EIR.

The Program EIR evaluated three alternatives at equal level of detail (Low, Moderate, and High Growth Alternative). The Program EIR evaluated and disclosed the environmental impacts of all three alternatives. For the purposes of this Addendum, the proposed Wilshire/Western MTA Portal Project is compared to the Moderate Growth Alternative, which was adopted as the framework for future growth. The purpose of the comparison is to determine whether there are new significant impacts that cannot be mitigated or additional mitigation measures that would be required to address the effects of the proposed Project.

References are made to the appropriate section in the Program EIR where the determinations of impacts can be found.

5.1 LAND USE

Policy Conformity

Program EIR. Mixed-use development under the Moderate Growth Alternative is assumed to occur at a FAR of 1.5:1 and 2:1. This development intensity is consistent with the permitted intensity in the proposed General Plan Framework. Further, the Moderate Growth Alternative includes the concentration of development within 1/4 mile of fixed rail transit stations and at major bus intersections which is consistent with the proposed General Plan Framework and with the adopted City of Los Angeles Land/Use Transportation Policy. Development intensities assumed to occur in these locations would not exceed those permitted by the Wilshire District Plan.

Wilshire/Western MTA Portal Impacts. The proposed Project will be developed in accordance with the Planning and Zoning code and the adopted Wilshire District Plan. The proposed Project is adjacent to and includes improvements to the MTA Wilshire/Western Portal. The proposed Project shall conform to adopted policies and no significant impact would result.

Project Specific Mitigation Measures. No mitigation required.

Compatibility

Program EIR. Historically, commercial development in the Project Area occurred along major transportation arterials, while residential development occurred between these thoroughfares. The proximity of intense commercial development to residential neighborhoods results in “spill over impacts.” Examples of spill-over impacts are: noise from loading and unloading vehicles, excess parking in the neighborhoods, objectionable odors, and increased lighting impacts with the moderate alternative, potential land use conflicts could occur at scattered locations along Vermont Avenue, Western Avenue and Sixth Street, as well as on Olympic Boulevard.

Wilshire/Western MTA Portal Impacts. The introduction of mixed-use development increases the potential for spill-over impacts. However, impacts to residences from commercial activities would not be any more significant than those addressed in the Program EIR. Therefore, the level of impact is considered acceptable. To ensure that any conflicts are minimized, the following mitigation measure is required.

Project Specific Mitigation Measures.

Addendum LU1 The proposed Project shall be designed to minimize the impacts of development on adjacent residential properties and on the residential portion of the proposed Project. Emphasis shall be placed on screening, setbacks, landscaping, location of loading docks and delivery areas, hours of business operation and deliveries.

Project Specific Mitigation Measures. No mitigation required.

5.2 HOUSING, POPULATION, AND EMPLOYMENT

Housing and Population Added

Program EIR. The Moderate Growth Alternative proposed the addition of 4,000 residential units within the Project area. This equates to the addition of approximately 10,900 people to the project area. This addition of housing and population was projected to result in a less-than-significant impact because the amount represents 1.2 percent of population growth and 1.0 percent of the housing growth forecast by the Southern California Association of Government for the City of Los Angeles subregions.

Wilshire/Western MTA Portal Impacts. The proposed Project will add 186 units of residential use.¹ These units will add approximately 508 residents to the Project area. To date, it is projected that a population of approximately 2,760 residents has been added to the Project area due to the redevelopment project. An increase in population due to the proposed Project as well as increases to date is well within the scope of the 10,900 new residents projected for the redevelopment Project. Therefore, no impact is anticipated.

Project Specific Mitigation Measures. No mitigation required. Further, no other residential projects have been implemented as part of the Redevelopment Plan.

Employment Capacity Added

Program EIR. The Moderate Growth Alternative would result in the creation of 16,200 new jobs. This is considered to be a beneficial impact.

Wilshire/Western MTA Portal Impacts. With the implementation of the proposed Project, 111 new employees would potentially be added to the area.² It is projected that approximately 602 new employees has been generated due to redevelopment. The creation of 16,200 additional jobs was contemplated in the Program EIR, and was concluded to be beneficial to the community. No new significant impact would result.

Project Specific Mitigation Measures. No mitigation required.

Potential Business and Employment Displacement

Program EIR. Under all three growth alternatives, businesses and residents could be displaced. This impact is considered significant under all alternatives.

Wilshire/Western MTA Portal Impacts. As discussed under the Land Use section, the demolition of the building along the western edge of the project site would cause the displacement of businesses. As noted in

¹2.73 Residents per unit.

²450 sq. ft. retail per employee, as provided in the Program EIR

the Program EIR, any displacement creates a significant impact. Therefore, the implementation of the Proposed Project would result in a significant impact. This potential impact was disclosed in the Program EIR and would be mitigated to a less-than-significant level.

Project Specific Mitigation Measures.

Addendum HPE 1 Provisions shall be made for the re-entry and re-establishment of displaced land uses.

5.3 ARCHITECTURAL AND HISTORIC RESOURCES

Program EIR. Development due to all alternatives would potentially threaten the preservation of identified historic resources. Impacts would occur due to the removal of National Register listed and eligible properties and monuments as well as impacts due to alteration of historic properties to the extent that integrity is lost.

Wilshire/Western MTA Portal Impacts. There are seven eligible properties within close proximity (approximately a one-half-mile radius) to the project site (**Table 5.3-1** below). The proposed Project would not require the removal or alternation of these properties. No significant impact would result.

TABLE 5.3-1: HISTORIC RESOURCES		
Reference #	Rating	Address
1	4S2	3902 W. 6 th Street
2	4S2	3882 W. 6 th Street
3	5S3	3901 W. 6 th Street
4	5S3	558 S. Western Avenue
5	5S3	607 S. Western Avenue
6	5S3	3875 Wilshire Boulevard
7	5S3	3983 Wilshire Boulevard
National Register Rating: 4S2-indicates that an individual resource may become eligible after additional architectural or historic research is performed. 5S3- Indicates that a property is not eligible for separate listing or designation under an existing local ordinance, but is eligible for special consideration in local planning. Source: Wilshire Center and Koreatown Redevelopment Project EIR		

Project Specific Mitigation Measures. No mitigation required.

5.4 AESTHETICS AND VIEWS

Disruption of Scenic Vistas

Program EIR. Buildings along Wilshire Boulevard are characterized as primarily mid-rise (8 to 12 stories) to high-rise (13 to 20 stories) towers. Along Western Avenue north of Wilshire Boulevard, buildings are primarily of older one-to two-story storefronts. Prominent views include the Hollywood Hills, and to the east, downtown Los Angeles. Development under all three Project Alternatives could potentially affect existing scenic vistas of the Hollywood Hills to the north of the Project Area and of downtown Los Angeles to the east. It was determined that no significant impact would result as the downtown view is already affected by existing high-rise development on Wilshire Boulevard, and intense development on parallel corridors (i.e., Western Avenue) would bring similar results.

Wilshire/Western MTA Portal Impacts. The proposed Project involves the construction of a 22- story building. This building would be consistent with the height of buildings adjacent to the site, including the Pierce Life Building at the Northwest corner of Wilshire Boulevard and Western Avenue. The Program EIR acknowledges the continued obstruction of views. The proposed Project would not result in any new or more severe impacts. Therefore, there are no significant impacts to scenic vistas from this project.

Project Specific Mitigation Measures. No mitigation required.

Building Character

Program EIR. Development associated with each of the Project Alternatives would potentially effect existing building character with respect to scale and compatibility with its surroundings. Each street would be affected differently. The character of future development would depend largely on zoning standards and design guidelines. Under the Program EIR, all three growth alternatives would maintain the existing character of Wilshire Boulevard, but the Moderate Growth Alternative would provide for the renovation of storefronts and a change in the types of commercial buildings along Western Avenue and Sixth Street. As traffic volumes increase, there will be increased pressure to widen streets and narrow sidewalks. Currently, there is little landscaping in the project area. Increasing the density of the development could aggravate the problem.

Wilshire/Western MTA Portal Impacts. The proposed Project would remove an existing building and surface parking and replace with a new mid-rise building. The proposed building is consistent with the scale and character of adjacent uses. The building shall meet all zoning standards and design guidelines in place for the area. Landscape features shall be employed where feasible and no street widening is necessary as part of the plan. No new significant impact would result.

Project Specific Mitigation Measures. No mitigation required.

Casting Shadows or Shade

Program EIR. Future development in the Project area would potentially result in the addition of mid- and high-rise buildings which would cast shadow on adjacent sensitive uses. The program requires a shadow impact analysis for buildings taller than 75 feet in height.

Wilshire/Western MTA Portal Impacts. The surrounding area adjacent to the proposed project site was surveyed to identify shade sensitive uses. Residential properties are located to the west and north of the site. The proposed building will extend 22 stories in height. To determine whether the proposed project would have the potential to cast a shadow onto residential properties, the height of the proposed building, distance of the building from the residential properties, the time of day, and time of year were taken into consideration. Worst-case shadows from this building would be cast in the winter at 7:00 a.m. A shadow would be cast in the morning in a northwest direction (**Figures 5-1 through 5-3**). The height of the proposed building is consistent with the surrounding area. Shadows would be cast onto sensitive uses only during the winter months and for less than three hours (7:00 a.m. to 8:00 a.m.). No new significant impact is anticipated.

Project Specific Mitigation Measures. No mitigation required.

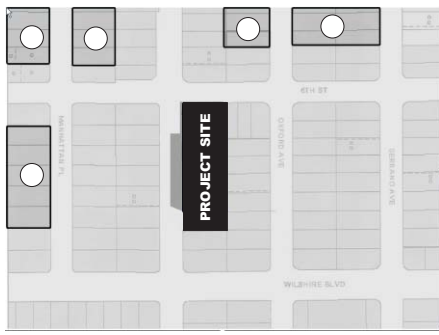
Light and Glare

Program EIR. New development associated with moderate growth would result in an increased night-time illumination level from the increase in illuminated signage, interior lighting, and parking security lighting, and possibly new street lighting, any of which may cause nuisances to adjacent residences. The Project area is already exposed to high levels of night-time illumination. The design and location of any new lighting in the Project area should specifically consider potential nuisance effects to adjacent residences.

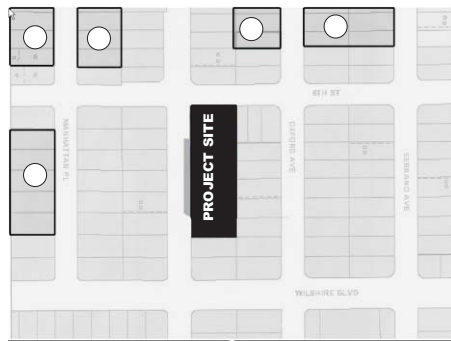
Wilshire/Western MTA Portal Impacts. Existing lighting consists of security lighting, signage, glare from headlights of vehicles accessing the surface parking lot on the corner of 6th Street and Western Avenue, and interior lighting. The type of lighting for the proposed project would be similar to existing. The proposed Project could potentially cause glare or other light-related impacts to surrounding uses. The nearest residence is located approximately 200 feet away just north of the site along Oxford Avenue. The implementation of mitigation measures would reduce potential light and glare impacts to a level of less-than- significant.

Project Specific Mitigation Measures

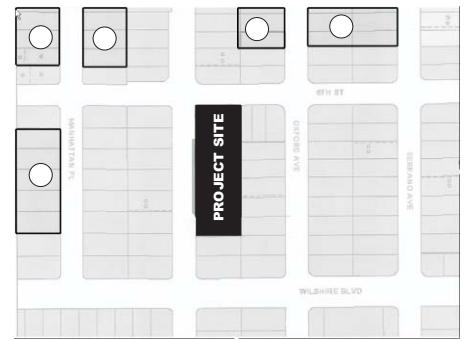
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| Addendum AV1 | Illuminated signage and decorative lighting shall be designed to minimize visible illumination at adjacent residences. |
| Addendum AV2 | Hooded lights shall be provided, and directed away from sensitive uses. |
| Addendum AV3 | Tinted windows shall be used in the building design, where appropriate, to minimize the effects of night lighting |
| Addendum AV4 | Low-reflectivity glass on exterior surfaces shall be used to minimize glare. |
| Addendum AV5 | Non-reflective exterior building materials shall be used, where feasible, to minimize glare and reflection. |



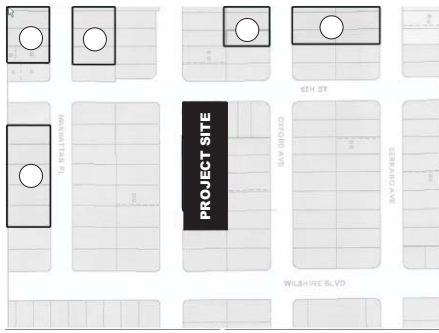
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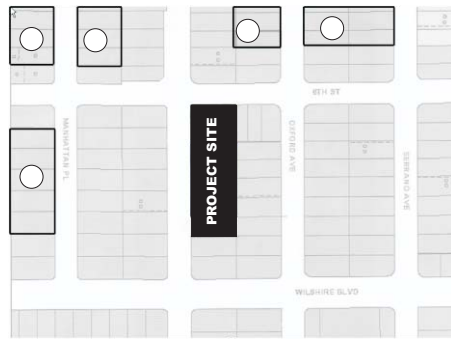
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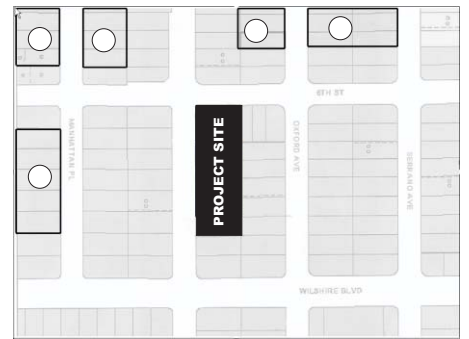
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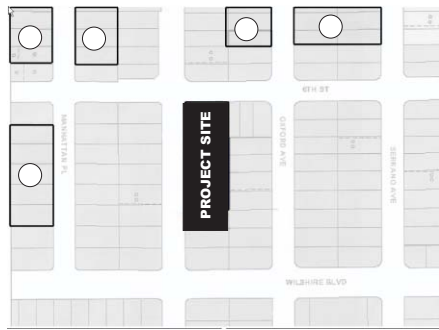
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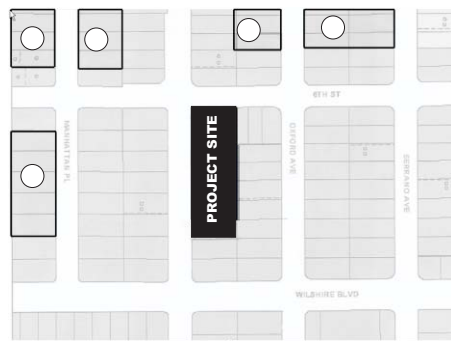
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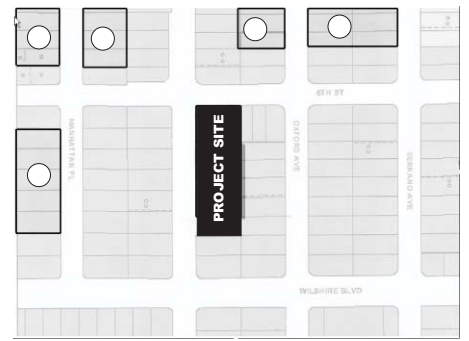
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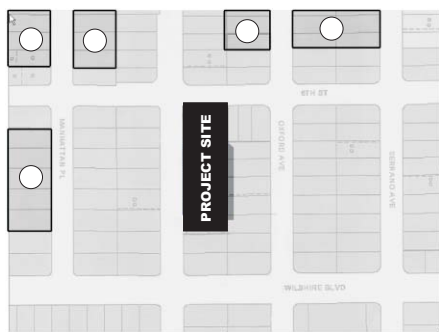
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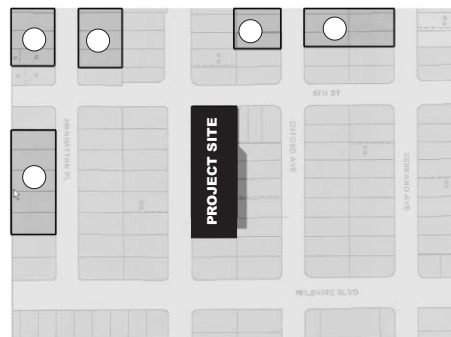
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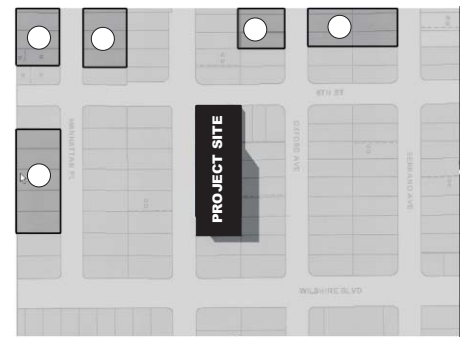
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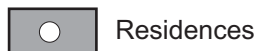
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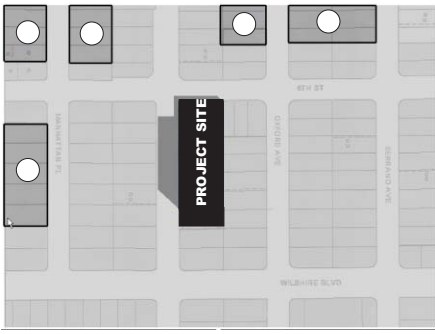


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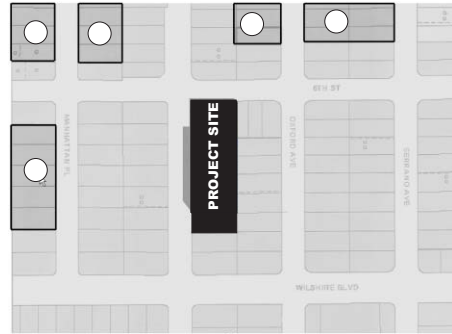


SOURCE: SketchUp & Terry A. Hayes Associates LLC

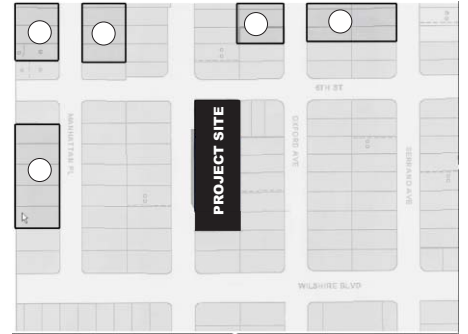




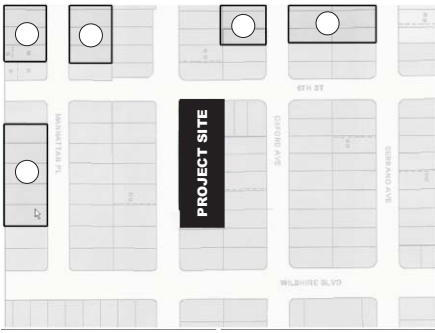
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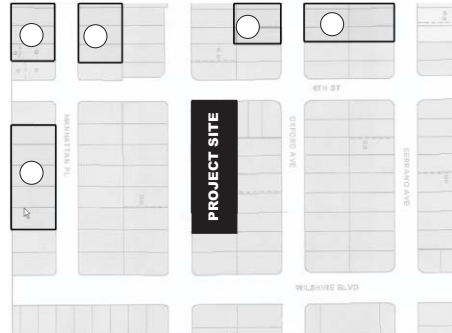
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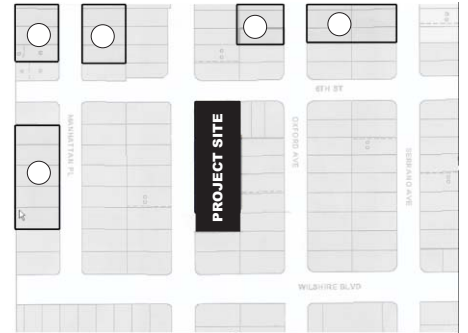
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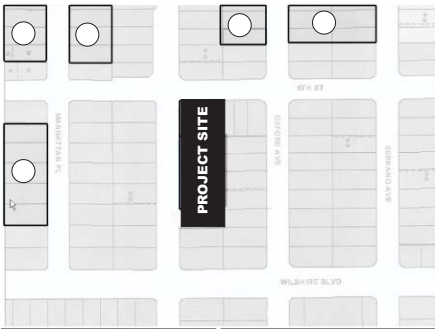
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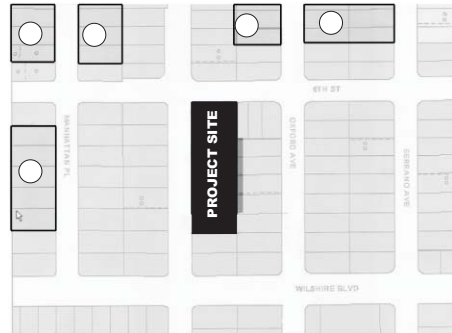
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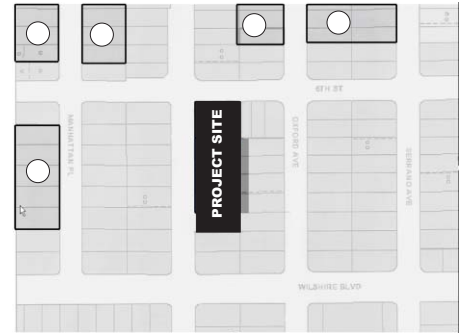
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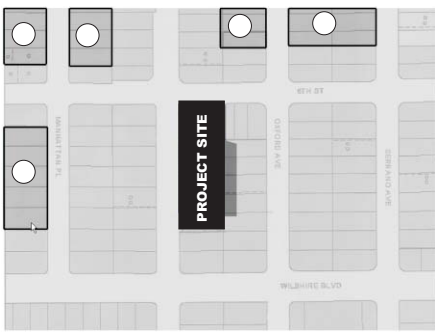
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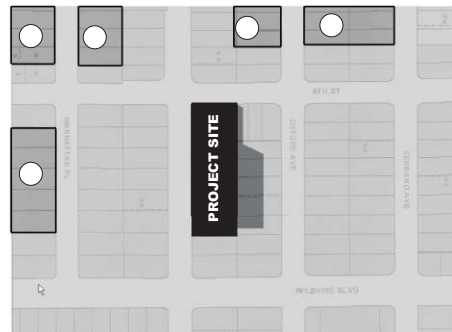
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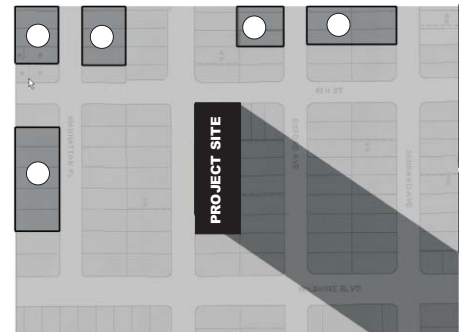
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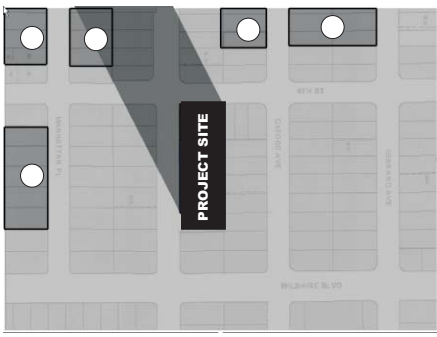


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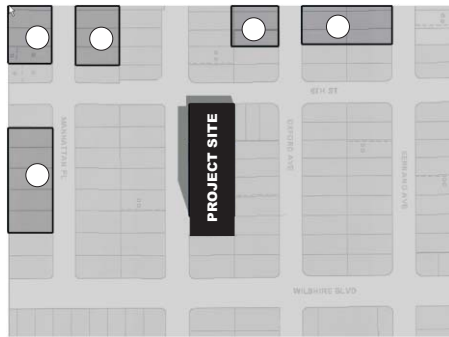
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SOURCE: SketchUp & Terry A. Hayes Associates LLC

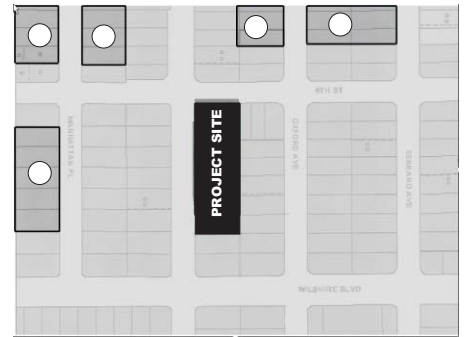




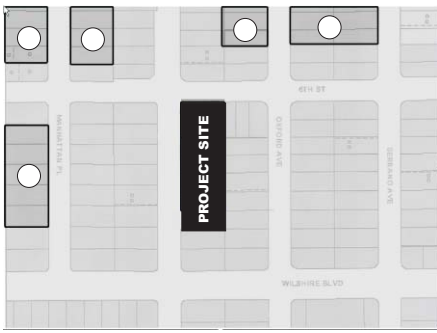
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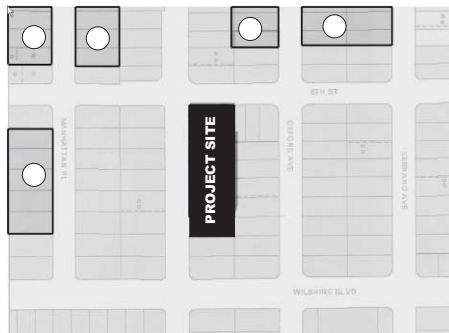
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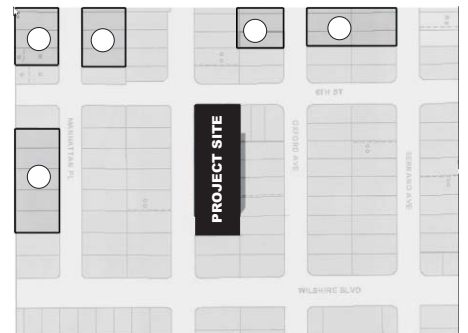
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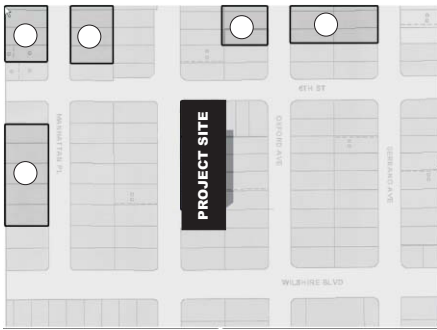
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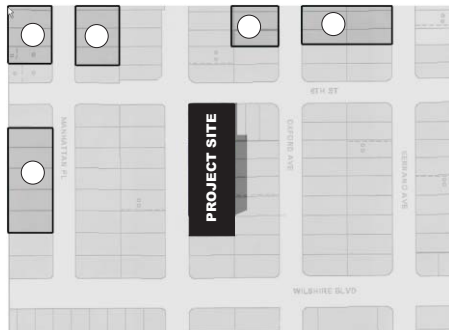
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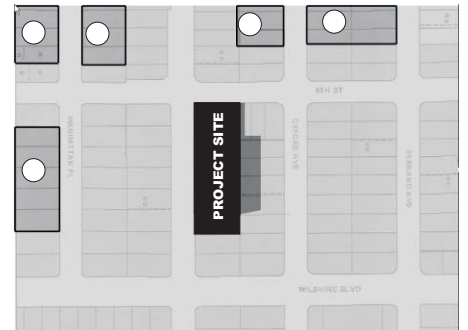
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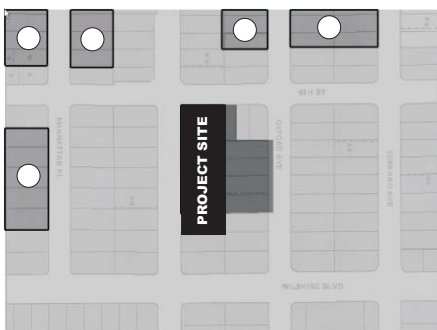
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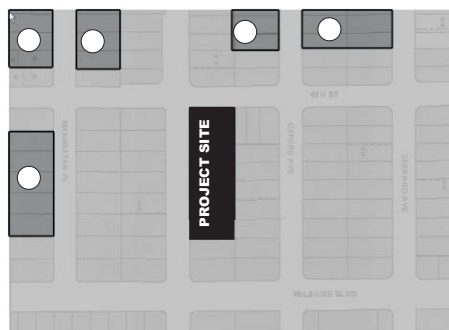
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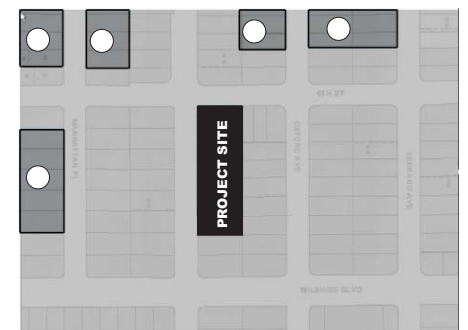
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SOURCE: SketchUp & Terry A. Hayes Associates LLC



5.5 TRAFFIC AND CIRCULATION

Program EIR. The Traffic Analysis (Traffic Study for the Wilshire Center and Koreatown Redevelopment Project, May 1995) was conducted by Kaku Associates, Inc. The analysis studied 29 intersections throughout the Study Area. Seven of the 29 intersections were found to be operating at level of service E or F (unsatisfactory levels) during either the AM Peak, PM Peak, or both, for existing conditions. Under the Moderate Growth Alternative, all but two of the 29 analyzed intersections (Western Avenue/Interstate 10 eastbound ramps and Vermont Avenue/Rosewood Avenue) were projected to operate at LOS E or F during one or both of the peak hours.

Further, using the LADOT impact criteria, there would be a significant impact during one or both of the peak hours at all 29 of the study intersections. Mitigation measures were provided and divided into two categories: those that reduce travel demand, and those that increase capacity. With the implementation of the measures, impacts would be reduced to levels of insignificance at eight of the 29 impacted intersections.

Wilshire/Western MTA Portal Impacts. A Traffic Impact Analysis Report was prepared for this project by Korve Engineering, dated February 12, 2004. The number of residential units included in the proposed Project have decreased from 240 units to 186 units since the preparation of the traffic analysis.³ The proposed Project is smaller in scale than what was evaluated in the traffic study, and therefore, the results of the traffic study represented below represents a worst-case analysis.

The Level of service (LOS) during the a.m. and p.m. peak hours were evaluated for Existing Conditions (year 2003), Existing plus Ambient Growth and Related Projects traffic (Background 2007), and Background 2007 plus Project traffic. A total of twelve existing signalized traffic intersections were identified. They are:

1. Wilshire Boulevard and Western Avenue
2. Sixth Street and Western Avenue
3. *Sixth Street and Oxford Avenue*
4. *Wilshire Boulevard and Oxford Avenue*
5. Wilshire Boulevard and Normandie Avenue
6. Eighth Street and Irolo Street
7. Eighth Street and Western Avenue
8. *Eight Street and Wilton Place*
9. *Wilshire Boulevard and Wilton Place*
10. *Sixth Street and Wilton Place*
11. Third Street and Western Avenue
12. Sixth Street and Normandie Avenue

Of these twelve intersections, five (which are italicized above) had not previously been evaluated in the Program EIR because they are smaller intersections.

The full text of the traffic report is found in Appendix A of this Addendum. The findings of the traffic study are as follows:

The 12 intersections studied are signalized intersections. The Third Street/Western Avenue intersection currently operates at LOS E during the a.m. peak hour and four other study intersections currently operate

³The amount of retail space for the proposed Project has also changed since the preparation of the traffic study. However, the added square footage (4,000 square feet) is intended for storage, mechanical, and administrative purposes associated with the 49,900 square feet of retail, and therefore would not result in any additional trips. The 49,900 square feet of retail space evaluated in the February 2004 traffic study is accurate.

at LOS D during at least one of the peak periods. The other seven study intersections operate at LOS C or better during both of the peak periods.

The proposed Project is expected to generate a total of 1,700 net new daily trips (half inbound and half outbound), with 45 new a.m. peak hour trips (0 inbound and 45 outbound) and 160 new p.m. peak hour trips (80 inbound and 80 outbound).

The addition of the anticipated ambient traffic and related project traffic (background 2007) is expected to result in five of the study intersections operating at LOS E during at least one of the peak periods.

The addition of anticipated project-related traffic is not expected to change the background 2007 LOS at any of the study intersections during the a.m. peak hour and will not result in any additional intersections operating at LOS E. However, the addition of project traffic is expected to change the p.m. peak hour service level from LOS C to LOS D at the Sixth Street/Oxford Avenue intersection and from LOS A to LOS B at the Wilshire Boulevard/Oxford Avenue intersection.

Based on LADOT's threshold criteria for significant traffic impacts the proposed Project does have a potentially significant impact at the Sixth Street/Oxford Avenue intersection during the p.m. peak hour.

The proposed Project driveways are expected to operate at an acceptable service level (LOS C or better) during both the morning and evening peak hour.

No new significant traffic related impacts would occur. With implementation of the mitigation measures identified below, the proposed Project will not result in significant impacts. The proposed mitigation measures would improve LOS and V/C ratio of the intersection to C and 0.741, respectively.

The Traffic Study was reviewed by the Los Angeles Department of Transportation (LADOT) (See Appendix B) and LADOT determined that the study adequately evaluated the project and no other potentially significant impacts would result. Additional project requirements were however, provided by LADOT. Impacts would be less than those evaluated. However, the project applicant shall adopt recommended measures as part of the proposed Project. See Mitigation Measures Addendum TT2-Addendum TT6 below.

Parking

The City of Los Angeles parking requirements were evaluated for this type and size of use. A total of 651 parking spaces would be required (394 spaces for dwelling units and 257 spaces for retail establishments) The proposed Project shall provide approximately 695 parking spaces.

The current metered parking facility located on the corner of 6th Street and Western Avenue which currently accommodates 75 spaces will be demolished. The additional parking provided shall be sufficient to replace this public parking. No significant parking related impacts would result.

Project Specific Mitigation Measures.

Addendum TT1 The northbound lane at Sixth Street/Oxford Avenue shall be converted from a 20-foot through lane to a 10-foot shared through/left and 10-foot shared through/right turn lanes.

Addendum TT2 A construction work site control plan shall be submitted to DOT for review and approval prior to the start of any construction.

- Addendum TT3** Construction related traffic shall be restricted to off-peak hours.
- Addendum TT4** Western Avenue at Wilshire Boulevard shall be improved to a 28-foot half-width roadway on a 40-foot half-width right-of-way. This improvement shall include a 12-foot widening and a 12-foot dedication along the project frontage.
- Addendum TT5** The MTA bus stop for northbound Western Avenue shall be relocated from south of the intersection at Wilshire Boulevard to north of the intersection.
- Addendum TT6** A 7-foot widening and a 10-foot dedication shall be provided at Sixth Street along the project frontage.
- Addendum TT7** The driveways shall be designed per LADOT requirements to provide safe ingress and egress to the project. Parking shall not be allowed on either side of the proposed project driveways to maximize sight distance and enhance safety for those entering and exiting the project.

5.6 AIR QUALITY

Construction Emissions

Program EIR. The construction emissions comparison of the alternatives indicates that for a typical project within the proposed Redevelopment Project Area, construction emissions would likely exceed the South Coast Air Quality Management District (SCAQMD) threshold criteria for particulates (PM₁₀) and reactive organic gas (ROG). When all projects that may be constructed in a given year, are considered together, SCAQMD quarterly emissions thresholds would be exceeded by nitrogen dioxide (NO₂) and reactive organic gas (ROG) in each of the alternatives.

The Moderate Growth Alternative would exceed the threshold for PM₁₀ by 154 percent. In the case of ROG, the exceedance would be 172 percent.

Los Angeles Unified School District (LAUSD) has expressed concern over the possible impacts of particulate emissions on adjacent schools. Because the Program EIR was unable to address the impacts of specific projects, it is possible that individual projects could have an adverse impact on adjacent schools. These impacts must be evaluated on a project specific basis.

Wilshire/Western MTA Portal Impacts. Construction for the proposed Project would generate pollutant emissions from the following construction activities: (1) demolition of existing structures, (2) grading, (3) construction workers traveling to and from project sites, (4) delivery and hauling of construction supplies and debris to and from project sites, (5) fuel combustion by on-site construction equipment, and (6) the application of architectural coatings and other building materials that release ROG. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. However, PM₁₀ is the most significant source of air pollution from construction, particularly during site preparation and grading.

Table 5.6-1 shows the estimated daily emissions associated with each construction phase. (Emissions modeling worksheets are contained in Appendix C). Daily emissions were derived using the applicable emission factors and formulas found in the *SCAQMD CEQA Air Quality Handbook*, Appendix to Chapter 9. As shown, estimated daily construction emissions are not anticipated to exceed any of the SCAQMD thresholds, and a less-than-significant impact is anticipated.

Daily PM₁₀ emissions identified in **Table 5.6-1** assume proper implementation of SCAQMD Rule 403.⁴ Implementation of mitigation measures **AQ1** would ensure proper implementation of Rule 403 and that less-than-significant impacts are anticipated.

TABLE 5.6-1: ESTIMATED DAILY CONSTRUCTION EMISSIONS					
Construction Phase	Pounds per Day				
	CO	ROG	NO₂	SO₂	PM₁₀ /a/
Building Demolition and Pavement Removal	14	3	34	2	32
Site Grading	16	3	31	2	43
Foundation	24	3	38	3	37
Architectural Coating	<1	32	<1	<1	<1
Maximum					
	24	32	38	3	43
SCAQMD Threshold	550	75	100	150	150
Exceeds Threshold?	No	No	No	No	No
/a/ Numbers in this column assumes implementation of required mitigation measures listed below. SOURCE: Terry A. Hayes Associates LLC					

Project Specific Mitigation Measures. Short-term impacts of the construction equipment shall be minimized with the following measures.

Addendum AQ1

Fugitive Dust Control. Maintain a fugitive dust control program consistent with provisions of SCAQMD Rule 403 for any grading or earthwork activity that may be required. Specific projects shall include the following measures to be implemented at appropriate.

- **Wetting.** Water all active projects with multiple daily applications to assure proper dust control.
- **Haul Trucks.** Wash down the under carriage of all haul trucks leaving the site. Install vehicle wheel-washers before the roadway entrance at construction sites. Require all trucks hauling dirt, sand, soil, or other loose substances and building materials to be covered, or to maintain a minimum freeboard of two feet between the top of the load and the top of the truck bed sides.
- **Unpaved Areas.** Use soil binders or vegetation on all undeveloped or non-built areas of the site. Chemically treat unattended construction areas (disturbed lands which have been, or are expected to be unused for four or more consecutive days). Require paving, curbing, and vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles could potentially drive (i.e., road shoulders).

⁴Implementation of Rule 403 is estimated to reduce dust and PM₁₀ emissions by approximately 20 percent during the demolition phase and by approximately 73 percent during the grading phase. The larger reduction in PM₁₀ emissions during the grading phase is due to the heightened level of activity that would occur during this phase, which includes the use of construction vehicles, earthmoving activities, and haul truck trips. The resulting daily PM₁₀ emissions, shown in **Table 5.6-1**, would not exceed the SCAQMD significance threshold of 150 pounds per day.

- Driveways and Curbs. Pave all driveways and internal roadways as early as practical in the site construction process.
- Street Sweeping. Utilize street sweeping equipment on all adjacent streets used by haul trucks or vehicles that have been on-site.
- Barriers. Construct a temporary wall or barriers of sufficient height along the perimeter of the site to restrict windblown dust from affecting adjacent residences.
- Open Stock Piles. Contractors will cover, enclose or chemically stabilize any open stockpiles of soil, sand, and/or other aggregate materials.
- Phasing. Require a phased schedule for construction activities to minimize daily emissions. Suspend grading operations during first and second stage smog alerts, and during high winds, i.e., greater than 25 miles per hour.
- Vehicles on Unpaved Surfaces. Prohibit parking on unpaved and untreated parking lots.

Addendum AQ2 Equipment Emissions. Construction equipment shall be shut off to reduce idling when not in direct use. Diesel engines, motors, or equipment shall be located as far away as possible from existing residential areas. Low sulfur fuel shall be used for construction equipment.

Addendum AQ3 Location of Staging Areas. If required, haul trucks staging areas shall be approved by the Department of Building and Safety. Haul trucks shall be staged in non-residential areas.

Operation Emissions

Program EIR. Operational emissions would exceed SCAQMD carbon monoxide (CO), nitrogen dioxide (NO₂), reactive organic gas, and PM₁₀ thresholds of 550 pounds, 55 pounds, 55 pounds, and 150 pounds per day respectively for the Moderate Growth Alternatives if completely built out.

Wilshire/Western MTA Portal Impacts. Long-term project emissions would be generated by stationary sources (natural gas, landscaping, and consumer products) and mobile sources (mobile vehicles). Motor vehicles generated from the proposed project would be the predominate source of long-term project emissions. According to the traffic analysis conducted by Korve Engineering, the proposed project is anticipated to generate an additional 1,700 daily vehicle trips.

As stated above in the Traffic and Circulation section, the number of residential units included in the proposed Project have decreased from 240 to 186 units since the preparation of the traffic analysis.⁵ The proposed Project is smaller in scale than what was evaluated in the traffic study, and therefore, the results of the operational air quality analysis presented below represents a worst-case analysis. As the operational air quality analysis is based on the traffic study, these results also represent a worst-case scenario.

The California Air Resources Board (CARB) URBEMIS 2002 program was used to estimate operational emissions. Whereas the Program EIR indicates that operational emissions for the Moderate Growth Alternative would exceed SCAQMD thresholds for CO, NO₂, ROG, and PM₁₀, the proposed Wilshire/Western MTA Portal Project is not anticipated to exceed any of the SCAQMD thresholds for criteria

⁵The amount of retail space for the proposed Project has also changed since the preparation of the traffic study. However, the added square footage (4,000 square feet) is intended for storage, mechanical, and administrative purposes associated with the 49,900 square feet of retail, and therefore would not result in any additional trips. The 49,900 square feet of retail space evaluated in the February 2004 traffic study is accurate.

pollutants. Thus, less-than-significant impacts are anticipated. Mitigation is provided however to further encourage a reduction in emissions from mobile sources.

TABLE 5.6-2: ESTIMATED DAILY OPERATIONS EMISSIONS					
Emission Source	Pounds per Day				
	CO	ROG	NO₂	SO₂	PM₁₀
Stationary Sources	0.9	11.9	2.2	<0.1	<0.1
Mobile Sources	170.8	16.5	23.1	0.1	15.4
Total Emissions	171.7	25.4	25.3	0.1	15.4
SCAQMD Threshold	550	55	55	150	150
Exceed SCAQMD Threshold?	No	No	No	No	No
SOURCE: Terry A. Hayes Associates LLC					

Project Specific Mitigation Measures.

Addendum AQ4 Parking Management. Preferential parking for high occupancy vehicles shall be created, as well as other forms of parking management that would encourage higher vehicle occupancies.

Addendum AQ5 Amenities for Non-Vehicular Modes. Amenities shall be provided that would encourage transit, pedestrian or bicycle access to the site. Such amenities could include bike racks, attractive pedestrian pathways and sidewalks, free information on transit services.

Carbon Monoxide Hot Spots

Program EIR. To provide a direct comparison of proposed Redevelopment Project-related air quality impacts with state air quality standards, a roadside carbon monoxide (CO) dispersion microcomputer model was run for existing conditions, future conditions without the proposed Redevelopment project, and future conditions with the proposed Project. To assess potential carbon monoxide concentration impacts, three conditions at ten representative locations for Existing Conditions, Future Conditions without Project, and Future Conditions without Project were analyzed.

One-Hour Period Findings:

- The one-hour standard is 20 parts per million (ppm)
- The existing ambient background one-hour concentration is estimated to be 10.3 ppm.
- Existing Conditions - the CO concentration does not exceed the state standard at any of the ten representative locations.
- Future Conditions without proposed Redevelopment Project - CO concentrations range from 3.7 to 5.0 ppm. There would be no exceedance of the one-hour standard in 2010. The overall improvement in air quality presumes the successful implementation of AQMP control measures that would roll back ambient background CO concentrations.
- Future Conditions with proposed Redevelopment Project- The future ambient background one-hour concentration is estimated to be 2.8 ppm. This ambient is based on EPA “rollback” guidelines.

The Moderate Growth Alternative would have one-hour concentrations ranging from 3.7 to 5.4 ppm. The State one-hour CO standard would not be exceeded at any of the representative receptor locations. No impact is anticipated, thus, no mitigation measures were required.

Eight-Hour Period Findings:

- The eight-hour standard is nine parts per million (ppm)
- The existing ambient background concentration is estimated to be 7.8 ppm.
- Existing Conditions- the CO concentration exceeds the state standard at all of the ten representative locations. The concentration ranges from 9.8 to 13.8 ppm. The overall improvements in air quality presumes the successful implementation of AQMP control measures that would roll back ambient background CO concentrations.
- Future Conditions without proposed Recovery Program- CO concentrations range from 2.8 to 3.8 ppm. There would be no exceedance of the eight-hour standard.
- Future Conditions with proposed Redevelopment project- The future ambient background eight-hour concentration is estimated to be 2.1 ppm. The estimates are based on EPA rollback calculation procedures.

The eight-hour concentrations under the Moderate Growth Alternative would have eight hour concentrations ranging from 2.8 to 4.1 ppm. The State eight-hour CO standard were found not be exceeded at any of the ten representative locations.

Wilshire/Western MTA Portal Impacts. CO concentrations are typically used as an indicator of conformity with the California Ambient Air Quality Standards (CAAQS) because CO levels are directly related to vehicular traffic volumes, the main source of air pollutants, and localized CO concentrations and characteristics can be modeled using USEPA and SCAQMD methods. In other words, operational air quality impacts associated with a project are generally best reflected through estimated changes in CO concentrations.

For purposes of this assessment, the ambient, or background, CO concentration is first established. SCAQMD defines the background level as the highest eight-hour reading over the past three years. A review of data from the Downtown Los Angeles Monitoring Station for the 2000-2002 period indicates that the average eight-hour background concentration is approximately 6.0 ppm. Assuming a typical persistence factor of 0.7, the estimated one-hour background concentration is approximately 8.5 ppm. The existing eight- and one-hour background concentrations do not exceed the State CO standard of 9.0 ppm and 20.0 ppm, respectively.

Overall, CO concentrations in year 2007 are expected to be lower than existing conditions due to stringent state and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future both with and without the implementation of the proposed Project, CO emissions from vehicles are expected to be much lower due to technological advances in vehicle emissions systems, as well as from normal turnover in the vehicle fleet.⁶ In other words, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road. Using the methodology described in the California Department of Transportation's (Caltrans) *Transportation Project-Level Carbon Monoxide Protocol* (1997), ambient one- and eight-hour CO concentrations in year 2007 are estimated to be approximately 6.9 ppm and 4.8 ppm, respectively. Year 2007 one- and eight-hour background concentrations do not exceed the State CO standard of 9.0 ppm and 20.0 ppm, respectively.

There is a direct relationship between traffic/circulation congestion and CO impacts since exhaust fumes from vehicular traffic is the primary source of CO. CO is a localized gas that dissipates very quickly under normal

⁶ Consistent with CARB's vehicle emissions inventory.

meteorological conditions. Therefore, CO concentrations decrease substantially as distance from the source (intersection) increases. The highest CO concentrations are typically found along sidewalks directly adjacent to congested roadway intersections.

To provide a worst-case simulation of CO concentrations within the area that might be affected by the proposed project, CO concentrations at sidewalks adjacent to five study intersections were modeled. The study intersections were selected based on traffic volume and capacity (V/C ratio), as well as the traffic level of service (LOS).

At each intersection, traffic-related CO contributions were added to background CO conditions, as discussed above. Traffic CO contributions were estimated using the USEPA CAL3QHC dispersion model, which utilizes traffic volume inputs and CARB EMFAC2002 emissions factors. CO concentrations at study intersections for “existing,” “2007 no project,” and “2007 with project” scenarios are shown in **Table 5.6-3** and **Table 5.6-4**. Similar to the Program EIR, none of the study intersections under the proposed Wilshire/Western MTA Portal Project would exceed the State one- and eight hour CO standards of 20.0 ppm and 9.0 ppm, respectively.

CO is a gas that disperses quickly. Thus, CO concentrations at sensitive receptor locations are expected to be much lower than CO concentrations at sidewalks that adjoin roadway intersections, which are the model in this analysis. Additionally, the sidewalk locations modeled in this analysis were selected because the sidewalks adjoin intersections that have the worst LOS under project conditions.⁷ Sensitive receptors that are located away from the sidewalk locations or are located near roadway intersections with better LOS are expected to have lower CO concentrations. As shown in **Table 5.6-3** and **Table 5.6-4**, CO concentrations would not exceed the State one- and eight-hour standards at the analyzed sidewalk locations. Thus, no significant increase in CO concentrations at sensitive receptor locations is expected, and no significant impacts would occur.

TABLE 5.6-3 ONE-HOUR CARBON MONOXIDE CONCENTRATIONS (ppm)			
Intersection	Parts per Million (ppm)		
	Existing /a/	2007 No Project /b/	2007 With Project /b/
Wilshire Boulevard & Wilton Place	10.3	8.5	8.5
3rd Street & Western Avenue	10.4	8.4	8.4
Wilshire Boulevard & Normandie Avenue	10.4	8.5	8.5
8th Street & Irolo Street	9.6	8	8
6th Street & Wilton Place	10.4	8.4	8.4

/a/ Includes existing one-hour CO concentrations of 8.5 ppm.
 /b/ Includes 2007 one-hour CO concentration of 6.9 ppm.
SOURCE: Terry A. Hayes Associates LLC

⁷ Level of service is used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). The seven intersections that are analyzed in this report are anticipated to have LOS of E or F under “project” conditions.

TABLE 5.6-4 EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS (ppm)			
Receptor	Parts per Million (ppm)		
	Existing /a/	2007 No Project /b/	2007 With Project /b/
Wilshire Boulevard & Wilton Place	7.2	6	6
3rd Street & Western Avenue	7.3	5.9	5.9
Wilshire Boulevard & Normandie Avenue	7.3	6	6
8th Street & Irolo Street	6.7	5.6	5.6
6th Street & Wilton Place	7.3	5.9	5.9
/a/ Includes existing one-hour CO concentrations of 6.0 ppm. /b/ Includes 2007 one-hour CO concentration of 4.8 ppm. SOURCE: Terry A. Hayes Associates LLC			

Project Specific Mitigation Measures. No mitigation required.

Consistency with the Air Quality Management Plan (AQMP)

Program EIR. The project is generally considered to be consistent with the Air Quality Management Plan (AQMP) if the development densities are equal or less than the permitted land use densities in the applicable general plan. The general plans of all jurisdictions within the South Coast Air Basin were used as a basis for the preparation of the AQMP. In the case of the project under consideration, all the alternatives would entail development levels consistent with the Wilshire Development Plan, and thus would be consistent with the AQMD.

Wilshire/Western MTA Portal Impacts. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the South Coast Air Quality Management District’s CEQA Air Quality Handbook. There are two key indicators of consistency. These indicators are discussed below.

- **Consistency Criterion No. 1:** *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

The violations that Consistency Criterion No. 1 refers to are the CAAQS. SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur since it is most directly related to automobile traffic. The CO hotspot analysis above, indicates that the proposed project would not exacerbate existing violations of the State one- and eight-hour CO concentration standard and no significant adverse impacts are anticipated. Therefore, the proposed project complies with Consistency Criterion 1.

- **Consistency Criterion No. 2:** *The proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.*

AQMP growth assumptions are generated by SCAG. SCAG derives its assumptions, in part, based on the General Plans of cities located within the SCAG region. Therefore, if a project does not exceed the growth projections in the General Plan, then it is consistent with the growth assumptions in the AQMP.

The project site is zoned C-2 and C-4, which allows for retail, restaurant, and residential uses. Additionally, the project site is located within the City of Los Angeles Wilshire Community Plan Area, which is part of the City of Los Angeles General Plan Land Use Element. The Wilshire Community Plan designates the project site as a Regional Center. This land use designation allows for a mix of residential and commercial uses. The proposed project would develop retail, restaurant, and residential uses, which are consistent with the zoning designation and the Wilshire Community Plan. Since the proposed Project is consistent with the City of Los Angeles General Plan, it is assumed that the proposed Project would not exceed the growth projections in the general plan as well as the growth projections established by SCAG. Thus, the proposed Project complies with Consistency Criterion 2.

The proposed Project complies with Consistency Criteria 1 and 2. Similar to the Program EIR, the proposed Wilshire/Western MTA Portal Project is consistent with the AQMP.

Project Specific Mitigation Measures. No mitigation required.

5.7 NOISE

Construction Noise

Program EIR. In general, demolition and construction activities resulting from development within the proposed Study Area would result in slight increases in ambient noise levels in the vicinity of construction sites on an intermittent basis. These activities may pose a temporary annoyance to some adjacent residences. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener.

It is estimated that typical construction noise levels associated with the type of work to take place would range between 85 and 90 decibels at a reference distance of 50 feet between the noise source and the listener. At greater distances, the noise from construction activity will typically decrease by six decibels for each doubling of the distance between the noise source and listener. Residential land uses in the Study Area are located either within the commercial zone, near residential lots directly adjoining commercial property or residences that are separated from commercial sites by an intervening public alley. **Table 5.7-1** illustrates on a prototypical basis, construction noise levels for various situations.

- Residences located within the commercial frontage along a major arterial. Residences would be located directly adjacent to the construction site.
- Residences or schools located across an alley from a construction site.
- Residences or schools separated from a construction site by a major arterial.
- Residences or schools on a local neighborhood street, one block from a major arterial.

TABLE 5.7-1: TYPICAL CONSTRUCTION NOISE /a/						
Location	Distance to Construction Site	Ambient Noise Level (decibels)	Construction Noise Level at Receptor Location /b/ (decibels)	New Ambient Noise Level	Change in Ambient Noise Level (decibels)	Change Greater than 5 Decibels
Residences located within commercial corridor	10 feet	70	104	96	+26	Yes
Residences or schools located across public alley from construction site	20 feet	67	98	90	+23	Yes
Residences or schools separated from construction site by major street	150 feet	70	80	73	+3	No
Residences or schools on adjacent neighborhood street	250 feet	60	76	69	+9	Yes
/a/ Assumes construction equipment is operating 40 percent of the time (3.2 hours per day). /b/ Reference noise level is 90 decibels at a distance of 50 feet. SOURCE: Terry A. Hayes Associates.						

It can be seen that in three out of four cases, there would be a substantial change to the ambient noise environment during the construction period. The change would exceed the five decibel limit allowed under the City of Los Angeles Noise Ordinance, Section 112.08. Depending on the duration of construction, these noise levels could be considered significant.

Another source of construction-related noise would be haul trucks accessing the Study Area. At a distance of 50 feet many diesel engine trucks with haul trailers generate sound levels between 85 and 95 decibels. Frequent truck activity along local neighborhood streets would significantly raise the ambient noise level during the construction period, particularly due to the fact that construction-related hauling occurs in the early parts of the morning. Noise from haul trucks along these routes would be intermittent, but noticeable, and could be a source of annoyance. Mitigation measures are provided that would reduce construction impacts to a level of “not significant.”

Wilshire/Western MTA Portal Impacts. Construction of the proposed Project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby residents. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Construction activities require the use of numerous noise generating equipment, such as jack hammers, pneumatic impact equipment, saws, and tractors. During construction, it is likely that more than one equipment would be operating at the same time. The noise levels shown in **Table 5.7-2** take into account the likelihood that more than one piece of construction equipment would be in operation at the same time and lists the typical overall noise levels that would be expected for each phase of construction. These noise levels are based on surveys conducted by the USEPA in the early 1970’s. Since 1970, regulations have been enforced to improve noise generated by certain types of construction equipment to meet worker noise exposure standards. However, many older pieces of equipment are still in use. Thus, the construction phase

noise levels indicated in **Table 5.7-2** represent worst-case conditions. As the table shows, the highest noise levels are expected to occur during the grading/excavation phase of construction.

TABLE 5.7-2: OUTDOOR CONSTRUCTION NOISE LEVELS		
Construction Phase	Noise Level (dBA L_{eq})	
	At 50 Feet	At 50 Feet with Mufflers
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

SOURCE: Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

To ascertain worst-case noise impacts at sensitive receptor locations, construction noise has been modeled by introducing the noise level associated with the grading phase of a typical development. The noise source is assumed to be active for forty percent of the eight-hour work day (consistent with the EPA studies of construction noise), generating a noise level of 89 dBA (L_{eq}) at a reference distance of 50 feet.

The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level.⁸ The estimated construction noise levels at sensitive receptors are shown in **Table 5.7-3**.

TABLE 5.7-3: CONSTRUCTION NOISE IMPACTS						
Noise Receptor	Distance (feet) /a/	Maximum Construction Sound Level (dBA) /b/	Existing Ambient (dBA, L_{eq}) /c/	New Ambient (dBA, L_{eq}) /d/	Increase (dBA)	Change Greater than 5 dBA?
Single-family residential (S/E corner Wilshire & Western)	100	83	74	77	3	No
Multi-family residential (7 th St between Western & Oxford)	700	66	62	62	<1	No
Pio Pico Koreatown Library	850	64	60	61	1	No
Mixed-use development (6 th St between Western & Oxford)	100	83	66	75	9	Yes

/a/ Distance of noise source from receptor.
/b/ Construction noise source's sound level at receptor location, with distance adjustment.
/c/ Pre-construction activity ambient sound level at receptor location. Sound measurements were taken using a Quest Q-400 Noise Dosimeter during the hours between 1:00 p.m. -2:30 p.m. on June 10, 2003 at various sensitive receptor locations within the vicinity of the project site.
/d/ New sound level at receptor location during the construction period, including noise from construction activity.
SOURCE: Terry A. Hayes Associates LLC.

⁸ United States Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974.

As indicated in **Table 5.7-3**, ambient noise levels during construction of the proposed Project would be greater than five decibels (Leq) at the mixed-use development on 6th Street. (Noise modeling worksheets are contained in Appendix D.) However, implementation of mitigation measures **N1** through **N6**, as defined in the Program EIR, would reduce noise levels to less-than-significant levels.

Project Specific Mitigation Measures. The following mitigation measures would reduce construction impacts to a level of “not significant.”

- Addendum N1** The proposed project shall comply with applicable City noise regulations.
- Addendum N2** A procedure shall be established to notify adjacent property owners and tenants, particularly residences, of time periods when there would be noisy construction activities.
- Addendum N3** During construction, the contractor shall be required to muffle and shield intake and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered construction equipment.
- Addendum N4** Truck haul routes (demolition waste, dirt excavation, cement, materials delivery) shall be designated and approved.

Traffic-Related Noise

Program EIR. To address the potential noise impacts, traffic volumes for streets in the proposed Redevelopment Project Area, prepared by Kaku Associates, were utilized in conjunction with the Federal Highway Administration’s Highway Traffic Noise Prediction Model (RD-77-108). A series of representative sensitive locations were evaluated. It was found that noise levels already exceed 65 CNEL compatibility criteria under existing conditions. Noise changes from current conditions to future conditions without the proposed Redevelopment Project would result in a negligible change (e.g., a change of less than three decibels). Noise changes incurred by all three growth alternatives were also found to be negligible.

Wilshire/Western MTA Portal Impacts.

Using traffic volumes provided by the project traffic consultant and the Federal Highway Administration (FHWA) RD-77-108 noise calculation formulas, CNELs have been calculated at sensitive receptor locations (Appendix D). As stated above in the Traffic and Circulation section, the number of residential units included in the proposed Project have decreased from 240 to 186 units since the preparation of the traffic analysis.⁹ The proposed Project is smaller in scale than what was evaluated in the traffic study, and therefore, the results of the traffic-related noise analysis presented below represents a worst-case analysis. As the traffic-related noise analysis is based on the traffic study, these results also represent a worst-case scenario. The estimated noise levels, shown in **Table 5.7-3**, represent the most conservative scenario, which assume that no shielding is provided between the traffic and the location of each sensitive receptor.

As indicated in **Table 5.7-4**, noise levels at the sensitive receptors would incrementally increase by a range of 0.2 to 0.4 decibels when compared to existing conditions. Based on a change of three decibels, this change

⁹The amount of retail space for the proposed Project has also changed since the preparation of the traffic study. However, the added square footage (4,000 square feet) is intended for storage, mechanical, and administrative purposes associated with the 49,900 square feet of retail, and therefore would not result in any additional trips. The 49,900 square feet of retail space evaluated in the February 2004 traffic study is accurate.

is considered insignificant. This impact is similar to the impacts disclosed in the Program EIR and no appreciable change in ambient noise levels would occur.

TABLE 5.7-4: 2003 AND 2007 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL (dBA, CNEL)			
Sensitive Receptor	Estimated dBA, CNEL		
	Existing (2003)	No Project (2007)	Project (2007)
St. Brendan Catholic Elementary Church	71.6	71.8	71.8
Multi-family at northeast corner of Normandie & 6th	72.8	73	73
Multi-family at northeast corner Normandie & 8th	69.3	69.6	69.6
Multi-family at northeast corner Western & 6th	72.3	72.5	72.7
Multi-family at northwest corner Western & 8 th	72.5	72.7	72.7
Single-family at southeast corner Wilshire & Western	71.8	72	72.1
SOURCE: Terry A. Hayes Associates LLC			

Project Specific Mitigation Measures. No mitigation required.

Delivery Trucks and Trash Pickup

Program EIR. At the time the Program EIR was prepared, no specific projects were proposed. Thus, the location of loading docks and trash pickup areas could not be determined. However, trucks using these facilities, particularly during the early morning and late night, could create a nuisance for adjacent residents if these facilities are located at the perimeter of newly rebuilt or developed properties.

Wilshire/Western MTA Portal Impacts. The proposed Project would develop residential and retail uses on the project site. The retail uses would likely result in delivery truck activities on the project site. A single-family residential use is located to the south of the project site on Wilshire Boulevard and a mixed-use development is located to the north of the project site on 6th Street. Existing ambient noise level at the mixed-use development is approximately 66 dBA (L_{eq}) and existing ambient noise level at the single-family residential use is approximately 74 dBA (L_{eq}). Trucks typically have a noise level of 80 dBA at a distance of 50 feet.¹⁰ On-site truck noise would result in a new ambient noise level of 70 dBA (L_{eq}) at the mixed-use development and 74 dBA (L_{eq}) at the single-family residential use. Incremental increases of four decibels at the mixed-use development and less-than-one decibels at the single-family residential use is anticipated. The incremental increase of four decibels at the mixed-use development is anticipated to exceed the significance threshold of three decibels. However, implementation of mitigation measures **N5** and **N6** would ensure that incremental increase in noise levels at the mixed-use development would be less-than-three decibels.

Project Specific Mitigation Measures.

¹⁰ U.S. Department of Transportation, Federal Highway Administration, Highway Noise Fundamentals, September 1980.

Addendum N5 During operation of the proposed project, truck delivery routes shall be designated and approved. These routes shall avoid residential streets or local streets adjacent to schools.

Addendum N6 Truck loading and trash pickup areas shall be located as far away as possible from adjacent residences. These facilities shall utilize screening walls or be enclosed.

5.8 PUBLIC SERVICES

Fire Protection

Program EIR. Analysis of the Moderate Growth Alternative resulted in a finding of significant impact due to increases in population, traffic, and housing and employment. The increase in residential, commercial, and industrial development and the associated increases in traffic congestion resulting from buildout of the alternatives could require additional fire protection and emergency services personnel and support facilities. If emergency response times and Los Angeles Fire Department (LAFD) fire flow requirements are not met, the project would result in a significant impact. LAFD fire flow standards require a minimum capacity of 4,000 gallons per minute (GPM) from four adjacent fire hydrants flowing simultaneously, a first due engine within 0.75 miles, and a first due truck company within one mile of the Project Area. Furthermore, the planned Redevelopment Project in all three growth alternatives shows portions of the project site outside of the one mile radius of truck company fire stations.

Wilshire/Western MTA Portal Impacts. The proposed project is anticipated to add 508 new residents and 111 employees to the community. These additions alone do not constitute a significant impact to fire protection services. There are four fire hydrants adjacent to the proposed Project site. The flow capacity of each hydrant is at approximately 1,500 gallons per minute.¹¹ The combined flow capacity of the four adjacent fire hydrants would be approximately 6,000 gallons per minute, which would more than adequately meet the LAFD fire flow requirement. This project site would be served by Fire Station No. 29 located at 4029 W. Wilshire Boulevard at 0.2 miles from the site. This station serves as the first due engine and truck company thereby meeting LAFD standards. No new significant impacts would result. However, the following mitigation measures are provided to address any LAFD fire safety concerns.

Project Specific Mitigation Measures.

Addendum PS1 The proposed Project shall Comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

Addendum PS2 Plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of the proposed Project.

Addendum PS3 Access for Fire Department apparatus and personnel to and into all structures shall be required.

Addendum PS4 The entrance or exit of all ground apartment units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

¹¹ Department of Water and Power

Police

Program EIR. An additional 27,100 people could be added to the Study Area under the Moderate Growth Alternative. This increase would result in the need for additional police personnel and equipment, and is considered a significant impact. Assuming that the current city-wide officer to population ratio is 2 to 1,000, an approximate 54 officers would be required under the Moderate Growth Alternative.

Wilshire/Western MTA Portal Impacts. The Wilshire Community Police Station (4861 West Venice) is within the West Bureau. The Wilshire Service Area is comprised of 14.5 square miles, and has a population of nearly 233,000 residents. The proposed Project is anticipated to add 508 new residents and 111 employees. Using the ratio of two police officers per a population of 1,000 an additional one police officer would potentially be required. This impact was identified in the Program EIR. No new significant impact would result. However, mitigation measures shall be implemented to reduce the need for additional police service. The following mitigation measures are recommended by the LAPD to address police protection services.

Project Specific Mitigation Measures.

Addendum PS5 The proposed Project shall consult with the LAPD Crime Prevention Section and if found necessary, shall develop crime prevention features appropriate to the design of the project.

Addendum PS6 A property diagram shall be provided to the Area Commanding Officer. The diagram shall include access routes, unit/building numbers and any additional information that might facilitate police response.

Schools

Program EIR. The increased population involved in the Moderate Growth Alternative would create a significant impact to schools located in the Study Area, with an anticipated increase of 4,545 new students – 2,708 elementary, 677 junior high, and 1,160 senior high school students. The surplus seats for elementary school age children, 1,277, is exceeded. The total number of surplus seats in the district is 6,000. The excess demand created in each scenario will require new staff, classroom accommodations, or the construction of new schools.

Wilshire/Western MTA Portal Impacts. The proposed Project is anticipated to add 508 new residents to the area. This would result in the generation of 142 elementary school, 36 Junior High, and 61 high school students.¹²

The following schools were identified as the closest schools serving the proposed Project location:

Cahuenga Elementary School serves K-5 and is located at 220 South Hobart Boulevard. In the 2002-2003 school year, enrollment was at 1,366 and enrollment capacity at 1,281. Student capacity is exceeded by 85 students.

Virgil Middle School serves sixth to eighth grade and is located at 152 North Vermont Avenue. In the 2002-2003 school year, enrollment was 2,791 students, with capacity at 2,859, thereby accounting for a surplus in capacity of 68.

¹² Using generation rates provided in the Program EIR: Elementary school generation rate equal 0.28, Junior High School equals 0.07, and High School equals 0.12.

Los Angeles High School serves 9th to 12th grade students and is located at 4650 West Olympic Boulevard. In the 2002-2003 school year, enrollment reached 4,403, with capacity at 4,931. There was a surplus of 528 spaces.

There is available capacity at both the Middle School and High School level. The nearest elementary school is already over capacity and the proposed Project has the potential to increase this number. With implementation of the proposed Project capacity at the nearest available elementary school would potentially be exceeded by 227 students.

Although capacity could be exceeded at one school, an increase in student enrollment within the Redevelopment Area was anticipated and the proposed Project would not exceed the enrollment numbers forecast in the Program EIR for the district. Further, no new impacts not discussed in the Program EIR are anticipated. The following mitigation measures would reduce this impact to a less-than-significant level.

Project Specific Mitigation Measures.

Addendum PS7 To offset school costs that are directly and indirectly associated with the proposed project, the City and the school district shall use funds generated under AB 2926 and SB 327, which empower school districts to levy fees on developers. AB 2926 allows school districts to assess an impact fee to finance the construction of new schools. Districts shall collect appropriate the fees at the time a building permit is issued.

5.9 ENERGY CONSERVATION

Program EIR. Long-term energy consumption would be the result of the heating, cooling, lighting, and other operational needs anticipated by the development of additional office, retail, housing units, and industrial space within the Project Area. Under the Moderate Growth Alternative there would be approximately 1,411.6 net million cubic feet of additional natural gas consumed each year. This is considered a less-than-significant impact. In terms of electricity, the Moderate Growth Alternatives would result in the consumption of 90.1 net million kWh of electricity per year. This is a significant impact to electricity consumption.

Wilshire/Western MTA Portal Impacts. Natural Gas and electricity consumption for the proposed Project was extrapolated from the net new energy consumption projected in the Program EIR. With the proposed Project, natural gas consumption would increase by approximately 65.71 million cubic feet and the consumption of electricity by 2.32 million kWh.¹³ No impact to natural gas or electricity would occur. The increase in energy consumption was determined in the Program EIR and the proposed project would not exceed but in fact is a small increment of that projected in the Program EIR.

¹³ Existing Natural Gas (million cubic feet/year): Retail .261, Office .18, Electricity (million Kilowatt hour/year) Retail 0.98, Office .096

TABLE 5.9-1 ENERGY CONSUMPTION						
Land Use	Existing		Proposed Project		Total Net Consumption	
	Electricity (Million Kwh/yr)	Natural Gas (Million cf/year)	Electricity (Million Kwh/yr)	Natural Gas (Million cf/year)	Electricity (Million Kwh/yr)	Natural Gas (Million cf/year)
Residential (du)	N/A	N/A	1.4	63.2	1.4	63.2
Retail (sq. ft.)	0.1	.26	1.22	3.13	1.02	2.69
Office (sq. ft.)	.096	.18	0	0	-.096	-.18
Total	0.196	.44	2.62	66.3	2.32	65.71

Source: Terry A. Hayes Associates

Project Specific Mitigation Measures. None Required.

5.10 UTILITIES

Water Supply

Program EIR. Water consumption under each of the growth alternatives is considered to have a less-than-significant impact. Under the Moderate Growth Alternative, there will be an increase in water demand of 1.83 million gallons per day (MGD). Water services will continue to be supplied by the Department of Water and Power (DWP). The DWP anticipates having adequate water supply to meet future demand.

Wilshire/Western MTA Portal Impacts. With construction of the proposed Project water consumption would increase by 49,008 gallons per day (Table 5.10-1). This is approximately three percent of the demand projected in the Program EIR. No new significant impact would result. In an effort to further reduce water consumption mitigation measures are provided.

TABLE 5.10-1 UTILITIES (DAILY)									
Land Use	Existing			Proposed Project			Total Net Consumption		
	Water	Waste water	Solid Waste	Water	Waste water	Solid Waste	Water	Waste water	Solid Waste
Residential (du)	N/A	N/A	N/A	40,920	37,200	744	40,920	37,200	744
Retail (sq. ft.)	900	750	37.5	10,788	8,990	539	9,888	8,240	501
Office (sq. ft.)	1,800	1500	45	0	0	0	-1,800	-1,500	-45
Total	2,700	2,250	82.5	51,708	46,190	1,283	49,008	43,940	1,200

/a/ Retail square footage encompasses 4,000 square feet of storage, mechanical, and administrative uses.
Generation Rates
 Water: Residential = 220 gallons/dwelling unit, Office = 240 gal/1000 sf, Retail = 120 gal/1000 sf
 Waste water: Residential = 200 gallons/dwelling unit, Office = 200 gal/1000 sf, Retail = 100 gal/1000 sf
 Solid waste: Residential = 4 lbs./apt. unit, Office = 6 lbs./1000 sf, Retail = 6 lbs./1000 sf

Source: Terry A. Hayes Associates, Wilshire Center and Koreatown Redevelopment Project EIR.

Project Specific Mitigation Measures. Although no impacts are anticipated, the following water conservation measures are recommended for all new development projects:

- Addendum U1** Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Landscaping shall be watered less often during cooler months and the rainfall season.
- Addendum U2** The use of reclaimed water shall be investigated as a source to irrigate large landscaped areas, such as pedestrian plazas, landscaped walkways, and other open spaces.
- Addendum U3** Selection of drought-tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption in new landscaped areas such as pedestrian plazas, landscaped walkways, and other open spaces.
- Addendum U4** Lower-volume water facets, water saving shower heads, and low flush toilets shall be installed in all restrooms.
- Addendum U5** Plumbing fixtures that reduce potential water loss from leakage due to excessive wear of washers shall be selected for all structures.
- Addendum U6** The proposed Project shall comply with all sections of the City of Los Angeles' Water Conservation Ordinance (Ordinance No. 166,080) and Xeriscape Ordinance.

Sewers

Program EIR. City Ordinance No. 163,559, Sewer Allocation Ordinance, currently allows for an increase of 5 MGD annually to ensure adequate treatment at the Hyperion Treatment Plant. This can then be converted to a maximum increase in wastewater generation of 198,000 gallons per day per square mile. Buildout of the Moderate Growth Alternative would generate approximately 1.591 MGD of sewage. This impact is considered significant. Given the permitted wastewater increase limits, only 24 percent of the Moderate Growth Alternative could be built out between 1993 and 2005.

Wilshire/Western MTA Portal Impacts. Using the waste factors as provided in the Program EIR, the proposed Project would generate approximately 46,190 gallons of wastewater per day (**Table 5.10-1**), which is less than 1% of the daily amount allowed in the ordinance, or less than 3% of total amount projected for the Moderate Alternative. Therefore, no new significant impact is anticipated.

Project Specific Mitigation Measures.

- Addendum U7** The proposed Project shall be equipped with wastewater conservation fixtures, including low flow toilets to reduce wastewater generation impact on treatment and sewer facilities.

Solid Waste Disposal

Program EIR. The projected solid waste for each growth alternative (low, moderate, and high) is considered a significant impact. The estimates for total solid waste generated for the Moderate development alternative is 42,763 pounds. Residential waste would be transported to Lopez Canyon Landfill and non-residential

waste from this area would be transported to BKK, Bradley West, and Chiquita Landfills. There is a significant impact in all three scenarios.

Wilshire/Western MTA Portal Impacts. Using the waste factors as provided in the Program EIR, the proposed Project would generate approximately 1,200 pounds of solid waste per day (**Table 5.10-1**), which is less than less than 3% of total amount projected for the Moderate Alternative. Therefore, no new significant impact is anticipated. Mitigation measures are provided, however, to reduce impacts to less-than-significant levels.

Project Specific Mitigation Measures.

Addendum U8 In accordance with AB939, the City's Source Reduction and Recycling Element and the City's Solid Waste Management Policy Plan, the project sponsor shall prepare and submit a Source Reduction and Recycling plan to the Planning Department prior to the approval of individual building permit. The Plan shall document and outline the incorporation of an onsite recycling/conservation program.

Addendum U9 The proposed project shall use recycled materials in building materials, furnishings, operations, and building maintenance, to the best extent feasible and allowed by local codes.

Addendum U10 The design of recycling systems shall facilitate source separation and collection of additional materials that may be designated as recyclable by the City in the future.

Addendum U11 To the extent feasible, one or more of the following yard waste management techniques shall be incorporated into the maintenance of the project:

- Planting drought tolerant plants so as to minimize yard waste.
- Mulching and grass-recycling
- Local composting through regular landscape maintenance where appropriate.

5.11 HAZARDOUS MATERIALS

Program EIR. The Program EIR summarized the findings of a hazardous and toxic materials survey of the Redevelopment Project area. The study reviewed past and current land use for indications of the manufacture, generation, use, storage and/or disposal of hazardous substances. In addition, the potential for soil and groundwater contamination resulting from past and present land use activities was evaluated. It was determined that no areas of high risk were within the Project area. Zones of medium risk were identified from the 3000 block to the 3800 block of Wilshire Boulevard. Without mitigation, a significant impact would potentially occur under each alternative.

Wilshire/Western MTA Portal Impacts. The proposed Project shall be constructed along the 3700 block of Wilshire Boulevard bounded by Western Avenue, Oxford Street, and 6th Street. An environmental record search was conducted, and the site was not listed on any state or federal databases (refer to Appendix E).¹⁴ Hazardous sites have been identified along Wilshire Boulevard. A one-mile radius search of the surrounding area identified 54 records. A review of these records determined that the uses were typical of the surrounding area (dry cleaners, gas stations, photo developers, and other small quantity generators). No violations were reported at these identified uses. No significant impact would occur.

¹⁴Environmental Data Resources, March 2004.

The proposed Project requires the removal of an existing building. Demolition of asbestos containing buildings could create a health hazard to workers at construction sites, and residents and employees within the vicinity of the site. Improper disposal of PCB units also pose a risk. Due to the age of the building, the potential for building materials containing asbestos, lead, or PCB's exist.

Project Specific Mitigation Measures.

Addendum HM1 Asbestos sampling shall be conducted to determine if building materials used in the construction of the existing building have an asbestos fiber content. This evaluation shall also determine whether PCB containing ballasts exist on site. Removal of these materials shall be performed by a licensed abatement contractor as provided by the provisions of Rule 1403 of the South Coast Air Quality Management District Rules and Regulations.

5.12 GEOLOGY AND HYDROLOGY

Slope Stability

Program EIR. A small portion of the Project Area lies within a City of Los Angeles designated Slope Stability Study Area. This includes the land east of Vermont Avenue from Wilshire Boulevard north to the Hollywood Freeway. The Study Area covers approximately 121 acres. Slope Stability Study Areas encompass those portions of the City where the exposure to the risk of landslides is present due to the topographic and soil conditions. These typically include hilly areas and canyons.

Wilshire/Western MTA Portal. The Wilshire/Western MTA Portal is not located in a designated Slope Stability Study Area. Therefore, there will not be an impact associated with slope stability.

Project Specific Mitigation Measures. No mitigation required.

Seismic Ground Shaking

Program EIR. Located in central Los Angeles County, the Wilshire Center and Koreatown Redevelopment Project Area is subject to periodic seismic activity caused by the movement between the Pacific and North American tectonic plates. At the local scale, these movements occur at the myriad faults that occur in the region. No mapped faults exist within the Project Area; however, nine active or potentially active faults occur within 15 miles of the Project area. Additionally, the Elysian Park-Wilshire Thrust Zone is buried beneath the Project Area.

The risk of exposure to ground shaking from identified faults within the project area is high as it is throughout the Southern California region. The Moderate Growth Alternative would potentially expose an additional 10,900 people to effects due to ground shaking. This is considered a significant unavoidable impact.

Wilshire/Western MTA Portal Impacts. The proposed Project would increase the surrounding population by 508 residents. The exposure of this additional population to the hazards of ground shaking is consistent to the level of exposure experienced throughout the Southern California region. Further, this potential impact was disclosed in the Program EIR and thus, would not constitute a new significant or increase in level of impact.

Project Specific Mitigation Measures. None available.

Liquefaction

Program EIR. Liquefaction takes place in localized areas characterized by loosely compacted, clean, granular soils and a high groundwater table. In such areas, movement from ground shaking may cause saturation of soils, making them fluid. This induces a loss of carrying capacity for structures, thereby causing severe settlement, lateral dislocation and possible overturning of buildings. Heavy or tall buildings that are not supported by foundations of sufficiently deep piles can tilt or sink into liquefied soils that have lost their bearing capacity. The risk of injury or damage due to liquefaction is considered high to moderate for the Project Area, due to the intermittent areas of shallow groundwater. This is a significant unavoidable impact.

Wilshire/Western MTA Portal Impacts. The proposed Project is not located within a liquefaction zone.¹⁵ Therefore, no significant impacts are anticipated.

Project Specific Mitigation Measures. No mitigation required.

Landslides

Program EIR. There is potential for landslides within the area, designated by the City of Los Angeles as a Slope Stability Study area. The risk of injury or damage due to landslides is considered moderate within the Slope Stability Study Area. This is considered a significant unavoidable impact.

Wilshire/Western MTA Portal Impacts. The proposed Project is not located within a landslide hazard zone.¹⁶ Therefore, no significant impacts are anticipated.

Project Specific Mitigation Measures. No mitigation required.

Ground Rupture

Program EIR. Ground rupture arises as movement along a fault breaks the earth's surface, splitting open, uplifting and otherwise displacing portions of the ground. The risk of exposure to seismic ground rupture within the Project Area is low, due to the absence of mapped active or potentially active faults. The Elysian Park-Wilshire fault zone is a "blind" thrust fault that is not exposed at the surface and that is not considered a risk for fault rupture. No impact is anticipated.

Wilshire/Western MTA Portal Impacts. As indicated in the Program EIR, the surrounding area is not subject to ground rupture due to the fact that there are no mapped active or potentially active faults underlying the area. No significant impact is anticipated.

Project Specific Mitigation Measures. No mitigation required.

Flooding

Program EIR. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps indicate that portions of the Project lie within Flood Hazard Zone AO, AH, and B. The AH zone designates areas of anticipated 100-year shallow flooding, where flood water depths are anticipated to be between one and three feet. The AH Zones found within the Project Area extend from Fifth Street to just below Wilshire Boulevard, between Mariposa and Normandie Avenues, and in the easternmost section of the Project Area near Hoover

¹⁵State of California Seismic Hazard Zone Map, Hollywood Quadrangle, 1999.

¹⁶ibid

Street and Wilshire Boulevard. The Zone B designation covers a small portion of the Project Area between Eighth and Ninth Street surrounding Kingsley Drive. The B zone indicates areas between the limits of the 100-year flood and the 500-year flood or certain areas subject to 100-year flooding where average depths of less than one foot are anticipated.

Construction of additional new buildings within the FEMA-designated Flood Hazard Zones would significantly increase the risk of exposure to potential harm from flooding. The risk of injury or damage due to flooding is considered moderate to high within the FEMA-designated Flood Zones. Where development occurs within FEMA-designated Flood Zones, impacts would be significant.

Wilshire/Western MTA Portal Impacts. The proposed Project is not located in a FEMA-designated Flood Zone. Therefore, no impacts related to flooding are anticipated.

Project Specific Mitigation Measures. No mitigation required.

Groundwater

Program EIR. The Project Area is located in the Central Hydrologic Subarea of the Coastal Plain of Los Angeles County. The permanent groundwater table is at a depth of over 100 feet with two areas of high groundwater located at two areas throughout the project area. This includes an area generally flanking Olympic Boulevard that spreads northward as it nears Vermont Avenue, and a corridor that stretches from Western Avenue around Eight Street up to Vermont Avenue near Third Street. Future projects in these areas associated with each of the project alternatives would have the potential to affect groundwater flow, especially in connection with the construction of subterranean parking. The likelihood of disrupting groundwater flows or exposure to risks from inflow of water during construction is considered low to moderate in the area surrounding Sixth Street between Mariposa Street and Kenmore Street; the area around Commonwealth Street and Wilshire Boulevard; along Kingsley Drive between Eighth and Ninth Street; and the Project Area south of Eleventh Street.

Wilshire/Western MTA Portal Impacts. The proposed Project area is not identified as an area of moderate or high ground water risk.¹⁷ No impact is anticipated.

Project Specific Mitigation Measures. No mitigation required.

Stormwater Runoff

Program EIR. The City of Los Angeles General Plan Framework EIR stated that the anticipated development within the Wilshire Community Plan area, where the Project area is located, would increase stormwater runoff into the storm drain system by about 1.6 percent. This change results from an increase in the amount of impervious surfaces. The Moderate Growth Alternative reflects the development assumptions of the General Plan Framework.

Wilshire/Western MTA Portal Impacts. Currently, a large portion of the project site constitute impervious surface areas. The development of this proposed Project would not result in an appreciable increase in impervious surface area. Further, an increase in stormwater runoff was disclosed as an unavoidable significant impact in the Program EIR. No new or increase in the level of impact is anticipated. Mitigation measures are provided to reduce runoff associated with the project.

¹⁷Department of Regional Planning County of Los Angeles, Shallow and Perched Groundwater, Plate 3, 1990.

Project Specific Mitigation Measures.

Addendum GH1 To the extent feasible, the following design features shall be incorporated into the proposed Project:

- Maximizing green space and landscaping.
- Using natural drainage, detention ponds, or filtration pits so that runoff may collect and seep into the ground on-site.
- Using swales, green strip filters, berms, gravel beads, or french drains to divert and catch water on-site.
- Constructing walkways, driveways, parking lots, and other paved surfaces from porous materials.
- Installing and orienting gutters toward permeable surfaces.

Stormwater Quality

Program EIR. Increased stormwater pollutant levels are anticipated due to increased vehicle usage, an increase in littering, use of toxic building materials, and greater use of everyday materials (i.e., soaps and detergents). The level of change is dependent upon the level of change in the area population. This is a significant but mitigable impact.

Wilshire/Western MTA Portal Impacts. The addition of 508 new residents is well within the anticipated population increase of 10,900 residents under the Moderate Growth Alternative. No new significant impact or increase in level of impact is anticipated. Mitigation is provided to ensure a reduction in pollutants and debris, effecting stormwater quality.

Project Specific Mitigation Measures.

Addendum GH2 Construction contractors shall be required, where possible, to use filters on catch basin to retain debris that may flow into the storm drain from the construction site.

Addendum GH3 Building management shall keep paved surfaces, including sidewalks and driveways, free from debris. Debris shall be collected by sweeping; watering of paved surfaces shall be prohibited.

6.0 SUMMARY OF MITIGATION MEASURES FOR THE PROPOSED PROJECT

This section summarizes the mitigation measures identified in the previous section and recommended for the proposed Project. The measures appear by impact section.

LAND USE

Addendum LU1 The proposed Project shall be designed to minimize the impacts of development on adjacent residential properties and on the residential portion of the proposed Project. Emphasis shall be placed on screening, setbacks, landscaping, location of loading docks and delivery areas, hours of business operation and deliveries.

HOUSING, POPULATION AND EMPLOYMENT

Addendum HPE 1 Provisions shall be made for the re-entry and re-establishment of displaced land uses.

ARCHAEOLOGICAL AND HISTORICAL RESOURCES

None Required.

AESTHETICS AND VIEWS

Addendum AV1 Illuminated signage and decorative lighting shall be designed to minimize visible illumination at adjacent residences.

Addendum AV2 Hooded lights shall be provided, and directed away from sensitive uses.

Addendum AV3 Tinted windows shall be used in the building design, where appropriate, to minimize the effects of night lighting

Addendum AV4 Low-reflectivity glass on exterior surfaces shall be used to minimize glare.

Addendum AV5 Non-reflective exterior building materials shall be used, where feasible, to minimize glare and reflection.

TRAFFIC AND CIRCULATION

Addendum TT1 The northbound lane at Sixth Street/Oxford Avenue shall be converted from a 20-foot through lane to a 10-foot shared through/left and 10-foot shared through/right turn lanes.

Addendum TT2 A construction work site control plan shall be submitted to DOT for review and approval prior to the start of any construction.

Addendum TT3 Construction related traffic shall be restricted to off-peak hours.

- Addendum TT4** Western Avenue at Wilshire Boulevard shall be improved to a 28-foot half-width roadway on a 40-foot half-width right-of-way. This improvement shall include a 12-foot widening and a 12-foot dedication along the project frontage.
- Addendum TT5** The MTA bus stop for northbound Western Avenue shall be relocated from south of the intersection at Wilshire Boulevard to north of the intersection.
- Addendum TT6** A 7-foot widening and a 10-foot dedication shall be provided at Sixth Street along the project frontage.
- Addendum TT7** The driveways shall be designed per LADOT requirements to provide safe ingress and egress to the project. Parking shall not be allowed on either side of the proposed project driveways to maximize sight distance and enhance safety for those entering and exiting the project.

AIR QUALITY

Addendum AQ1 Fugitive Dust Control. Maintain a fugitive dust control program consistent with provisions of SCAQMD Rule 403 for any grading or earthwork activity that may be required. Specific projects shall include the following measures to be implemented at appropriate.

- Wetting. Water all active projects with multiple daily applications to assure proper dust control.
- Haul Trucks. Wash down the under carriage of all haul trucks leaving the site. Install vehicle wheel-washers before the roadway entrance at construction sites. Require all trucks hauling dirt, sand, soil, or other loose substances and building materials to be covered, or to maintain a minimum freeboard of two feet between the top of the load and the top of the truck bed sides.
- Unpaved Areas. Use soil binders or vegetation on all undeveloped or non-built areas of the site. Chemically treat unattended construction areas (disturbed lands which have been, or are expected to be unused for four or more consecutive days). Require paving, curbing, and vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles could potentially drive (i.e., road shoulders).
- Driveways and Curbs. Pave all driveways and internal roadways as early as practical in the site construction process.
- Street Sweeping. Utilize street sweeping equipment on all adjacent streets used by haul trucks or vehicles that have been on-site.
- Barriers. Construct a temporary wall or barriers of sufficient height along the perimeter of the site to restrict windblown dust from affecting adjacent residences.
- Open Stock Piles. Contractors will cover, enclose or chemically stabilize any open stockpiles of soil, sand, and/or other aggregate materials.
- Phasing. Require a phased schedule for construction activities to minimize daily emissions. Suspend grading operations during first and second stage smog alerts, and during high winds, i.e., greater than 25 miles per hour.
- Vehicles on Unpaved Surfaces. Prohibit parking on unpaved and untreated parking lots.

Addendum AQ2 Equipment Emissions. Construction equipment shall be shut off to reduce idling when not in direct use. Diesel engines, motors, or equipment shall be located as far away as possible from existing residential areas. Low sulfur fuel shall be used for construction equipment.

Addendum AQ3 Location of Staging Areas. If required, haul trucks staging areas shall be approved by the Department of Building and Safety. Haul trucks shall be staged in non-residential areas.

Addendum AQ4 Parking Management. Preferential parking for high occupancy vehicles shall be created, as well as other forms of parking management that would encourage higher vehicle occupancies.

Addendum AQ5 Amenities for Non-Vehicular Modes. Amenities shall be provided that would encourage transit, pedestrian or bicycle access to the site. Such amenities could include bike racks, attractive pedestrian pathways and sidewalks, free information on transit services.

NOISE

Addendum N1 The proposed project shall comply with applicable City noise regulations.

Addendum N2 A procedure shall be established to notify adjacent property owners and tenants, particularly residences, of time periods when there would be noisy construction activities.

Addendum N3 During construction, the contractor shall be required to muffle and shield intake and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered construction equipment.

Addendum N4 Truck haul routes (demolition waste, dirt excavation, cement, materials delivery) shall be designated and approved.

Addendum N5 During operation of the proposed project, truck delivery routes shall be designated and approved. These routes shall avoid residential streets or local streets adjacent to schools.

Addendum N6 Truck loading and trash pickup areas shall be located as far away as possible from adjacent residences. These facilities shall utilize screening walls or be enclosed.

PUBLIC SERVICES

Addendum PS1 The proposed Project shall Comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

Addendum PS2 Plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of the proposed Project.

- Addendum PS3** Access for Fire Department apparatus and personnel to and into all structures shall be required.
- Addendum PS4** The entrance or exit of all ground apartment units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- Addendum PS5** The proposed Project shall consult with the LAPD Crime Prevention Section and if found necessary, shall develop crime prevention features appropriate to the design of the project.
- Addendum PS6** A property diagram shall be provided to the Area Commanding Officer. The diagram shall include access routes, unit/building numbers and any additional information that might facilitate police response.
- Addendum PS7** To offset school costs that are directly and indirectly associated with the proposed project, the City and the school district shall use funds generated under AB 2926 and SB 327, which empower school districts to levy fees on developers. AB 2926 allows school districts to assess an impact fee to finance the construction of new schools. Districts shall collect appropriate the fees at the time a building permit is issued.

ENERGY CONSERVATION

None Required.

UTILITIES

- Addendum U1** Automatic sprinkler systems shall be set to irrigate landscaping during early morning hours or during the evening to reduce water losses from evaporation. Landscaping shall be watered less often during cooler months and the rainfall season.
- Addendum U2** The use of reclaimed water shall be investigated as a source to irrigate large landscaped areas, such as pedestrian plazas, landscaped walkways, and other open spaces.
- Addendum U3** Selection of drought-tolerant, low water consuming plant varieties shall be used to reduce irrigation water consumption in new landscaped areas such as pedestrian plazas, landscaped walkways, and other open spaces.
- Addendum U4** Lower-volume water facets, water saving shower heads, and low flush toilets shall be installed in all restrooms.
- Addendum U5** Plumbing fixtures that reduce potential water loss from leakage due to excessive wear of washers shall be selected for all structures.
- Addendum U6** The proposed Project shall comply with all sections of the City of Los Angeles' Water Conservation Ordinance (Ordinance No. 166,080) and Xeriscape Ordinance.

Addendum U7 The proposed Project shall be equipped with wastewater conservation fixtures, including low flow toilets to reduce wastewater generation impact on treatment and sewer facilities.

Addendum U8 In accordance with AB939, the City's Source Reduction and Recycling Element and the City's Solid Waste Management Policy Plan, the project sponsor shall prepare and submit a Source Reduction and Recycling plan to the Planning Department prior to the approval of individual building permit. The Plan shall document and outline the incorporation of an onsite recycling/conservation program.

Addendum U9 The proposed project shall use recycled materials in building materials, furnishings, operations, and building maintenance, to the best extent feasible and allowed by local codes.

Addendum U10 The design of recycling systems shall facilitate source separation and collection of additional materials that may be designated as recyclable by the City in the future.

Addendum U11 To the extent feasible, one or more of the following yard waste management techniques shall be incorporated into the maintenance of the project:

- Planting drought tolerant plants so as to minimize yard waste.
- Mulching and grass-recycling
- Local composting through regular landscape maintenance where appropriate.

HAZARDOUS MATERIALS

Addendum HM1 Asbestos sampling shall be conducted to determine if building materials used in the construction of the existing building have an asbestos fiber content. This evaluation shall also determine whether PCB containing ballasts exist on site. Removal of these materials shall be performed by a licensed abatement contractor as provided by the provisions of Rule 1403 of the South Coast Air Quality Management District Rules and Regulations.

GEOLOGY AND HYDROLOGY

Addendum GH1 To the extent feasible, the following design features shall be incorporated into the proposed Project:

- Maximizing green space and landscaping.
- Using natural drainage, detention ponds, or filtration pits so that runoff may collect and seep into the ground on-site.
- Using swales, green strip filters, berms, gravel beads, or french drains to divert and catch water on-site.
- Constructing walkways, driveways, parking lots, and other paved surfaces from porous materials.
- Installing and orienting gutters toward permeable surfaces.

Addendum GH2 Construction contractors shall be required, where possible, to use filters on catch basin to retain debris that may flow into the storm drain from the construction site.

Addendum GH3 Building management shall keep paved surfaces, including sidewalks and driveways, free from debris. Debris shall be collected by sweeping; watering of paved surfaces shall be prohibited