

CHAPTER 4. ENVIRONMENTAL SETTING

This chapter introduces the project’s environmental setting, including the physical conditions of the project site and its vicinity. Pursuant to State CEQA Guidelines Section 15125, the impacts of a project must be evaluated by comparing expected environmental conditions after project implementation to conditions at a point in time referred to as the baseline. The changes in environmental conditions between those two scenarios represent the environmental impacts of the project. The description of the environmental conditions of the project site under baseline conditions is referred to as the environmental setting. The following guidance for establishing baseline conditions provided in the State CEQA Guidelines Section 15125 is as follows:

An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.

For the purpose of establishing baseline environmental conditions for the project, this EIR uses the date of publication for the Notice of Preparation (NOP), which was published on February 14, 2022. More detailed descriptions of the environmental setting under baseline conditions for each environmental issue area can be found in the corresponding sections in Chapter 5, Environmental Impact Analysis, of this EIR.

This chapter also provides context for the cumulative analyses provided in this EIR, including a discussion about the approach to analyzing the project’s potential cumulative impacts, defining the geographic scope of the cumulative study area, as well as providing regional growth projections and a list of related development projects considered to be the cumulative development scenario for the project. A cumulative impact analysis for each environmental issue area can be found in the corresponding sections in Chapter 5, Environmental Impacts Analysis, of this EIR.

4.1 PHYSICAL SETTING

4.1.1 Regional Setting

Los Angeles County is geographically one of the largest counties in the country, encompassing approximately 4,083 square miles of land with an estimated population of 9,829,544, as of July 2021 (U.S. Census Bureau 2021). Los Angeles County stretches along 75 miles of the Pacific Coast of Southern California and is bordered to the east by Orange County and San Bernardino County, to the north by Kern County, and to the west by Ventura County.

The county is a land of beaches, valleys, mountains, and deserts. Overall, the climate can be characterized as “Mediterranean,” with hot, dry summers and mild, wet winters. The diversity of the topography results in localized climate zones that are roughly divided by the Transverse Ranges (Santa Monica Mountains and San Gabriel Mountains). There are three climate zones—coastal plain, mountain, and high desert—which are closely tied to geologic landforms and vary based on elevation changes and distance from the ocean.

4.1.2 Local Setting

The project site is located approximately 5.5 miles west of downtown Los Angeles and approximately 8.6 miles east of the Pacific Ocean. It is bounded by West 6th Street to the north (an approximately 1,200-foot-long frontage), South Curson Avenue to the east (an approximately 830-foot-long frontage), Wilshire Boulevard to the south (an approximately 500-foot-long frontage), and the Los Angeles County Museum of Art (LACMA) to the west (approximately 250-foot-long frontage). The area is known as the Miracle Mile neighborhood of the city of Los Angeles.

Primary regional access to the project site is provided by Interstate 10, which runs east-west less than 2 miles south of the project site. The major arterials providing regional and subregional success to the project site vicinity include Wilshire Boulevard, La Brea Avenue, and Fairfax Avenue.

4.1.3 Existing Project Site Characteristics

The project site includes 13 acres of the eastern and northwestern portions of Hancock Park and broadly encompasses what is known as La Brea Tar Pits, which includes the George C. Page Museum (Page Museum). The entirety of the 23-acre Hancock Park is enclosed with an 8- to 10-foot-high metal fence that serves to secure the site by providing full closure of Hancock Park when La Brea Tar Pits, the Page Museum, and LACMA are closed in the evenings. LACMA's portion of Hancock Park has been almost entirely developed. In contrast, the property known as La Brea Tar Pits is generally a park-like setting.

The topography of the project site is primarily level, with sloped areas adjacent to the existing Page Museum. The current landscape is dominated by a large lawn surrounding the museum and extending to the west. Paved walkways meander through the project site, with mature trees and shrubs, primarily non-native.

Because entrance to the park grounds is free, it is well used by the public. People walk dogs, jog, picnic, and play on the large lawn area. Numerous people, large school groups, and leashed dogs were present during the field surveys. The outer perimeter of the project site is surrounded by a metal fence with gates at several locations. These gates are open during park operating hours and closed at night. The tar pits are separately fenced inside the park.

4.1.3.1 George C. Page Museum

The two-story Page Museum is located within the eastern portion of the project site. The exterior museum is shaped like a truncated pyramid. The first floor of the museum is set into a large earthen berm which opens onto the Central Green (Figure 4-1). At the top of the earthen berm on the second floor is a 30-foot-wide rooftop covered viewing platform which surrounds the first-floor Central Atrium courtyard.

On average, 700 to 1,000 people visit the Page Museum per day and 425,000 people visit per year. It currently operates from 9:30 a.m. to 5:00 p.m., 7 days a week (it is closed on the first Tuesday of each month). The surrounding Hancock Park is open from 6:00 a.m. to 10:00 p.m., 7 days a week. Hancock Park and the Central Green receive approximately 2 million visitors per year. Approximately 25 staff are employed at the Page Museum, including excavators, preparators, collections managers, and support staff.

The museum is approximately 63,200 square feet in size and contains scientific exhibitions, fossil laboratories, collections storage, theaters, classrooms, and office wings. The museum currently has a collection of over 3.5 million specimens on-site, although only a fraction of the collection is on display. There are approximately 8,000 square feet of collections storage. Within the museum, exhibitions are approximately 19,600 total square feet, and research and collections (fossil laboratories, collections

storage, and office support) are approximately 11,000 square feet. The West, North, East, and Timeline exhibits currently surround the Central Atrium, an 8,700-square-foot outdoor garden and courtyard filled with non-native vegetation and an artificial waterfall. Although open to the air, the atrium has a metal lattice stretching across the ceiling. The Page Museum also includes an active paleontological laboratory. Through the glass, visitors can observe volunteers and scientists clean and conserve the fossils discovered in the tar pits on-site. A 1,500-square-foot retail shop exists in the lobby.

Approximately 5,300 square feet of educational space exists within the museum, spread over two classrooms, the 2D Theater, the Ice Age Theater, and the 3D Theater. The 2D Theater is open for school groups and 3D Theater and Ice Age Theater are currently open to the public. Theater capacities for each resource include: 57 fixed seats in the 3D Theater, 100 floor seats in the 2D theater, and 100 floor seats in the Ice Age Theater. The 3D Theater operates 6 days a week, showing the movie “Titans of the Ice Age”; the 2D Theater is used for school groups; and the Ice Age Theater is used 3 days a week for “Ice Age Encounters” and other activities, as needed. The classrooms are used for summer camps and internships.

4.1.3.2 Tar Pits

The project site contains multiple active fossil quarries, commonly called “tar pits.” The active tar pits (Pits 3, 4, 9, 13, 61, 67, and 91) are within the northwestern portion of the project site (Figure 4-2). These tar pits are fenced and include informational placards. Pit 10 is not open for public viewing as it is within the research facilities enclosing Project 23, as described below. Numerous small tar seeps (an upwelling of asphaltum to the ground surface) are spread throughout the project site.

OBSERVATION PIT

The Observation Pit is a small building on the western boundary of the project site. Opened in 1952, the domed pit served as the park’s only staged exhibit of scientific discovery until the Page Museum opened in 1977. Built over an active pit (i.e., Pit 101), the Observation Pit replicates the experience of a fossil pit, with a mix of real fossils and staged casts of fossils to mimic excavation.

PROJECT 23 AND PIT 91

Project 23 is an active fossil recovery site. During construction on the LACMA parking garage in 2006, 16 new paleontological deposits were discovered, including an almost-complete skeleton of an adult mammoth. Given the size of the discoveries, 23 large wooden boxes were built around the various deposits, allowing many of the discoveries to remain intact. “Project 23” has now become the short-hand descriptor for the location and activities related to the excavation of deposits within the 23 large wooden boxes that is now occurring in a portion of the La Brea site. These boxes and numerous buckets of fossil material were moved to the Project 23 current location for recovery. Adjacent covered research and storage areas support the ongoing fossil recovery.

Pit 91, an active excavation site, is directly adjacent to Project 23. There is a small indoor viewing station that allows visitors to observe the ongoing excavation activities.



Figure 4-1. Existing site photographs: Page Museum.



Figure 4-2. Existing pits and tar seeps.

LAKE PIT

To the south of the Page Museum is the Wilshire Boulevard entrance and the largest pit on the grounds of Hancock Park, the Lake Pit. The Lake Pit, which is the result of asphalt mining operations dating to the late 1880s, is one of the more than 96 mining and paleontological excavation pits that once filled the park. All of the pits have gradually accumulated rain, groundwater, asphaltum, sediments, and leaves, yet the Lake Pit is distinct due to its large size and the volume of water it contains. Due to a deep underground oil field, the Lake Pit produces visible methane gas bubbles that emit a distinctive odor. In 1967, statues of Columbian mammoths were put on display in the Lake Pit, conveying the struggle prehistoric fauna encountered when accidentally entering a tar deposit. Today, an approximately 8-foot-high fence surrounds the Lake Pit for safety and security purposes; a comfort station, with public restrooms, picnic benches, and vending machines is adjacent to the Lake Pit to the west.

4.1.3.3 Natural Environment and Landscape Features

Project site vegetation consists of large expanses of lawn with primarily non-native planted trees and shrubs, including pines (*Pinus* spp.), gum trees (*Eucalyptus* spp.), Brazilian peppertree (*Schinus terebinthifolius*), various species of palm tree (e.g., fan; queen), London planetrees (*Platanus x hispanica*), and other trees. Native trees are present, including coast live oak (*Quercus agrifolia*), valley oak (*Quercus lobata*), California [western] sycamore (*Platanus racemosa*), buckeye (*Aesculus californica*), and coast redwood (*Sequoia sempervirens*). It is estimated that approximately 330 to 340 trees currently exist within the 13-acre project boundary. Within these existing trees, there are 13 native oak trees (12 *Quercus agrifolia* and one *Quercus lobata*). The highest concentration of landscaping occurs in the northern perimeter along West 6th Street and the eastern perimeter along South Curson Boulevard, which includes a mix of shrubs, non-native ornamental trees, and palm trees. In addition, an ephemeral creek, referred to as Oil Creek, flows from the northeast to the southwest, from the southwestern end of the parking area to the southeast side of Pit 91.

An approximately 28,000-square-foot multipurpose grass lawn, known as the Central Green, is located to the west of the Page Museum.

Oil Creek, a historic drainage, appears to originate from underground sources and conveys flow from the northeast to the southwest through the project site. As early as 1941 (based on historical aerial imagery), the creek conveyed flow from approximately the intersection of 6th Street and South Curson Avenue southwest to the intersection of Wilshire Boulevard and South Ogden Drive. In its current state, Oil Creek appears to receive its primary hydrologic input source from groundwater. Oil Creek also receives hydrologic inputs from precipitation and irrigation system runoff. Dense vegetation and heavy leaf litter exist in the northeastern portion of the creek. The drainage has been disturbed and manipulated over time. It is partially paved where the parking lot is located and is channelized with pavers near its terminus. Oil Creek is dominated by non-native mowed grasses along with a mix of other native and non-native low-lying vegetation.

The 9/11 Memorial Stone, a memorial plaque on a boulder dedicated to the September 11, 2001 attacks, is in the northwest corner of the project site. Approximately 24 trees are located around Hancock Park to honor those killed during the September 11, 2001 terrorist attacks.

The Central Green and open space areas within the greater Hancock Park are the only public green spaces within a 1.5-mile radius of the project site.

4.1.3.4 Circulation and Vehicle Parking

Parking for La Brea Tar Pits is located in the northeast corner of the project site, at the corner of South Curson Avenue and West 6th Street. Vehicles enter and depart the lot from both directions on South Curson Avenue. The parking lot is approximately 63,000 square feet and contains 154 surface parking spaces. Operating hours are between 6:00 a.m. and 10:00 p.m., 7 days a week.

There are several pedestrian access points to La Brea Tar Pits: the southeast entrance at Wilshire Boulevard and South Curson Avenue, the east sidewalk off South Curson Avenue, and the north and northwest sidewalks off West 6th Street. There are paved walking paths and dirt trails throughout the project site.

4.1.3.5 Utilities

While the project site is owned by the County of Los Angeles (County), the project site is within the jurisdictional boundaries of the City of Los Angeles (City). Given the location of the project site within the City's jurisdictional boundaries, the project's water and wastewater services, as well as stormwater conveyance facilities and electricity, are provided by various departments associated with the City, including the Los Angeles Department of Water and Power (LADWP) and City of Los Angeles Bureau of Sanitation (referred to as Los Angeles Sanitation and Environment [LASAN]).

LADWP is responsible for providing water within the city of Los Angeles, including the project site. Potable water for fire suppression systems, domestic cold water, and irrigation is provided by the LADWP from a water main in South Curson Avenue. The existing fire suppression water line is served from a pipe connection to the public water main in South Curson Avenue adjacent to the northwest corner of the Page Museum. There is one 3.5-inch, domestic cold-water meter in the sidewalk on South Curson Avenue adjacent to the southeast corner of the Page Museum. Downstream from the meter is a 2.5-inch irrigation connection.

The sewer system and wastewater treatment facilities serving the project site are owned and operated by LASAN. Wastewater flows in a cast-iron pipe from the Page Museum to the north to a 4-inch sewer main, which flows east to a public sewer line in South Curson Avenue. The sewage infrastructure in the vicinity of the project site includes an existing 12-inch line on South Curson Avenue. The sewage from the existing 12-inch line feeds into an 18-inch line on Wilshire Boulevard then into a 39-inch line on Crescent Heights Boulevard before discharging into a 48-inch sewer line, also located on Crescent Heights Boulevard (LASAN 2022). The Observation Pit and Project 23 sewer connections tie into LACMA infrastructure.

Stormwater conveyance facilities serving the project site include both LASAN and the Los Angeles County Flood Control District infrastructure. The existing project site drainage system is composed of a combination of surface flows, drain inlets, storm drainage pipes, and pump stations. Stormwater runoff generally flows to either Pit 91 or the Lake Pit; the stormwater that flows to Pit 91 is pumped to the Lake Pit. From the existing Lake Pit, the water is pumped through an existing water quality treatment system to the County storm drain system in Wilshire Boulevard.

The Los Angeles County Department of Public Works (County Public Works) operates the solid waste management system countywide, while a private waste management company, Southland Disposal Company, is responsible for the collection, disposal, and recycling of solid waste generated at the project site. Solid waste collection and disposal services are primarily at the Azusa Land Reclamation Company Landfill (Azusa Land Reclamation), which is a regional landfill that provides disposal services for communities, businesses, and industries serving the Los Angeles metropolitan area and eastern Los

Angeles County. Additional information about landfills serving the project site can be found in Section 5.15, Utilities and Service Systems.

4.1.4 Surrounding Land Uses

The La Brea Tar Pits Master Plan project site is surrounded by a variety of commercial uses, museums, residential buildings, and schools.

The project site is bounded by the Park La Brea pool and multi-family residential uses to the north across West 6th Street, commercial and residential uses to the east across South Curson Avenue, the Craft Contemporary Museum and other museum and commercial uses south across Wilshire Boulevard, and museum and commercial uses to the east. LACMA is located to the south and west of the project site, including its Pavilion for Japanese Art and the future David Geffen Galleries, a building that is currently under construction to replace four of LACMA's older buildings. Beyond LACMA's facilities to the west are an outdoor public art installation and the Academy Museum of Motion Pictures.

The Central Green and open space areas within the greater Hancock Park are the only public green spaces within an approximately 1-mile radius of the project site. The nearest larger open space areas to the project site are Griffith Park, approximately 5.5 miles to the northeast, and Kenneth Hahn State Recreation Area, approximately 5 miles south of the site.

4.2 CUMULATIVE CONTEXT

This section provides context for the cumulative analyses provided in the individual topical sections of Chapter 5 of this EIR, including CEQA requirements for cumulative analyses and the approach to analyzing the project's potential cumulative impacts, including defining the geographic scope of the cumulative study area as well as providing regional growth projections and a list of related development projects considered as the cumulative development scenario for the project. A cumulative impact analysis for each environmental issue area can be found in the corresponding topical sections of Chapter 5, Environmental Impacts Analysis, of this EIR.

4.2.1 CEQA Requirements for Cumulative Analyses

State CEQA Guidelines Section 15130 requires that an EIR shall discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (State CEQA Guidelines, Section 15355; see also California Public Resources Code, Section 21083(b)). In other words, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (State CEQA Guidelines, Section 15130(a)(1)). The definition of cumulatively considerable is provided in Section 15065(a)(3):

"Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

According to Section 15130(b) of the State CEQA Guidelines:

[t]he discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality

and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

State CEQA Guidelines Section 15355 defines “cumulative impact” as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. Cumulative impacts are changes in the environment that result from the incremental impact of development of the proposed project and all other nearby “related” projects. For example, the traffic impacts of two projects in proximity may be insignificant when analyzed separately but could have a significant impact when the projects are analyzed together.

4.2.2 Approach to the Cumulative Analysis in this EIR

To analyze the project’s potential contribution to cumulative impacts, this section defines the geographic scope of the cumulative study area for each of the environmental topics addressed in this EIR. In addition, this section provides regional growth projections and a list of the related development projects considered as the cumulative development scenario for the project, which is the context from which to analyze the potential for cumulative impacts and the project’s contribution to cumulative impacts.

The cumulative impact analysis for each environmental issue area can be found in the corresponding topical sections in Chapter 5, Environmental Impact Analysis, generally found as the last section in each of the environmental sections (for example, the cumulative analysis for Aesthetics is found in Section 5.1.6; similarly, the cumulative analysis for Air Quality is found in Section 5.2.6, and so on).

4.2.2.1 Geographic Scope

The geographic area affected by the project and its potential to contribute to cumulative impacts varies depending on the environmental resource or topic under consideration. Generally, the geographic areas associated with the environmental effects of the project as described in Chapter 3 define the boundaries of the area used for compiling the list of past, present, and reasonably foreseeable future related projects considered in the cumulative impact analysis. However, each individual resource or topical area considers each topic’s unique cumulative context and appropriate geographic scope for the analysis. For instance, the air quality analysis includes consideration of regional air emissions (e.g., reactive organic gases/nitrogen oxides, and particulate matter); therefore, the geographic scope is the entire air basin. Similarly, a larger geographic scope is important for archaeological resources and tribal cultural resources given a larger area is appropriate to consider the traditional Gabrielino territory and relevant historical and contemporary administrative boundaries. Conversely, in the case of noise impacts, given the localized impact area of concern, a smaller, more localized area surrounding the immediate project site is appropriate for consideration.

Table 4-1 presents the geographic areas included within this analysis for purposes of determining whether the project’s contribution to a particular impact would be cumulatively considerable and therefore significant. An explanation of the geographic scope selected for each resource is also briefly included in Chapter 5 under the impact analysis.

Table 4-1. Geographic Scope of Cumulative Impact Analysis

Resource Issue Area	Geographic Scope
Aesthetics	Project site and immediate adjacent area*
Air Quality	South Coast Air Basin
Biological Resources	Project site and 1-mile radius around the project site
Cultural Resources – Archaeological Resources	Northwestern Los Angeles Basin [†]
Cultural Resources – Historical Resources	Project site and immediate adjacent area*
Geology and Soils	Project site and immediate adjacent area For paleontological resources, the Pleistocene deposits of the Los Angeles Basin
Greenhouse Gas Emissions	Global
Hazards and Hazardous Materials	Project site and immediate adjacent area*
Hydrology and Water Quality	Project site and immediate adjacent area that would flow into the same drainage area within the Ballona Creek Watershed
Land Use and Planning	Los Angeles county, including the property within the incorporated boundary of the City of Los Angeles
Noise	Project site and immediate adjacent area*
Recreation	2-mile distance around the project site
Transportation	0.5-mile radius from the project site [‡]
Tribal Cultural Resources	Northwestern Los Angeles Basin [†]
Utilities and Service Systems	City of Los Angeles jurisdictional boundaries

* Immediate adjacent area is defined as the directly adjacent LACMA parcel, and all land uses and roadways directly immediately surrounding the project site, including those on West 6th Street, South Curson Avenue, and Wilshire Boulevard.

[†] For the analysis of cumulative impacts for archaeological resources and tribal cultural resources, the northwestern Los Angeles Basin provides an area large enough to contain a representative sample of Native American archaeological sites, the traditional Gabrielino territory, and relevant historical and contemporary administrative boundaries, while being small enough to account for the cumulative impacts from projects on a more local scale. For more information, see Sections 5.4.6 and 5.14.6 of this EIR.

[‡]The Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines require consideration of related projects within a 0.5-mile radius from a project site for CEQA analysis, and 0.25-mile beyond the farthest study intersection for non-CEQA circulation analysis (LADOT 2020). Related projects included in the cumulative analysis for transportation impacts, as described in Section 5.13 Transportation, meet the requirements of the LADOT Transportation Assessment Guidelines and were agreed upon by the City of Los Angeles and the NHMLAC as part of the memorandum of understanding process for the project.

4.2.2.2 Temporal Scope

This cumulative impact analysis considers other projects that have been recently completed, are currently under construction, or are reasonably foreseeable (e.g., for which an application has been submitted, or an agency has proposed). Both short-term and long-term cumulative impacts of the identified project, in conjunction with other cumulative projects in the area, are considered. The schedule and timing of the project and other cumulative projects is relevant to the consideration of cumulative impacts, since many of the activities associated with construction are temporary. Where relevant, the cumulative impact analyses in Chapter 5 pay particular attention to any cumulative projects with implementation schedules that could overlap with the proposed schedule of the La Brea Tar Pits Master Plan.

4.2.2.3 Cumulative Analysis Approaches Allowed by the CEQA Guidelines

State CEQA Guidelines Section 15130 provides that the following two approaches can be used to adequately address cumulative impacts:

- **Regional Growth Projections Method:** A summary of projections contained in an adopted local, regional, or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect, or in a prior environmental document for such a plan which has been adopted or certified.
- **List Method:** A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

As previously noted, the cumulative impact analysis for each environmental issue area can be found in the corresponding sections in Chapter 5, Environmental Impact Analysis. The cumulative analyses contained in Chapter 5 of this EIR use both approaches noted above (regional growth projections method and list method). This is due to the localized and specific nature of the project, and also because the project site is in an area that has and is anticipated to continue to experience some regional growth. Additionally, a combined approach is appropriate as some resource topics (such as air quality, transportation, and utilities) consider a more growth-based approach, while others (such as aesthetics, biological resources, and noise) necessitate a more list-based approach. This allows for a thorough, project-based cumulative analysis within the relevant geographic areas and timing of the project activities.

Each environmental issue area's cumulative impact analysis uses the same thresholds of significance used to determine project impacts. In addition, the cumulative impact threshold included in State CEQA Guidelines Appendix G, Section XXI, Mandatory Findings of Significance, was also examined in Section 5.16 of this EIR.

In Chapter 5, a three-step approach was used to analyze cumulative impacts, as described in the following bullets.

- First, if the project was determined to have no impact in a particular impact area, then the analysis states that the project would not have a cumulative contribution to impacts related to that threshold.
- If the project could result in less than significant or significant impacts, then the second step was to determine whether the combined effects from the project and other projects would be cumulatively significant. This was done by considering the project's incremental impact to the estimated anticipated impacts of other probable future projects and/or reasonably foreseeable development.
- The third step was to evaluate whether the project's incremental contribution, if any, to the combined significant cumulative impact would be cumulatively considerable, and thus significant as required by State CEQA Guidelines Section 15130(a).

It should be noted that State CEQA Guidelines Section 15064, subdivision (h)(4) states that "[t]he mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the project's incremental effects are cumulatively considerable." Therefore, it is not necessarily true that, even where cumulative impacts of other projects are significant, the Lead Agency must deem any level of incremental contribution to be cumulatively considerable. If the project's individual impact is less than significant, however, its contribution to a significant cumulative impact could nevertheless be deemed cumulatively considerable depending on the nature of the impact and the

existing environmental setting. If, for example, a project is located in an air basin determined to be in extreme or severe nonattainment for a particular criteria pollutant, a project’s relatively small contribution of the same pollutant could be found to be cumulatively considerable. Thus, depending on the circumstances, an impact that is less than significant when considered individually may still be cumulatively considerable in light of the impact caused by all projects considered in the analysis.

REGIONAL GROWTH PROJECTIONS

The Southern California Association of Governments (SCAG) is responsible for developing growth projections for population, housing, and employment throughout Southern California. These growth projections are used in the preparation of planning documents and analyses. SCAG computes population projections by adding the current population with the births and ingress into a region during a projection period and subtracting the number of deaths and the number of persons leaving the region (SCAG 2020). Regional and localized population growth has the potential to result in numerous environmental impacts such as traffic congestion, air quality degradation, and other environmental changes. The project is located within a region (city of Los Angeles, Los Angeles County, California) that has experienced recent growth, and is projected to experience population increases in the future. This cumulative analysis considers the regional population, households, and employment growth trends shown in Table 4-2 and the more specific individual projects that are discussed in this chapter.

Table 4-2. SCAG Regional Population, Housing, and Employment Growth Projections

Jurisdiction	Population			Households			Employment		
	2016	2045	% Change	2016	2045	% Change	2016	2045	% Change
Los Angeles County	10,110,000	11,674,000	13%	3,319,000	4,119,000	19%	4,743,000	5,382,000	12%
Los Angeles County, Unincorporated	1,044,500	1,258,000	17%	294,800	419,300	30%	269,100	320,100	16%
City of Los Angeles	3,933,800	4,771,300	18%	1,367,000	1,793,000	24%	1,848,300	2,135,900	13%
City of Beverly Hills	34,700	35,800	3%	14,800	15,700	6%	74,600	81,300	8%
City of West Hollywood	36,700	42,600	14%	26,000	30,100	14%	21,700	38,100	43%

Source: SCAG Connect SoCal Demographics and Growth Forecast (SCAG 2020)

LIST OF RELATED PROJECTS IN THE PROJECT VICINITY

The project is located on the County-owned land within the city of Los Angeles; thus, nearby related projects in the city of Los Angeles are a primary contributor to the list of related projects in the project vicinity. As well, jurisdictions that are relatively close to the project site that could have projects that contribute to the anticipated project’s developed in the vicinity include the cities of Beverly Hills and West Hollywood. Further, the County was consulted to determine if there were any projects that could contribute to cumulative impacts in the project vicinity; however, no County projects were identified as a result of this inquiry.

A summary of the projects identified within this identified general vicinity of the project site is provided in Table 4-3 and shown in Figure 4-3. This is not intended to be an exhaustive list of projects in the region, but represents those projects in the vicinity of the project site that may have some related

environmental impact to the project and are: 1) currently under construction or implementation or beginning construction or implementation, 2) pending construction with approved entitlements, 3) proposed and under environmental review, or 4) reasonably foreseeable (i.e., projects for which an application has been submitted and reasonably foreseeable public projects).

Table 4-3. Cumulative Development Scenario Project List

Figure 4-3 Map Key	Name	Location	Project Type	Description	Project Status*
Regional					
1	Metro D (Purple) Line Extension	Metro Wilshire/Western Station to Metro Westwood/Veterans Administration Hospital Station	Infrastructure	Extend rail service with seven new transit stations by year 2027.	Under construction. First phase (Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega Stations) is anticipated to be completed and in operation by 2024.
County of Los Angeles					
2	LACMA Renovation	5906 West Wilshire Boulevard	Museum/Public Facilities	Replace 392,871 square feet (sf) museum with 368,300 sf museum	Under construction
City of Los Angeles					
3	Wilshire Curson Project	5700-5780 Wilshire Boulevard; 712-752 South Curson Avenue; 5721-5773 West 8th Street; 715-761 South Masselin Avenue	Office and Commercial	2,222,952 sf office 117,600 sf commercial Retain and renovate the southern portion of the existing buildings and would demolish the northern portion of the two existing office buildings.	Under review
4	5891 West Olympic Boulevard Apartments	5891 West Olympic Boulevard	Residential	46 apartments	Entitlements approved. Not constructed.
5	Fairfax Avenue Apartments and Restaurant	800-840 South Fairfax Avenue	Residential and Restaurant	209 apartments 2,653 sf of restaurant use	Under review
6	Wilshire Boulevard Mixed-Use Project	5411 Wilshire Boulevard	Mixed-Use	348 apartments (including 38 affordable housing units) 10,716 sf commercial	Under review
7	6052-6066 West Olympic	6052-6066 West Olympic Boulevard	Commercial and Residential	5,135 sf of commercial retail space 120 residential units (including 12 affordable housing units)	Entitlements approved. Not constructed.
8	3rd and Fairfax Mixed-Use Project	300-370 South Fairfax Avenue; 6300-6370 West 3rd Street; 347 South Ogden Drive	Commercial and Residential	83,994 sf of commercial space 331 apartments	Entitlements approved. Pending demolition and construction.

Figure 4-3 Map Key	Name	Location	Project Type	Description	Project Status*
9	Olympic Boulevard Residential Mixed-Use Project	6001-6011 West Olympic Boulevard	Commercial Retail and Residential	57 apartments (including 6 affordable housing units) 1,596 sf of ground-floor retail	Under construction
10	Television City (TVC) 2050 Plan	7716-7860 West Beverly Boulevard	Office and Commercial Retail	1,874,000 sf of sound stage production support, production office, general office, and retail uses	Under review
11	South San Vicente Medical Office	650-676 South San Vicente Boulevard	Medical Office and Retail Commercial	140,305 sf medical office 4,000 sf restaurant/retail 1,000 sf commercial uses	Under review
12	333 San Vicente Boulevard Apartments	333 San Vicente Boulevard	Residential and Church	153 apartments 31,000 sf church	Under review
13	488 San Vicente Boulevard	488 San Vicente Boulevard	Residential and Commercial	53 apartments 7,000 sf retail	Entitlements approved. Not constructed.
14	8000 West 3rd Street	8000 West 3rd Street	Residential and Commercial	50 apartments 7,065 sf retail	Entitlements approved. Not constructed.
15	Unified Elder Care Facility/Mixed-Use	8052 West Beverly Boulevard	Elder Care Facility	5,000 sf of synagogue use 102 apartments 15,000 sf of medical office 1,000 sf of retail use	Entitlements approved. Demolition complete. Grading permit issued October 2022.
16	7901 Beverly Boulevard	7901 Beverly Boulevard	Residential and Commercial	71 apartments 12,000 sf retail	Entitlements approved. Not constructed.
17	8000 Beverly Mixed-Use	8000 West Beverly Boulevard	Residential and Restaurant Use	48 apartments 7,400 sf restaurant	Entitlements approved. Not constructed.
18	8001 Beverly Boulevard	8001 Beverly Boulevard	Office and Commercial	11,000 sf office 23,000 sf restaurant	Entitlements approved. Not constructed.
19	7951 Beverly Mixed-Use	7951 West Beverly Boulevard	Residential, Restaurant, and Retail Use	51 apartments 6 affordable housing units 6,294 sf restaurant 1,142 sf retail	Entitlements approved. Demolition commenced as of October 2022.
20	333 La Cienega Boulevard Project	333 South La Cienega Boulevard	Residential and Restaurant Use	145 apartments 27,685 sf commercial (supermarket) 3,370 sf restaurant	Entitlements approved. Not constructed.
21	316 North La Cienega Boulevard Project	316 North La Cienega Boulevard	Residential and Commercial	61 apartments 4,097 sf retail	Entitlements approved. Not constructed.

Figure 4-3 Map Key	Name	Location	Project Type	Description	Project Status*
22	431 North La Cienega Boulevard Apartments	431 North La Cienega Boulevard	Residential	72 apartments	Entitlements approved. Not constructed.
23	Wilshire & La Jolla Tower	6401-6419 Wilshire Boulevard	Residential and Retail Use	90 apartments 5,100 sf retail	Not constructed.
24	750 North Edinburgh Avenue	750 North Edinburgh Avenue	Residential	8 single-family residences	Tract Map approved. Not constructed.
City of Beverly Hills					
25	332 South Doheny Drive	332 South Doheny Drive	Residential	9 apartments	Under review
26	55 North La Cienega Boulevard	55 North La Cienega Boulevard	Mixed-Use	105 apartments	Under review
27	227 Tower Drive	227 Tower Drive	Residential	10 condominiums	Under review, Applicant to submit corrections
28	300 South Wetherly Drive	300 South Wetherly Drive	Residential	140 condominiums	Under review
City of West Hollywood					
29	Santa Monica Boulevard Mixed-Use Project	8555 Santa Monica Boulevard	Mixed-Use	111 apartments (including 17 affordable housing units) 15,494 sf of live/work use (12 units) 24,842 sf commercial retail 3,938 sf of restaurant and cafe uses	Under review
30	Robertson Lane Hotel Project	645, 647, 653, 655, 661, 665, and 681 North Robertson Boulevard and 648, 650, 652, and 654 North La Peer Drive	Mixed-Use	225,215 sf hotel 47,415 sf commercial/restaurant	Under review. Construction is anticipated to start in late 2022 or early 2023.
31	8850 Sunset Boulevard Project	8850-8878 Sunset Boulevard and 1025-1029 Larrabee Street	Mixed-Use	240,000 sf hotel (115 guest rooms with ancillary uses) 41 apartments	Under review
32	9034 Sunset Boulevard	9034 Sunset Boulevard	Mixed-Use	10 condominiums 237-room hotel 11,000 sf commercial	Under review
33	948 North San Vicente Boulevard	948 North San Vicente Boulevard	Residential	24 apartments	Under review
34	560 Orlando Avenue	560 Orlando Avenue	Residential	4 apartments	Under review
35	855 West Knoll Drive	855 West Knoll Drive	Residential	4 condominiums	Under review
36	862 West Knoll Drive	862 West Knoll Drive	Residential	3 townhomes	Under review
37	1006 Edinburgh Avenue	1006 Edinburgh Avenue	Residential	14 apartments	Under review

Sources: City of Beverly Hills (2022); City of Los Angeles (2022a, 2022b); City of West Hollywood (2022); Kittelson and Associates, Inc. (2022).

* "Under review" means the project has not yet been entitled.

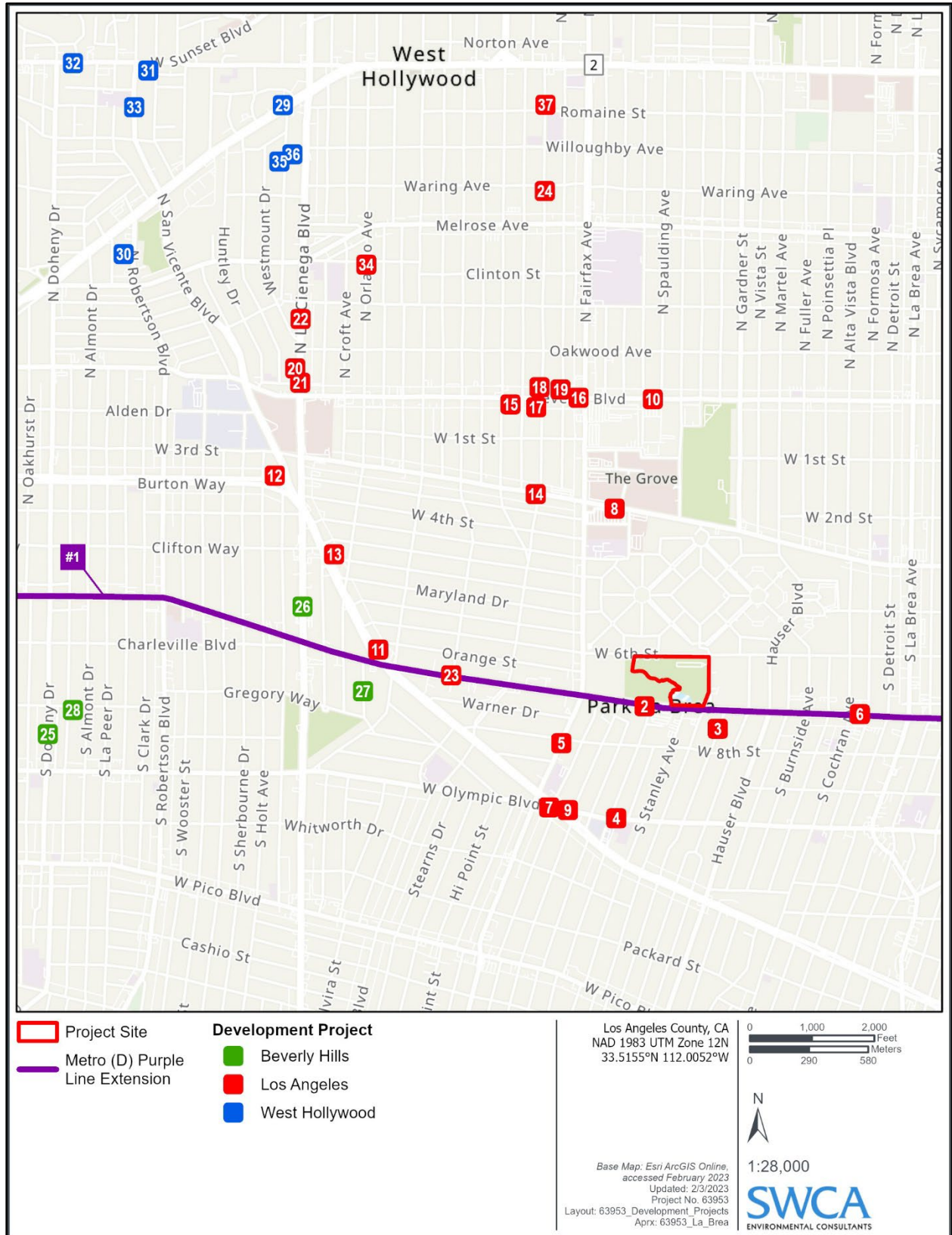


Figure 4-3. Cumulative development scenario project locations.