Communication from Public

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Date Submitted: 06/11/2021 03:56 PM
Council File No: 20-0813-S1
Comments for Public Posting: Please see the attached letter from the Project Applicant.

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June 11, 2021

VIA EMAIL & U.S. MAIL
CityClerk@lacity.org

Los Angeles City Council
Attn: Office of the City Clerk
City Hall, Room 395
200 N. Spring Street
Los Angeles, CA 90012

Re: **Olympic Tower Project – Supplemental Analysis Case Nos. 20-0813-S1; 20-0813; CPC-2015-4557-MCUP-CUX-TDR-SPR-DD-1A; VTT-73966-CN-2A ENV-2015-4558-EIR**

Dear Honorable Marqueece Harris-Dawson and the Honorable City Councilmembers:

On behalf of the applicant Olymfig26, LLC ("Project Applicant") for the Olympic Tower Project ("Project") we are submitting supplemental analysis concerning the Project's potential greenhouse gas impacts. The supplemental analysis is provided in the report from the technical consultant DKA Planning, enclosed with this letter as Attachment 1. As set forth in that technical letter, the Project will be consistent with the state's greenhouse gas reduction targets as set forth in SB 32 and Section 38566 of the California Health and Safety Code. The supplemental analysis supports the conclusions in the environmental impact report (EIR) for the Project, which concluded the Project will lead to less than significant greenhouse gas impacts.

For the reasons set forth in the Applicant's earlier submissions and based on the City's extensive environmental review of the Project and the substantial evidence in the record that supports the City's findings, we urge the City Council to deny the administrative appeals and approve the Project. We look forward to the City's further consideration of the Project.

Very truly yours,

Andrea S. Warren

Enclosure

cc: PLUM City Clerk, clerk.plumcommittee@lacity.org
Sergio Ibarra, City Planner, sergio.ibarra@lacity.org
Milena Zasadzien, City Planner, milena.zasadzien@lacity.org

Attachment 1

DouglasKim+Associates,LLC

To: **Kerrie Nicholson, CAJA**
From: **Douglas Kim, AICP**
CC:
Date: **June 9, 2021**
Re: **Olympic Tower GHG Analysis**

This memo provides information that supplements the greenhouse gas (GHG) analysis in the Draft Environmental Impact Report (EIR) for the Olympic Tower project. This includes an assessment of the proposed project's consistency with SB 32 objectives and the 2017 Scoping Plan that was adopted after the Notice of Preparation for the EIR was released.

As explained in the Draft EIR, in 2016, SB 32 calls for Statewide GHG reductions of 40 percent below 1990 levels by 2030. As explained in the Draft EIR, in 2016, the Legislature passed SB 32, which calls for statewide reductions in GHG emissions to 40 percent below 1990 levels by 2030. In November 2017, the California Air Resources Board (CARB) adopted a Climate Change Scoping Plan (2017 Scoping Plan) that addressed how long-term objectives could be met, including SB 32 targets in 2030. (That 2017 Scoping Plan was adopted after the analysis for the Draft EIR was initiated following the issuance of the Notice of Preparation of the Draft EIR for the Project.) Specifically, the 2017 Scoping Plan states that the Plan "establishes a path that will get California to its 2030 target" and "identifies how the State can reach our 2030 climate target to reduce…GHG emissions by 40 percent from 1990 levels." (2017 Plan at pp. 1).[1]

Independent studies confirm CARB's determination that the state's existing and proposed regulatory framework will put the state on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050 if additional appropriate reduction measures are adopted.[2] Even though these studies did not provide an

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[1] California Air Resources Board California's 2017 Climate Change Scoping Plan, https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf

[2] Energy and Environmental Economics (E3). "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation and electricity sectors. https://www.ethree.com/wp-content/uploads/2017/02/E3_Project_Overview_20150406.pdf

exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the studies would allow the state to meet the 2050 target.

In addition, on May 22, 2014, CARB approved its first update to the AB 32 Scoping Plan (CARB's First Update).[3] CARB's First Update "lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," and many of the emission reduction strategies recommended by ARB would serve to reduce the Project's post-2020 emissions level to the extent required by applicable by law (CARB's First Update, p. 4 and Table 6 pp. 94-99).

When compared to SB 32, the Proposed Project would be consistent with its objectives and the GHG reduction-related actions and strategies of the 2017 Scoping Plan. Table No. 1, below, follows the same approach used in the Draft EIR for evaluating consistency with CARB's AB 32 Scoping Plan, which was adopted to meet the goals of AB 32 (Draft EIR, pp. 4.F-34 to 35; Table 4.F-7).[4,5] The 2017 Scoping Plan and the SB 32 objectives that drive it involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries. Although a number of these strategies are currently promulgated, some have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. Based on the following analysis, the Project would be consistent with the State's Climate Change Scoping Plan's objective of reducing 2030 GHG emissions in accord with SB 32.

In addition to the Project's consistency with applicable GHG reduction regulations and strategies, the Project would not conflict with future anticipated statewide GHG reductions goals. Specifically, CARB has outlined strategies for achieving the 2030 reduction target of 40 percent below 1990 levels, as mandated by SB 32. These strategies include renewable resources for half of the State's electricity by 2030, increasing the fuel economy of vehicles and the penetration of zero-emission or hybrid vehicles into the vehicle fleet, reducing the rate of growth in VMT, supporting high- speed rail and other alternative transportation options, and use of high-efficiency appliances, water heaters, and HVAC systems.

The Project would also benefit from statewide and utility-provider efforts towards increasing the portion of electricity provided from renewable resources. LADWP provides 32 percent of electricity via renewable sources but has committed to increasing renewable sources that exceed

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[3] California Air Resources Board, First Update to the Climate Change Scoping Plan, May 2014; https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf

[4] Ibid

[5] California Air Resources Board, Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document, August 2011; https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/document/final_supplement_to_sp_fed.pdf

the Renewables Portfolio Standard requirements by providing 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. The Project would also include energy efficient mechanical systems, energy efficient glazing and window frames, Energy Star appliances to be installed on-site, and the use of high-efficiency lighting. The Project would also benefit from statewide efforts to improve fuel economy of vehicles. The Project would help reduce VMT growth given its infill location, design and complementary proposed mix of residential and commercial uses at an infill site that is accessible to local and rapid bus lines, including Los Angeles County Metropolitan Transportation Authority local bus routes 28, 728, 81, 442, and 460), the Metro Silver Line express routes 910 and 950X, the Metro Rail Expo and Blue Lines one block to the east, and the Metro Red and Purple Lines at the 7th Street/Metro Center station 0.35 miles away. The Metro Blue Line also provides rail service at this location.

Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Senate Bill 350 (SB 350): Requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.[a] Increase RPS to 50 percent of retail sales by 2030. Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	California Public Utilities Commission, California Energy Commission, CARB	Consistent. As Los Angeles Department of Water and Power (LADWP) would provide electricity service to the Project Site, by 2030 the Project would use electricity consistent with the requirements of SB 350. It is assumed that LADWP will receive at least 33 percent of electricity from renewable sources by year 2020 and 50 percent by 2030 (with a straight-line interpolation for the Project buildout year of 2024). The Project would comply with CalGreen and Title 24 energy efficiency standards.
Senate Bill 100 (SB 100): The California Renewables Portfolio Standard Program (2018) requires a Statewide renewables energy portfolio that requires retail sellers to procure renewable energy that is at least 50 percent by December 31, 2026 and 60 percent by December 31, 2030. It would also require that local publicly owned electric utilities procure a minimum quantity of electricity from renewable energy resources	LADWP, California Public Utilities Commission	Consistent. LADWP is required to generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. It is completing a "100% Renewable Study" that will identify how it will achieve its ultimate 100 percent renewable energy goal. As LADWP would provide electricity service to the Project, by 2030 the Project would use electricity consistent with the requirements of SB 100.

Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
achieve 44 percent of retail sales by December 31, 2024 and 60 percent by December 31, 2030.		The Project would comply with this this action/strategy being located within the LADWP service area and would comply with CalGreen and Title 24 energy efficiency standards
Implement Mobile Source Strategy (Cleaner Technology and Fuels) • At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. • At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030. • Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations. • Medium- and heavy-duty GHG Phase 2. • Innovative Clean Transit • Last Mile Delivery • Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."	CARB, California State Transportation Agency, Southern California Gas, Caltrans California Energy Commission, Office of Planning and Research, Local agencies	Consistent. GHG emissions generated by Project-related vehicular travel would benefit from proposed regulation, and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program, consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions estimates conservatively do not include this additional 34-percent reduction in mobile source emissions as the CalEEMod model does not yet account for this regulation. Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Project would also benefit from these measures once adopted. With regard to SB 375, the Project represents an infill development within an existing urbanized area that would concentrate more hotel and hospitality uses within an HQTA. Therefore, the Project would be consistent with SCAG's 2020-2045 RTP/SCS. Furthermore, the RTP/SCS would result in an estimated 19-percent decrease in per capita GHG emissions from passenger vehicles by 2035. Project-related transportation emissions would be reduced by approximately 30 percent and therefore, the Project would be consistent with SB 375 and the 2020-2045 RTP/SCS.
Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets)	CARB	Consistent. The Project would be consistent with SB 375 for developing an infill project within an existing urbanized area. This would concentrate new residential, commercial, and hotel uses within an HQTA. Project-related transportation emissions would be reduced by approximately 30 percent and therefore, the Project would be consistent with SB 375 and the 2020-2045 RTP/SCS.
By 2019, adjust performance measures used to select and design transportation facilities.	California State Transportation	Not Applicable. The Project would not involve construction of transportation facilities. However, the Project would be located in close

Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Harmonize project performance with emissions reductions, and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection).	Agency and Southern California Gas, Office of Planning and Research, CARB, GoBiz, IBank, Department of Finance, California Transportation Commission, Caltrans	proximity to ample transit opportunities, including Metro local routes and LADOT transit services).
By 2019, develop pricing policies to support low- GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	California State Transportation Agency, Caltrans, California Transportation Commission, Office of Planning and Research/Southern California Gas, CARB	Consistent. The Project would support this policy since the Applicant would provide electric vehicle supply wiring (EV-ready) would be available in at least 20 percent of the total code-required parking spaces for the Project.
Implement California Sustainable Freight Action Plan:	CARB	Not Applicable. The Project land uses would not include freight transportation or warehousing. Therefore, the Project would not

Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
• Improve freight system efficiency. Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		interfere or impede the implementation of the Sustainable Freight Action Plan.
Adopt a Low Carbon Fuel Standard (LCFS) with a Carbon Index (CI) reduction of 18 percent.	CARB	Consistent. This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation because fuel used by Project-related vehicles would be required to comply with LCFS. Mobile source GHG emissions estimates were calculated using CalEEMod that includes implementation of the LCFS into mobile source emission factors. The current LCFS, adopted in 2007, requires a reduction of at least 10 percent in the carbon intensity (CI) of California's transportation fuels by 2020. On September 27, 2018, CARB amended the LCFS regulation to target a 20 percent reduction in CI from a 2010 baseline by 2030.
Mobile		
Implement the Short-Lived Climate Pollutant Strategy by 2030: • 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. 50 percent reduction in black carbon emissions below 2013 levels.	CARB, CalRecycle, California Department of Food and Agriculture, California State Water Resources Control Board, Local air districts	Consistent. The Project would comply with the CARB Short-Lived Climate Pollutant (SLCP) Reduction Strategy, which limits the use of hydrofluorocarbons for refrigeration uses.

Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, California Department of Food and Agriculture, California State Water Resources Control Board, Local air districts	Not Applicable. This strategy calls on regulators to reduce GHG emissions from landfills and is not applicable to a development project. Under SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle) is responsible for achieving a 50 percent reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and 75-percent reduction by 2025.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Not Applicable. This applies to State regulators and is not applicable to a development project. The current Cap-and-Trade program would end on December 31, 2020. Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the state's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink: • Protect land from conversion through conservation easements and other incentives. • Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity. • Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments. Establish scenario projections to serve as the foundation for the Implementation Plan.	California Natural Resources Agency and departments within, California Department of Food and Agriculture, CalEPA, CARB	Not Applicable. This applies to State regulators and is not applicable to a development project. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.

Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Solid Waste		
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Not Applicable. This applies to State regulators and is not applicable to a development project. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Water (Three percent of project inventory)		
Implement Forest Carbon Plan	California Natural Resources Agency, CAL FIRE, CalEPA and departments within	Not Applicable. This applies to State regulators and is not applicable to a development project. This regulatory program applies to state and federal forest land, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Not Applicable. This applies to State regulators and is not applicable to a development project. Funding and financing mechanisms are the responsibility of the state and local agencies. The Project would not conflict with funding and financing mechanisms to support GHG reductions.

[a] Senate Bill 350 (2015–2016 Regular Session) Stats 2015, Ch. 547.

[b] CARB, Advance Clean Cars, Midterm Review, www.arb.ca.gov/msprog/acc/acc-mtr.htm.

[c] CARB, Advanced Clean Local Trucks (Last mile delivery and local trucks), www.arb.ca.gov/msprog/actruck/actruck.htm.

[d] CARB, LCFS Rulemaking Documents, www.arb.ca.gov/fuels/lcfs/rulemakingdocs.htm.

[e] CARB, Reducing Short-Lived Climate Pollutants in California, www.arb.ca.gov/cc/shortlived/shortlived.htm.

[f] CARB, Short-Lived Climate Pollutants (SLCP): Organic Waste Methane Emissions Reductions, www.calrecycle.ca.gov/climate/slcp/.

Source: California Air Resources Board (CARB), California's 2017 Climate Change Scoping Plan, November 2017.