CHAPTER 7. OTHER CEQA CONSIDERATIONS

This chapter discusses other potential environmental effects for which CEQA requires analysis, in addition to the specific issue areas evaluated in Chapter 5, Environmental Impact Analysis. These additional effects include the potential for the project to result in growth-inducing impacts, significant irreversible environmental changes, significant and unavoidable environmental impacts, and effects found not to be significant.

7.1 GROWTH-INDUCING IMPACTS

State CEQA Guidelines Section 15126.2(e) requires that an EIR provide a discussion of the potential growth-inducing impacts of the proposed project. Growth-inducing impacts could be caused by projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth-inducing impacts can also be caused by removing obstacles to population growth, by population increases that require the construction of new community services facilities, or by introducing population or other growth in an isolated area. In addition, pursuant to this section, growth in any area must not be assumed as necessarily beneficial, detrimental, or of little significance to the environment.

Projects that physically remove obstacles to growth, or projects that indirectly induce growth, are those that may provide a catalyst for future unrelated development in an area. However, the project would not involve development of infrastructure or roadways that could indirectly lead to population growth. Although site access improvements and landscaping along Wilshire Boulevard, West 6th Street, and South Curson Avenue are planned as part of the project, the project would not extend an existing roadway facility into an area that is not currently provided vehicular access. As a result, the project would not result in indirect population growth by providing vehicular access to an area presently lacking such access.

During project construction, a temporary workforce would be needed to construct the new and renovated museum buildings and related on-site improvements. The project would create temporary construction-related work. However, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process, and the number of construction workers needed during any given period would largely depend on the specific stage of construction. As such, construction workers would not be expected to relocate to the project vicinity as a direct consequence of working on the project, as these short-term positions are anticipated to be filled primarily by construction workers who reside in the project vicinity. Therefore, the project would not be considered to be growth-inducing from a short-term employment perspective. Currently, the staff at the site is 25 employees. The proposed expansion would increase the Page Museum square footage by approximately 67%, so it is estimated that the employees at the site would increase by a similar percentage. Thus, once the project is operational, the project is estimated to result in an increase of approximately 20 employees; however, this increase in employees is well within local and regional growth projections for population (see Chapter 4, Environmental Setting). In addition, the project would not directly result in the addition of new residents to the area because the project would not involve residential development.

The project site is located within an urban area that is currently served by existing utilities and infrastructure. The project would include necessary infrastructure improvements as discussed in Section 5.15, Utilities and Service Systems, including the replacement of existing water piping within the project site and the installation of two 6-inch sewer lines to be installed at the southeast corner of the site—one beneath the George C. Page Museum entrance and one just east of Lake Pit (KPFF Consulting Engineers

2021). Both sewer lines would connect to the existing sewer main along South Curson Avenue. While the project would require local infrastructure to connect the project site to the mainlines, such improvements would be limited to serving project-related demand and would not necessitate major local or regional utility infrastructure improvements that have not otherwise been accounted for and planned for on a regional level.

The project would not remove obstacles to population growth and would not cause an increase in population such that new community facilities or infrastructure would be required outside of the project site. Finally, the project is not expected to encourage or facilitate other activities that could significantly affect the environment. For these reasons, the project would not be significantly growth inducing.

7.2 SIGNIFICANT AND UNAVOIDABLE IMPACTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe any significant impact, including those which can be mitigated but not reduced to a less-than-significant level. The section also requires that where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the project is being proposed, notwithstanding their effect, should be described. Table 7-1 provides a summary of the impacts associated with the project that were concluded to be significant and unavoidable. These impacts are also described in detail in Chapter 5, Environmental Impact Analysis, of this EIR.

Table 7-1. Significant and Unavoidable Impacts Resulting from the Project

Environmental Issue Area	Impact	Reason for Significance Determination
Cultural Resources – Historical Resources	**CR-HIST Impact 1:** As a result of project construction, the project would cause a substantial adverse change in the significance of a Historical Resource pursuant to Section 15064.5 of the State CEQA Guidelines. Specifically, the project would cause a substantial adverse change in the significance of two identified historical resources: the La Brea Tar Pits Historic District and the George C. Page Museum. Construction impacts would be significant. Project operation would not cause a substantial adverse change in the significance of historic resources pursuant to State CEQA Guidelines Section 15064.5. No operational impacts would occur.	**Significant and unavoidable**. The proposed alterations to the Page Museum during project construction would compromise its historic integrity to the point that the historical resource would no longer convey the reasons for its significance. In addition, the project construction would result in a comprehensive redesign of Hancock Park, which would erode and interrupt the eclectic but cohesive character-defining features of this historic district such that it would no longer convey the reasons for its significance as a California Register of Historical Resources- and locally eligible historic district. The loss of eligibility for the resource represents material impairment and an impact on the environment. Construction impacts would be significant. While implementation of project Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5 would reduce impacts, the project would alter these resources in such a way that they would no longer convey the reasons for their significance within the parameters of the design and key features envisioned in the Master Plan. There are no mitigation measures that would reduce these impacts to less-than-significant levels while meeting the project objectives and keeping the primary elements of the Master Plan; therefore, construction impacts of the project would remain *significant and unavoidable* after mitigation.

Environmental Issue Area	Impact	Reason for Significance Determination
Land Use and Planning	**LUP Impact 2:** Implementation of the project would result in the alteration of designated historical resources and would be potentially inconsistent with the objectives, goals, and policies of the County's General Plan Conservation and Natural Resources Element, the City's General Plan Conservation Element, and the Wilshire Community Plan as they pertain to the protection of designated historical resources.	**Significant and unavoidable**. The project would result in the alteration of designated historical resources, the La Brea Tar Pits Historic District and the Page Museum, which is inconsistent with the objectives, goals, and policies of the County's General Plan Conservation and Natural Resources Element, the City's Conservation Element, and the Wilshire Community Plan as they pertain to the protection of designated historical resources (County of Los Angeles 2015, City of Los Angeles 2001a, 2001b). While implementation of project Mitigation Measures CR-HIST/mm-1.1 through CR-HIST/mm-1.5 would reduce impacts, the project would alter these resources in such a way that they would no longer convey the reasons for their significance within the parameters of the design and key features envisioned in the Master Plan. There are no mitigation measures that would reduce these impacts to less than significant while meeting the project objectives and keeping the primary elements of the Master Plan; therefore, impacts of the project would remain significant and unavoidable after implementation of the recommendations, creating inconsistencies with the applicable land use objectives, goals, and policies set forth in the County of Los Angeles General Plan, the City of Los Angeles General Plan, and the Wilshire Community Plan. Impacts would remain *significant and unavoidable*.
Transportation	**TRA-Impact 2:** Operation of the project would result in a net increase in vehicle miles traveled (VMT) and would result in a substantial increase in VMT.	**Significant and unavoidable**. The project would result in an average visitor trip length that is higher than the average recreation trip length. Visitor travel trips to the museum are approximately 196% longer than the average recreation trip in Los Angeles and Orange Counties. Given that museum visitor trips are longer than regional recreation trip lengths, additional visitor trips to the project site due to implementation of the project would result in a net increase in total VMT. While the project's mitigation measure TRA/mm-1.1 would aim to reduce employee and visitor VMT and support multimodal connectivity, it may be insufficient to reduce VMT to less-than-significant levels and there are no additional feasible mitigation measures to reduce the impact. Therefore, operation of the project would result in a substantial increase in VMT and would remain *significant and unavoidable* after mitigation.

Note: The LUP Impact 2 is a consistency analysis of the applicable land use plans, policies, and regulations, and considers the holistic impacts associated with implementation of the project; it does not provide separate construction and operation analyses or conclusions.

7.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

State CEQA Guidelines Section 15126.2(d) identifies significant irreversible environmental changes as the use of nonrenewable resources during the initial and continued phases of a proposed project that may be irreversible, since a large commitment of these resources makes removal or nonuse thereafter unlikely. Irreversible environmental changes may also result from environmental accidents associated with the project. In accordance with this section of the State CEQA Guidelines, this section of the EIR evaluates whether the project would result in the irretrievable commitment of resources or would cause irreversible changes in the environment.

The project would necessarily consume a limited amount of slowly renewable and non-renewable resources that could result in irreversible environmental changes. This consumption would occur during construction of the project and would continue throughout its operational lifetime. The development of the project would require a commitment of resources that would include: 1) building materials and

associated solid waste disposal effects on landfills; 2) water; and 3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation. As demonstrated below, the project would consume a limited commitment of natural resources and would not result in significant irreversible environmental changes.

7.3.1 Commitment to Resources

The project would result in expansion and upgrades for the La Brea Tar Pits complex and the 13-acre portion of Hancock Park, including renovations to the Page Museum. Construction of the project would irreversibly commit construction materials and non-renewable energy resources (e.g., fossil fuels, wood, etc.). Non-renewable resources used during the construction of development within the project site could no longer be used for other purposes. Consumption of building materials and energy is associated with all development projects in the region, and these commitments of resources are not unique or unusual to the project. Construction of residential and commercial structures would be subject to the California Building Code (CBC), which regulates the method of use, properties, performance, and types of building materials used in construction. Construction equipment would be subject to state and local fuel efficiency standards and idling restrictions.

An important consideration for this analysis is that La Brea Tar Pits, including the Page Museum, are current County facilities that consume environmental resources under baseline conditions. After new facilities are constructed, the project would continue to rely on similar resources as pre-project conditions. This reliance on resources would occur with or without project construction during normal operations of La Brea Tar Pits and the Page Museum.

7.3.1.1 Solid Waste

The project's impacts regarding solid waste are discussed in Section 5.15, Utilities and Service Systems. As discussed therein, pursuant to Senate Bill 1374, during construction of the project, the project would implement a construction waste management plan to recycle and/or salvage a minimum of 75% of non-hazardous demolition and construction debris. Thus, the consumption of nonrenewable building materials such as lumber, aggregate materials, and plastics would be reduced. The project would also comply with Assembly Bill (AB) 939, AB 341, AB 1826, and City of Los Angeles (City) waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling.

7.3.1.2 Water

Consumption of water during construction and operation of the project is also addressed in Section 5.15, Utilities and Service Systems. As evaluated therein, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the project would be less than the proposed water consumption at the project site, and the project's temporary and intermittent demand for water during construction would be met by Los Angeles Department of Water and Power's (LADWP's) available supplies during each year of project construction. While operation of project would result in an increase in long-term water demand for consumption, operational uses, maintenance, and other activities on the project site, the project would be consistent with the City's existing land use designation; therefore, the water demand associated with the project was considered in the demand anticipated by LADWP's 2020 Urban Water Management Plan. As confirmed in a letter provided by LADWP dated October 28, 2022, LADWP expects to have adequate water supplies to meet all its demands until at least 2045, including those of the proposed project (LADWP 2022).

7.3.1.3 Energy Resources

Project operation would continue to expend nonrenewable resources that are currently consumed within Los Angeles County. These include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the project, and the existing, finite supplies of these natural resources would be incrementally reduced.

The project has been designed and would be constructed to incorporate environmentally sustainable building features and construction protocols required by the California Green Building Standards Code (CALGreen). These standards would minimize energy and water usage and waste and, thereby, reduce associated greenhouse gas (GHG) emissions and help minimize the impact on natural resources and infrastructure. The project would include energy-saving measures, including enhanced daylighting; rainwater collection leading to bioswales; a sloped green roof; rooftop solar photovoltaic panels; heating, ventilation, and air conditioning (HVAC) systems that would be sized and designed in compliance with CALGreen to maximize energy efficiency caused by heat loss and heat gain; and new and existing tree canopies to protect building walls from sun exposure and provide shade for the ground area. Daylighting is the controlled admission of natural light, direct sunlight, and diffused skylight into a building to reduce electric lighting and save energy. By providing a direct link to the dynamic and perpetually evolving patterns of outdoor illumination, daylighting helps create a visually stimulating and productive environment for building occupants, while reducing as much as one-third of total building energy costs. These measures were generally accounted for based on compliance with 2019 Title 24 standards. Furthermore, the project would incorporate design features, such as solar photovoltaic panels, to reduce the amount of electricity demand from City utilities. The project would include water sustainability features, which would include, but not be limited to, the installation of low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. In addition, the project would provide sustainability features, such as stormwater capture and reuse system and drought-tolerant landscaping, to reduce the project's outdoor water demand, thereby reducing the project's GHG emissions associated with water conveyance and wastewater treatment.

The project would introduce strategies that would reduce reliance on private automobiles and vehicle miles traveled (VMT) through implementation of mitigation measure TRA/mm-1.1 which would require the development and implementation a Transportation Demand Management Program to reduce museum employee and visitor vehicle trips and increase alternative modes such as walking, bicycling, public transit, and rideshare. Furthermore, the project would comply with the California Air Resources Board (CARB) Climate Change Scoping Plan, the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Title 24 Building Energy Efficiency Standards and CALGreen, the County of Los Angeles General Plan, and the City's Green New Deal.

7.3.2 Environmental Accidents

The project's impacts related to hazards and hazardous materials are discussed in Section 5.8, Hazards and Hazardous Materials. Construction of the proposed project would also result in the short-term use of construction-related hazardous substances (e.g., gasoline, fuels, solvents, paints, oils, etc.) during the estimated 36-month construction phase of the project. The use of these substances could lead to upset conditions as a result of accidental spill or release. Any hazardous substances used during project construction would be required to be used, transported, and disposed of in accordance with Occupational Safety and Health Administration (OSHA) Process Safety Management Standard (California Code of Regulations [CCR] 29.1910.119) and CCR Title 22 Division 4.5. Adherence to existing state

requirements would minimize the potential for the project to result in upset or accident conditions related to construction-related hazardous substance use.

7.3.3 Conclusion

Based on the above, project construction and operation would require the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resources and the project site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the project, such changes are concluded to be less than significant, and the limited use of nonrenewable resources that would be required by project construction and operation is justified.

7.4 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

State CEQA Guidelines Section 15128 requires an EIR to contain a statement briefly indicating the reasons that various potential significant effects of a project were determined not to be significant and, therefore, were not further discussed in the EIR. Based on preliminary analysis and discussions with the Los Angeles County Museum of Natural History Foundation, it was determined that the project would not result in significant impacts related to agricultural and forestry resources, energy, mineral resources, population and housing, public services, and wildfire. Therefore, the analysis of these issue areas is not as intensive in this EIR as that described for other resources included in Chapter 5, Environmental Impact Analysis. In accordance with State CEQA Guidelines Section 15128, the following sections include a brief evaluation and substantiation of why these impacts have been found not to be significant.

7.4.1 Agricultural and Forestry Resources

Would the project:

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

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

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

The project site is located in an urban area within the city of Los Angeles. It is currently developed with uses that benefit the public, including the Page Museum and other associated buildings, facilities, recreation areas, and a surface parking area. While the project site is owned by the County of Los Angeles

(County), it is located within the jurisdictional boundaries of the City of Los Angeles, and as such, it is identified in the City General Plan and the Wilshire Community Plan with a land use designation of Public Facilities (PF) and an associated zoning designation of Public Facilities, Height District 1, Development Limitation (PF-1D).

No agricultural uses or operations occur on-site or within the vicinity of the project site. Neither the project site nor the surrounding area is zoned for agricultural or forest uses, and no agricultural or forest lands occur within or in the vicinity of the project site. Therefore, the project would not convert designated farmland pursuant to the Farmland Mapping and Monitoring Program to non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production; result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes in the existing environment which could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use. *No impacts* related to agricultural and forestry resources would occur.

Since the project would not result in impacts related to agricultural and forestry resources, it could not contribute to cumulative impacts related to these resources. No cumulative impacts related to agricultural and forestry resources would occur.

7.4.2 Energy

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The analysis provided in this section is based on the *Energy Analysis Report for the La Brea Tar Pits Master Plan*, prepared by SWCA Environmental Consultants (SWCA) dated October 2022 and included as Appendix L. The Energy Analysis Report estimated energy consumption calculations using CalEEMod Version 2022.1. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operation of a variety of land use projects. Details regarding CalEEMod assumptions for the project are presented in the Energy Analysis Report and in the *La Brea Tar Pits Master Plan Air Quality and Greenhouse Gas Technical Report* (SWCA 2022a, 2022b; see Appendices L and C, respectively). This analysis addresses the requirements of the State CEQA Guidelines Appendix F (Energy Conservation).

CONSUMPTION OF ENERGY RESOURCES

Construction

During construction of the project, electricity would be consumed, on a limited basis, to power lighting, electric equipment, and supply and convey water for dust control and for an on-site construction trailer. Electricity would be supplied to the project site by LADWP and would be obtained from the existing electrical lines that connect to the project site. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease

upon completion of construction. Electricity use from construction would be short term, limited to working hours, used for necessary construction-related activities, and would represent a small fraction of the project's net annual operational electricity. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Furthermore, the electricity used for off-road light construction equipment would have the co-benefit of reducing construction-related air pollution and GHG emissions from more traditional construction-related energy in the form of diesel fuel.

During project construction, on- and off-road vehicles would consume an estimated annual average of approximately 142,095 gallons of gasoline and 272,696 gallons of diesel (SWCA 2022a). Project construction activities would last for approximately 4 years. Construction of the project would use fuel-efficient equipment consistent with state and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in 13 CCR, and fuel requirements in accordance with 17 CCR Section 93115. The project would benefit from fuel and automotive manufacturers' compliance with Corporate Average Fuel Economy (CAFE) standards, which would result in more efficient use of transportation fuels (lower consumption). As such, the project would indirectly comply with regulatory measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines.

In addition, the project would divert mixed construction and demolition debris to City-certified construction and demolition waste processors using City-certified waste haulers, consistent with the Los Angeles City Council approved Ordinance No. 181519 (City of Los Angeles Municipal Code Chapter VI, Article 6, Section 66.32 6.32.5). Diversion of mixed construction and demolition debris would reduce truck trips to landfills, which are typically located some distance away from city centers and would increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption.

Based on the analysis above, construction would use energy only for necessary on-site activities and to transport construction materials and demolition debris to and from the project site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment and fuels would result in less fuel combustion and energy consumption, and thus minimize the project's construction-related energy use.

Operation

During operation of the project, energy would be consumed for multiple purposes, including, but not limited to, HVAC, refrigeration, lighting, and the use of electronics, equipment, and machinery. Energy would also be consumed during project operations related to water usage, solid waste disposal, and vehicle trips. Development of the project would result in an annual estimated energy demand of 1,082,928 kilowatt-hours (kWh) per year and require 155,576 gallons of gasoline and 4,493 gallons of diesel per year (SWCA 2022a).

The project would be designed to meet the State and County green building requirements and include the installation of additional features to reduce energy use throughout the buildings. The project includes the incorporation of several energy-efficient features to the Page Museum. The features include enhanced daylighting, rainwater collection leading to bioswales, a sloped green roof, and incorporation of rooftop solar photovoltaic panels onto the buildings, where possible. Daylighting is the controlled admission of natural light, direct sunlight, and diffused-skylight into a building to reduce electric lighting and save energy. By providing a direct link to the dynamic and perpetually evolving patterns of outdoor illumination, daylighting helps create a visually stimulating and productive environment for building

occupants, while reducing as much as one-third of total building energy costs. Water conservation measures could include the use of drought-tolerant planting, installation of dual plumbing in order to use reclaimed water for toilet flushing, use of restaurant faucets of a self-closing design, and stormwater retention through a biofiltration flow-through system to treat the first flush of stormwater runoff before it is captured in below grade cisterns, and used on-site for toilets, urinals, and landscape irrigation. These features would further maximum energy efficiency.

With compliance with Title 24 standards and applicable CALGreen requirements, at buildout, the project would result in a projected net increase in the on-site annual demand for electricity totaling 1,082,928 kWh for the project (SWCA 2022a). The project would include energy-saving measures, including natural light to be harvested for the main spaces using large expanses of glass and skylights; daylighting systems to coordinate the levels of artificial lighting; HVAC systems that would be sized and designed in compliance with CALGreen to maximize energy efficiency caused by heat loss and heat gain; and new and existing tree canopies to be used to protect building walls from sun exposure and provide shade for the ground area. These measures were generally accounted for based on compliance with Title 24 standards. In addition to compliance with CALGreen, the project would also incorporate rooftop solar photovoltaic panels onto the buildings, where possible.

Further, it is important to note that the total net project energy demand does not reflect the fact that project operational-related energy would likely be lower, as the project would provide sustainability features that would reduce the project's indoor and outdoor water demand. These measures include rainwater collection leading to bioswales and drought-tolerant landscaping, resulting in a reduction in water demand and less use of pesticides. These measures were conservatively not accounted for since a specific outdoor water reduction value could not conclusively be calculated.

Based on the LADWP 2017 Power Strategic Long-Term Resource Plan, LADWP forecasts that its total energy sales in the 2028–2029 fiscal year (the project's buildout year) will be 24,341 gigawatt hours (GWh) of electricity (LADWP 2017). Thus the project-related annual electricity consumption of 1.13 GWh per year would be less than 0.005% of LADWP's projected sales in 2028. As previously described, the project incorporates a variety of energy and water conservation measures and features to reduce energy usage and minimize energy demand. Therefore, with the incorporation of these measures and features, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of electricity.

The project would increase the demand for natural gas resources. With compliance with Title 24 standards and applicable CALGreen requirements, at buildout, the project is projected to generate a net increase in the on-site annual demand for natural gas totaling 3,745,669 cubic feet. Southern California Gas Company (SoCalGas) accounts for anticipated regional demand based on various factors, including growth in employment by economic sector, growth in housing and population, and increasingly demanding State goals for reducing GHG emissions. SoCalGas accounts for an increase in employment and housing between 2018 to 2035. The project forecasted annual consumption would fall within SoCalGas' projected consumption for the area and would be consistent with SoCalGas' anticipated regional demand from population or economic growth (SWCA 2022a). As would be the case with electricity, the project would comply with the applicable provisions of Title 24 and CALGreen in effect at the time of building permit issuance to minimize natural gas demand. As such, the project would minimize energy demand. Therefore, with the incorporation of these measures and features, operation of the project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas.

During operations, project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the project site. A majority of the vehicle fleet that would be used by project visitors and employees would consist of light-duty automobiles and light-duty trucks, which

are subject to fuel efficiency standards. The project's estimated annual net increase in petroleum-based fuel usage would be 155,576 gallons of gasoline and 4,493 gallons of diesel for the project (SWCA 2022a). Based on the California Energy Commission's (CEC's) California Retail Fuel Outlet Annual Reporting (CEC 2022), Los Angeles County consumed 3,559,000,000 gallons of gasoline and 563,265,306 gallons of diesel fuel in 2019.

The project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles for the reasons provided below. The project would not conflict with the SCAG 2020-2045 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions. The project would support these strategies by creating a community serving recreational development comprising recreational uses (including a museum, park, and café) that offer employment and other community-serving opportunities. The project supports the development of a balanced mixed of uses by co-locating complementary land uses on an infill project site that is in close proximity to existing off-site commercial and residential uses, being located within 0.25 mile of off-site commercial and residential uses, and located within an identified high-quality transit area (HQTA) in a highly walkable area well-served by public transportation (refer to the Air Quality and Greenhouse Gas Technical Report [SWCA 2022b] for additional information regarding the SCAG 2020-2045 RTP/SCS). The project would concentrate recreational and athletic facility uses within an HQTA in an urban infill location in proximity to multiple public transit stops. There would be pedestrian entry gates along the perimeter of the project site that would provide access to the park, museum, and landscaped areas. The project would minimize vehicle trips and VMT by virtue of being in a location that has existing high-quality public transit (with access to existing regional bus and rail service), employment opportunities, restaurants and entertainment, all within walking distance—and by including features that support and encourage increase transit use, pedestrian activity, and other non-vehicular transportation.

Additionally, the project design would provide for the installation of the conduit and panel capacity to accommodate electric vehicle charging stations for a minimum of 10% of the parking spaces pursuant to CALGreen. Based on the above, the project would minimize operational transportation fuel demand consistent with state, regional, and city goals.

Conclusion

As demonstrated by the previous analysis, the project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The project's energy usage during peak and base periods would also not conflict with electricity, natural gas, and transportation fuel future projections for the region. During operations, the project would comply with and exceed existing minimum energy-efficiency requirements, such as the Title 24 standards and CALGreen. In summary, the project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of energy and impacts related to energy use during construction and operation would be *less than significant*.

Since the project would result in less than significant impacts related to energy use during construction and operation, it could not contribute to cumulative impacts related to wasteful, inefficient, or unnecessary consumption of energy resources. No cumulative impacts to energy would occur.

CONFLICTS WITH PLANS FOR ENERGY EFFICIENCY

The analysis for the project's consistency with appliable plans for energy efficiency considers the project holistically. This approach is consistent with the plans and policies, which also consider the project holistically (i.e., the plans and policies generally do not segregate impacts by construction and operation). The project's consistency analysis with appliable plans for energy efficiency is described below.

The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. A detailed discussion of the project's comparison with the applicable actions and strategies in the City's Green New Deal is provided in the Air Quality and Greenhouse Gas Technical Report (SWCA 2022b). The project is designed in a manner that is consistent with and not in conflict with relevant energy conservation plans that are intended to encourage development that results in the efficient use of energy resources. The project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the Title 24 standards and CALGreen. Electricity and natural gas usage during project operations would be minimized through incorporation of applicable Title 24 standards and applicable CALGreen requirements. Furthermore, the project incorporates energy-conservation measures beyond regulatory requirements, including solar panels that would offset some of its overall energy usage with on-site renewable electricity. The project would also provide sustainability features that would reduce the project's indoor and outdoor water demand. The project would also be consistent with and not conflict with regional planning strategies that address energy conservation. As part of the approach, the SCAG 2020-2045 RTP/SCS focus on reducing fossil fuel use by decreasing VMT, encouraging the reduction of building energy use, and increasing use of renewable sources would be followed. The project's design and its location on an infill site within an HQTA in proximity to transit; its proximity to existing off-site retail, restaurant, entertainment, commercial, and job destinations; and its walkable environment would achieve a reduction in VMT.

Conclusion

In addition, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The project would implement project design features and incorporate water conservation, energy conservation, landscaping, and other features consistent with applicable actions and strategies in the City's Green New Deal. The project would also be consistent with and not conflict with regional planning strategies that address energy conservation. As part of the approach, the SCAG 2020-2045 RTP/SCS focus on reducing fossil fuel use by decreasing VMT, encouraging the reduction of building energy use, and increasing use of renewable sources would be followed. The project's design would comply with existing energy standards and incorporate project design features to reduce energy consumption. Therefore, the project would not conflict with energy conservation plans and impacts would be *less than significant*.

Since the project would result in less than significant impacts related to conflicts with energy conservation plans, it could not contribute to cumulative impacts related to this issue. No cumulative impacts related to conflicts with energy conservation plans would occur.

7.4.3 Mineral Resources

Would the project:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

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

The project site is located within an urban area that has been previously disturbed by development, and no mineral extraction operations currently occur on the project site. While the project site is owned by the County, it has a City zoning designation of Public Facilities, Height District 1 (PF-1D). The project site is not located within a County- or City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey (City of Los Angeles 2001). The project site is also not located within a City-designated oil field or oil drilling area. Thus, the project would not result in the loss of availability of a mineral resource that would be of value to the region or the state. The project would also not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, there would be *no impacts* related to mineral resources.

Since the project would not result in impacts related to mineral resources, it could not contribute to cumulative impacts related to these resources. No cumulative impacts related to mineral resources would occur.

7.4.4 Population and Housing

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project does not include housing and thus would not directly introduce a new residential population that would contribute to population growth in the vicinity of the project site. While construction of the project would create temporary construction-related jobs, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time during which their specific skills are needed to complete a particular phase of the construction process. The project would draw from the existing regional pool of construction workers who typically move from project to project as work is available. Project-related construction workers would not be anticipated to relocate their household's permanent place of residence as a consequence of working on the project and, therefore, no new permanent residents are expected to be generated during construction of the project. In addition, the project involves the development of a new museum building, which would add approximately 20 new employment opportunities to the area; however, this increase in employees is well within local and regional growth projections for population (see Chapter 4, Environmental Setting). In addition, the project would be in a generally developed area with an established network of roads and other urban infrastructure and would not require the extension of such infrastructure in a manner that

would indirectly induce substantial population growth. Thus, the project would not induce population growth and *no impact* would occur.

The project site does not contain any residential structures and no people live on the site under existing conditions. The project does not include the addition of a residential component and, as such, no changes to existing conditions related to housing would occur. Therefore, implementation of the project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere; *no impacts* would occur.

Since the project would not result in impacts related to population and housing, it could not contribute to cumulative impacts related to population growth or the displacement of substantial numbers of existing housing or people. No cumulative impacts related to population and housing would occur.

7.4.5 Public Services

Would the project:

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

i. Fire protection

ii. Police protection

iii. Schools

iv. Parks

v. Other public facilities

The project is not expected to induce population growth as it would not include residential uses, therefore it is expected that there would be no net increase in population growth. The project does not include direct or indirect construction of housing, public services, or schools. The project would not require the provision of new or additional public services, as discussed below.

FIRE PROTECTION

The Los Angeles Fire Department (LAFD) is responsible for providing fire protection services to the project site. The nearest LAFD fire station serving the project site is Fire Station 61, located at 5821 West 3rd Street, approximately 0.8 mile northeast of the project site. The project does not involve the development of residential uses, which typically generate a greater demand for public services compared to non-residential uses. The proposed museum building may temporarily increase the daytime population when the project is initially complete and temporarily generate an increased demand for fire protection and emergency medical services. However, the daytime population would be expected to stabilize over time such that the demand for fire protection and emergency medical services is comparable to existing conditions. The project would be designed to incorporate all County Fire Code and Building Code requirements as applicable, regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, and alarm and communications systems, etc. Compliance with applicable County Fire Code and Building Code requirements, along with compliance with

recommendations from the County Fire Department and LAFD, would ensure that adequate fire prevention features would be provided that would reduce any potential increased demand for fire protection and emergency medical services.

Regarding emergency access and response times during operation, the project would maintain the existing circulation adjacent to the project site and would not include the permanent closure of any adjacent roads or install barriers along adjacent roads which could impede emergency access. Furthermore, while the project could temporarily generate additional traffic in the vicinity of the project, pursuant to Section 21806 of the California Vehicle Code, the drivers of emergency vehicles have a variety of options for avoiding traffic, such as using their sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic. The project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the project site or the surrounding area. Thus, *no impacts* to fire protection services would occur.

Since the project would not result in impacts related to fire protection services, it could not contribute to cumulative impacts related to this issue. No cumulative impacts related to fire protection services would occur.

POLICE PROTECTION

The Los Angeles Police Department (LAPD) is responsible for providing police protection services to the project site. The nearest LAPD police station serving the project site is the Wilshire Community Police Station, located at 4861 Venice Boulevard, approximately 2 miles southeast of the project site. The project does not involve the development of residential uses, which typically generate a greater demand for public services compared to non-residential uses.

During construction, construction sites can be sources of nuisances and hazards and invite theft and vandalism. Given the existing project site operations and in accordance with standard construction industry practices, the potential for theft of construction equipment and building materials would be minimized using security fencing, lighting, locked entry, and security patrol of the project site and construction areas. Upon project completion, the project may temporarily increase the daytime population within the Wilshire Community Police Station's service area when the project is initially complete. The temporary daytime population projected to be generated by the project could contribute to an increase in the demand for police protection services as provided by the Wilshire Community Police Station. However, the daytime population and associated demand for police protection services is expected to drop back to average attendance over time. In addition, the project does not include any residential uses, which typically have a higher direct demand on police protection services. Therefore, the project would not directly affect the existing officer-to-resident ratio or the crimes-per-resident ratio citywide or within the Wilshire Community Police Station service area. Nevertheless, to help reduce any on-site increase in demand for police services, the project would implement comprehensive safety and security features to enhance public safety and reduce the demand for police services.

Regarding emergency access and response times during operation, the project would maintain the existing circulation adjacent to the project site and would not include the permanent closure of any adjacent roads or install barriers along adjacent roads which could impede emergency access. Furthermore, while the project could temporarily generate additional traffic in the vicinity of the project, pursuant to Section 21806 of the California Vehicle Code, the drivers of emergency vehicles have a variety of options for avoiding traffic, such as using their sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic. The project-related traffic is not anticipated to impair the LAPD from responding to emergencies at the project site or the surrounding area. Thus, *no impacts* to police protection services would occur.

Since the project would not result in impacts related to police protection services, it could not contribute to cumulative impacts related to this issue. No cumulative impacts related to police protection services would occur.

SCHOOLS

Implementation of the project would not create a direct demand for public school services as the subject property would contain non-residential uses and would not generate any school-aged children requiring public education. Furthermore, implementation of the project would improve the educational experience for school visits by the Los Angeles Unified School District and other educational organizations. Thus, the project would not result in the need for new or altered school facilities. Thus, *no impacts* to schools would occur.

Since the project would not result in impacts related to schools, it could not contribute to cumulative impacts related to this issue. No cumulative impacts related to schools would occur.

PARKS

Parks and recreational facilities in the vicinity of the project site are primarily operated and maintained by the Los Angeles Department of Recreation and Parks. Nearby public parks and recreational facilities and the anticipated impacts of the project are discussed in Section 5.12, Recreation. While the project site provides existing uses that benefit the public and passive recreational opportunities including open space, it is not designated as parkland and is not managed by the respective parks and/or recreation departments of either the County or the City. Implementation of the project would allow for the continued provision of passive outdoor space at Hancock Park, including Central Green, plazas/welcome pavilions, and a pedestrian bridge and walking path. The project would not include residential uses and implementation of the project would not generate a new residential population that would regularly use nearby parks and recreational facilities. As such, the project would not impact or contribute to the County's or the City's parkland ratios. *No impacts* to parkland ratios would occur.

Since the project would not result in impacts related to parkland ratios, it could not contribute to cumulative impacts related to this issue. No cumulative impacts related to parkland ratios would occur.

OTHER PUBLIC FACILITIES

The closest public library serving the project site is the Fairfax Branch Library located at 161 South Gardner Street, approximately one mile north of the project site. The project would introduce a new museum building and employees to the project site, which could result in an incremental increase in demand for other public facilities, such as library services. However, it is not anticipated to require or result in the construction of new or physically altered public facilities such as libraries. Furthermore, the project does not propose the development of residential uses; therefore, implementation of the project would not result in a direct increase in the number of residents within the service area of the Fairfax Branch Library. Thus, *no impacts* to libraries would occur.

Since the project would not result in impacts related to libraries, it could not contribute to cumulative impacts related to this issue. No cumulative impacts related to libraries would occur.

7.4.6 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is surrounded by a variety of urban land uses and is not classified by the California Department of Forestry and Fire Protection (CAL FIRE) as located within a Very High Fire Hazard Severity Zone in a State Responsibility Area or Local Responsibility Area (CAL FIRE 2022). Therefore, the project would not interfere with emergency response or evacuation plans during wildfires, exacerbate wildfire risks, require the installation of wildfire prevention infrastructure, or expose people or structures to post-fire flooding or landslides. Therefore, the project would have *no impacts* related to wildfire and this issue area was not further evaluated in this EIR.

Since the project would not result in impacts related to wildfire, it could not contribute to cumulative impacts related to this issue. No cumulative impacts related to wildfire would occur.